

PLANNING ACT 2008
INFRASTRUCTURE PLANNING
(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
REGULATION 5 (2) (a)

PROPOSED PORT TERMINAL AT FORMER TILBURY POWER STATION

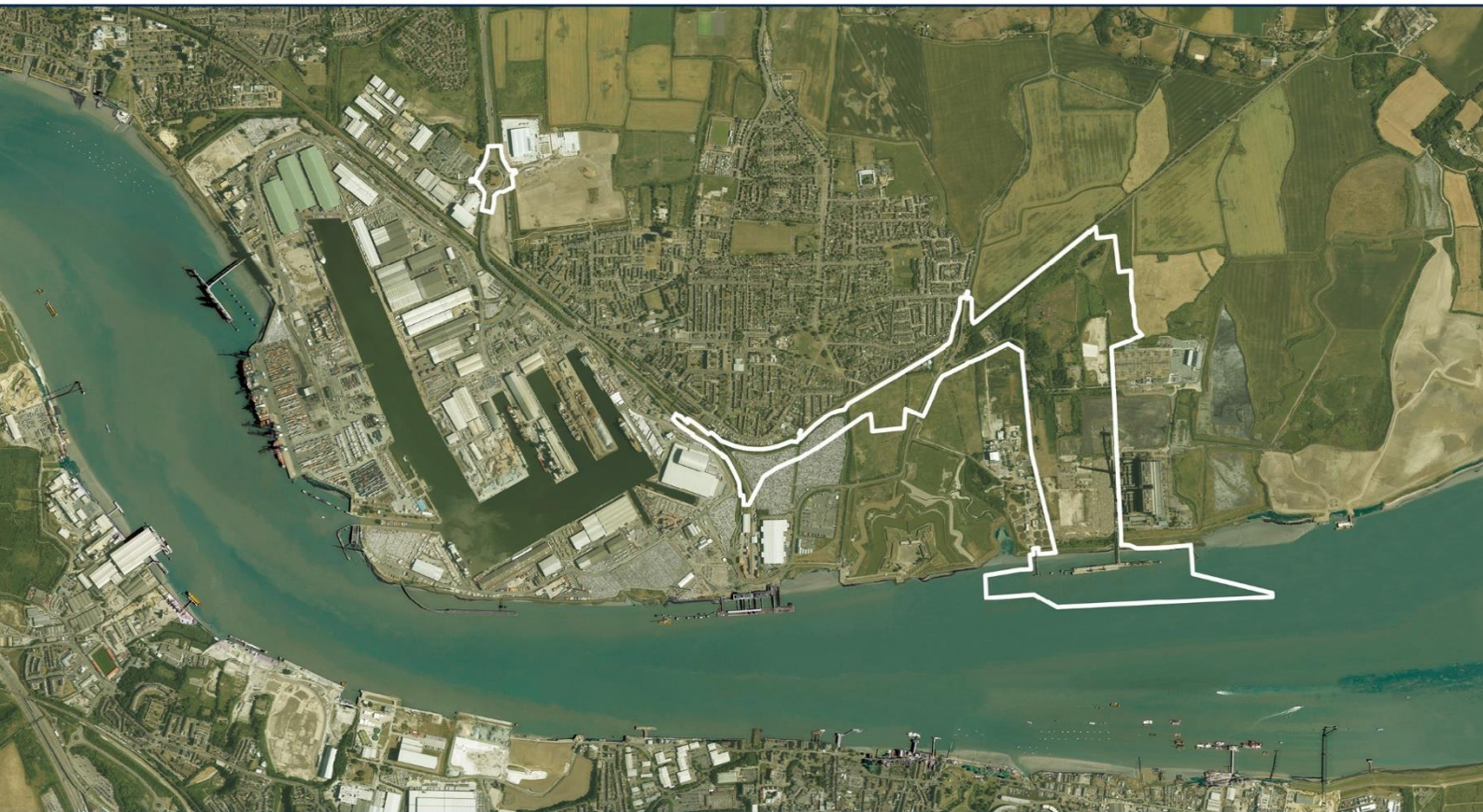
TILBURY2

TR030003

VOLUME 6 PART B

ES APPENDIX 13.A: TRANSPORT ASSESSMENT

DOCUMENT REF: 6.2 13.A



TRANSPORT ASSESSMENT

**PROPOSED PORT TERMINAL AT
FORMER TILBURY POWER STATION, TILBURY2**

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Date: 27 October 2017

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QUALITY MANAGEMENT

Report No.	Comments	Date	Author	Authorised
ITL11323-005 R	Draft	29/09/2017	Gavin Murray / Philip Reilly / Rob Hardyman	Phil Hamshaw
ITL11323-005A R	FINAL	20/10/2017	Gavin Murray / Philip Reilly / Rob Hardyman	Phil Hamshaw
ITL11323-005B R	FINAL	27/10/2017	Gavin Murray / Philip Reilly / Rob Hardyman	Phil Hamshaw

File ref: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Admin\Report and Tech Notes\ITL11323-005B R

Transport Assessment - REVISED FINAL.docx

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SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 This report sets out the transport implications arising from the the proposed new port terminal known as Tilbury2 promoted by Port of Tilbury London Limited ("PoTLL"). The proposed port terminal will be constructed on land that formed the western part of the now redundant Tilbury Power Station, which is located to the east of the existing Port of Tilbury. The site location is shown on Figure 1.1.

1.1.2 The proposed development will principally comprise a Roll-on/Roll-off (RoRo) terminal and a Construction Materials and Aggregates terminal (the "CMAT"), and associated infrastructure including rail and road facilities and revisions to the existing marine infrastructure. An 'infrastructure corridor' is proposed that will accommodate road and rail links to the existing rail and road network. The CMAT will include stockpiling of construction materials and some processing of aggregates for the production of asphalt and concrete products.

1.1.3 The proposals constitute a Nationally Significant Infrastructure Project (NSIP) as defined by the Planning Act 2008. Accordingly, the proposals require consent from the Secretary of State via a Development Consent Order (DCO). In considering a DCO the Secretary of State must have regard to relevant National Policy Statements, which for the ports sector is the National Policy Statement for Ports (2012).

1.1.4 The assessments contained within this report have been undertaken in the context of the NPS for Ports as well as other applicable policy and guidance.

1.2 Scoping Discussions

1.2.1 A large amount of pre-application consultation has been undertaken with the highway authorities. The scope of the assessments were set out in Transport Assessment Scoping Note which was issued by PoTLL to Thurrock Council ("TC"), Essex County Council ("ECC") and Highways England ("HE"), as relevant highway authorities. The Scoping Note was subject to discussion with each authority via meetings and correspondence. The agreed Scoping Note is attached at Appendix A.

1.2.2 Assessments contained in this report have been undertaken in accordance with the methodology and scope contained in the Scoping Note. During the pre-application process ongoing discussion, liaison and sharing of technical information occurred with each of the highway authorities. A series of meetings have occurred during this period as follows:

- Meeting with HE on 21st February 2017 to present the proposals and discuss the DCO process;
- Meeting with TC on 18th April 2017 to present the scheme and review the submitted TA Scoping Note with follow-up emails to agree the parameters for the assessment;
- Meeting with HE on 19th April 2017 review of the submitted TA scoping note;
- Meeting with HE on 10th May 2017 to agree the parameters for the assessment set out in the TA scoping note;
- Meeting with TC on 11th May 2017 to discuss the environmental impacts of the development traffic;
- Meeting with ECC on 24th May 2017 review of the submitted TA scoping note and agree the parameters for the assessment;
- Meeting with TC, ECC and HE on 14th June 2017 to discuss the detail of the details and the DCO process;
- Meeting with TC and HE on 18th July 2017 to discuss the baseline traffic conditions and the proposals' traffic flow profiles;
- Meeting with TC and HE on 24th August 2017 to discuss the off-site traffic impact of the proposals and also the Active Travel measures being promoted;
- Meeting with TC and HE on 13 September 2017 to discuss development impact, mitigation, Travel Plan and Link Road; and
- Meeting with HE and TC on 12 October 2017 to discuss mitigation, impact, Active Travel and Link Road.

1.2.3 The scoping process and ongoing consultation has resulted in agreement of the following parameters for assessing the transport impacts of the proposals between PoTLL and the highway authorities:

- Assessment study area;
- Operational Traffic Generation;
- Operational Traffic Distribution;
- Assessment periods;
- Assessment years;
- Committed developments (within future baseline);
- Tempo growth rates; and
- Operational Assessment parameters.

1.2.4 At the time of writing discussions were continuing to confirm the impacts and possible mitigation measures at the ASDA roundabout and also to confirm the impacts at the Marshfoot Interchange. However, the remainder of the assessments, associated impacts and mitigation measures have been agreed with the highway authorities. Statements of Common Ground with TC, ECC and HE will be prepared to confirm the current status of agreement on the assessments in this report and will be submitted into the examination.

1.3 Report Structure

1.3.1 The report is divided into the following sections:

- Section 2 – provides a summary of applicable national and local transport policy insofar as it relates to the proposals to provide the context for the assessments;
- Section 3 – provides a description and assessment of the existing transport situation including details of the local and strategic road network, pedestrian and cyclist facilities, public transport, accident statistics and observed traffic data;

- Section 4 – sets an overview of the proposed development including details relating to the proposed access arrangements for all modes of transport and associated infrastructure;
- Section 5 – provides an appraisal of the accessibility of the site to sustainable transport modes including a summary of the Framework Travel Plan (FTP) (document reference 6.2.13B) and Sustainable Distribution Plan (SDP) (document reference 6.2.13C);
- Section 6 – provides the traffic assessment methodology and parameters including traffic generation, distribution, committed development and forecast traffic data;
- Section 7 – sets out the operational assessments of the impact of the development on the study network and identifies suitable mitigation measures;
- Section 8 – provides an assessment of construction traffic, with an overview of the Construction Traffic Management Plan (CTMP) (appended to CEMP document reference 6.9);
- Section 9 – summarises the environmental assessments of the increases in traffic which are set out in the Environmental Statement (document reference 6.1);
- Section 10 – provides a summary and conclusions.

1.3.2 It is concluded that, consistent with NPS for Ports presumption in favour of granting consent for ports development, there are no reasons relating to highways or transport for not permitting the Tilbury2 proposals.

SECTION 2 TRANSPORT POLICY REVIEW

2.1 Overview

2.1.1 This section sets out a review of the national and local transport policy to provide the context for the Transport Assessment. The policy documents that set the context for the development proposal are as follows:

- National Policy Statement for Ports (January 2012);
- National Planning Policy Framework (NPPF) (March 2012);
- National Planning Practice Guidance (NPPG) (March 2014);
- DfT Circular 02/2013 (September 2013);
- Thurrock Core Strategy and Policies for Management of Development (Adopted 2015);
- Thurrock Transport Strategy 2013-2026;
- Thurrock Council – Parking Strategy and Policies (2016-2021); and
- Essex County Council Development Management Policies (February 2011).

2.2 National Policy

National Policy Statement for Ports (January 2012)

2.2.1 The National Policy Statement (NPS) for Ports is part of the planning system established under 2008 Act to deal with nationally significant infrastructure proposals. The NPS provides the framework for decisions on new port development.

2.2.2 The NPS identifies that port transport is multi-modal including road, rail and water transport, however, the most significant impact is likely to be on the surrounding road infrastructure. The NPS identifies that a full assessment must be carried out of the impacts, it is stated:

“If a project is likely to have significant transport implications, the applicant’s ES should include a transport assessment, using the WebTAG methodology stipulated in Department for Transport guidance.”

2.2.3 The WebTAG methodology refers to the Guidance on Transport Assessments (2007) which was withdrawn in 2012 and replaced by the Planning Policy Guidance, details of which are referred to below.

2.2.4 It is identified that applicants should:

“consult the Highways Agency and/or the relevant highway authority, as appropriate, on the assessment and mitigation. The assessment should distinguish between the construction, operation and decommissioning project stages as appropriate.”

2.2.5 With regards to Travel Plans, the NPS states the following:

“Where appropriate, the applicant should prepare a travel plan, including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling to reduce the need for parking associated with the proposal and to mitigate transport impacts.”

2.2.6 With regards to transport infrastructure mitigation, the NPS states:

“Where mitigation is needed, possible demand management measures must be considered and, if feasible and operationally reasonable, required before considering conditions for the provision of new inland transport infrastructure to deal with remaining transport impacts is determined.

[...]

Demand management measures may in particular include lorry-booking arrangements aimed at spreading peak traffic within the working day.”

2.2.7 The NPS is therefore explicit that demand management measure should be considered prior to promoting transport infrastructure improvements.

2.2.8 Consideration of the use alternative modes of transport is encouraged by the NPS. It is stated:

“The modal share of traffic entering and leaving the port needs to be considered objectively in the context of external congestion and environmental costs. Broadly speaking, rail and costal or inland shipping should be encouraged over road transport, where cost-effective, but requirements or obligations, if they are necessary to avoid significant detriment to network users, should be evidence-based and present efficient incentives.”

2.2.9 The NPS is clear that obligations or requirements should be structured flexibly, it is stated:

“Obligations or requirements should be structured flexibly so as to keep to a reasonable minimum the risk that either applicants or network providers would be required to incur costs providing infrastructure that turned out to be under-used. Such measures might include various mechanisms, such as traffic-level triggers, shadow-tolling and/or escrow arrangements to guarantee funding.”

2.2.10 The NPS encourages that rail and coastal or inland shipping should be encouraged over road transport, where cost effective. In relation to HGV movements, the NPS identifies that decision-makers may attach requirements to their consent that:

“Control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements;

Make sufficient provision for HGV parking, either on the port estate or at dedicated facilities elsewhere, to avoid ‘overspill’ parking on public roads during normal operating conditions;

Ensure satisfactory arrangements, taking account of the views of road network providers and of the responsible police force(s) for dealing with reasonable foreseeable abnormal disruption.”

2.2.11 It is identified in the NPS that where accessibility will worsen as a result of the proposed development, the impacts should be mitigated so far as reasonably possible. It is recommended that:

“Employee travel assessment should be undertaken for all major port development.”

2.2.12 The NPS identifies that the developer is expected to fund the provision of infrastructure required solely to accommodate users of the development without detriment to pre-existing users.

National Planning Policy Framework (NPPF) (March 2012)

2.2.13 The National Planning Policy Framework (NPPF) published in March 2012 sets out the Government’s planning policies for England and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision makers both in drawing up plans and as material consideration in determining applications.

2.2.14 It is stated in paragraph 3 that:

“This Framework does not contain specific policies for nationally significant infrastructure projects for which particular considerations apply. These are determined in accordance with the decision-making framework set out in the Planning Act 2008 and relevant national policy statements for major infrastructure.”

2.2.15 The NPPF should therefore be considered in conjunction with the policies set out in the NPS for Ports.

2.2.16 The NPPF stresses that at the forefront of planning is the ‘presumption in favour’ of sustainable development. Paragraph 14 emphasises that:

“At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.”

2.2.17 When regarding planning applications, paragraph 14 states:

“For decision-taking this means:

Approving development proposals that accord with the development plan without delay; and

Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

Specific policies in this Framework indicate development should be restricted.”

2.2.18 On this basis, planning permission for development should be approved unless a) the proposal is not consistent with development plan policies; b) where any adverse impacts ‘significantly and demonstrably’ outweigh the benefits; or c) the specific policies within the NPPF indicate that the proposal should be restricted.

2.2.19 There is therefore a demanding test for preventing development from coming forward – this should only happen where any adverse impacts **“...significantly and demonstrably outweigh the benefits”**.

2.2.20 The specific transport policies are contained within Section 4 of the NPPF. These set out the importance of facilitating sustainable development by reducing the need to travel and re-balancing the transport system in favour of sustainable transport modes.

2.2.21 The NPPF requires all developments that generate significant amounts of movement to be supported by either a Transport Statement or Transport Assessment. The three key transport tests are set out in Paragraph 32:

“Plans and decisions should take account of whether:

The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

Safe and suitable access to the site can be achieved for all people; and

Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.” (ref: NPPF, Paragraph 32)

2.2.22 The final bullet point of paragraph 32 of the NPPF identifies that the highways test for preventing development from coming forward is even more demanding than the general test set out in paragraph 14. When it comes to highways matters, development “**....should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”**

National Planning Policy Guidance (NPPG) (March 2014)

2.2.23 The National Planning Practice Guidance (NPPG) is a government published web-based planning guidance resource that was launched in March 2014 and replaced several previous guidance documents, including the DfT’s ‘Guidance for Transport Assessment’ (2007).

2.2.24 In relation to Transport, NPPG identifies that:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002);

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005)";

2.3 DfT Circular 02/2013

2.3.1 The document outlines how the Highways Agency (now Highways England) will engage with relevant communities and industries in order to deliver sustainable development and economic growth in conjunction with maintaining the primary function of the strategic road network.

2.3.2 In terms of the policy, aims and application, the document highlights that:

"A well-functioning strategic road network enables growth by providing for safe and reliable journeys. This can help reduce business costs by providing certainty, improving access to markets, enabling competition, improving labour mobility, enabling economies of scale, and helping attract inward investment."

2.3.3 In assessing the impact of development proposals on the operation of the strategic road network the Circular states:

"the overall forecast demand should be compared to the ability of the existing network to accommodate traffic over a period up to ten years after the date of registration of a planning application..."

2.3.4 However, it then goes onto to state that:

"where the overall forecast demand at the time of opening of the development can be accommodated by the existing infrastructure, further capacity mitigation will not be sought"

2.3.5 The importance of travel plans is also emphasised:

"The preparation and implementation of a robust travel plan that promotes use of sustainable transport modes such as walking, cycling and public transport is an effective means of managing the impact of development on the road network, and reducing the need for major transport infrastructure.

The Highways Agency will work with local authorities and developers to identify opportunities to introduce travel plan measures for individual developments and groups of development that will support sustainable transport choice. Such measures contribute to the ongoing effectiveness of the strategic road network in ensuring efficient national and regional connectivity, whilst retaining capacity within the strategic road network so facilitating provision for further development in future Plan periods."

2.4 Local Policy

Thurrock Core Strategy and Policies for Management of Development (January 2015)

2.4.1 The Core Strategy is a strategic document which provides guidance on the scale and distribution of development and the provision of supporting infrastructure throughout Thurrock to 2026.

2.4.2 Policy CSTP14 (Transport in the Thurrock Urban Area) identifies the measures to be promoted to increase the uptake of travel by sustainable modes, it is identified that the Council will work to deliver at least a 10% reduction in car traffic from forecast 2026 levels. Within Policy CSTP14 it is stated that new development should:

“promote high levels of accessibility by sustainable transport modes and local services are conveniently located to reduce the need to travel by car.”

2.4.3 Policy CSTP17 (Strategic Freight Movement and Access to Ports) states that, the council will support the logistics and port sectors, and the positive impacts of freight activity in Thurrock and beyond, by:

“Facilitating a shift to rail freight and freight carried on the River Thames. This will be through;

Protecting inter-modal, rail and water-borne freight facilities from other development at locations where a demand exists or is expected to exist;

Promoting the use of rail and water borne freight facilities by supporting the development of appropriate infrastructure;

Supporting improvements to facilitate sustainable freight movements, including the rail hub at London Gateway, the South West Thurrock Railhead and improving access to the ports;

Facilitating the provision of 24-hour lorry parks at Tilbury Port, London Gateway and West Thurrock. Subject to compliance with other policies in this plan, other lorry parks will be considered in locations where demand can be shown to exist, which are located away from residential areas and have good access to the Strategic Road Network;

Working as part of a Freight Quality Partnership and with other relevant partners, in order to:

Maximise modal shift opportunities;

Ensure freight traffic keeps to the most suitable routes as defined in Thurrock Council’s Road Network Hierarchy;

Promote the use of less polluting freight vehicles;

Reduce the adverse impact of congestion caused by road freight on the A13, A1089 and A1306.”

2.4.4 It is also identified in Policy CSTP17 that the Council will support the logistics and port sectors by working as part of a Freight Quality Partnership and with other relevant partners to:

- Maximise modal shift opportunities;
- Ensure freight traffic keeps to the most suitable routes as defined in TC’s Road Network Hierarchy;
- Promote the use of less polluting vehicles; and
- Reduce the adverse impact of congestion caused by freight on the A13, A1089 and A1306.

Thurrock Transport Strategy 2013-2026

2.4.5 The Thurrock Transport Strategy constitutes part of Thurrock’s Local Transport Plan 3 (LTP3) and sets out the council’s vision for transport along with a series of strategic aims which have been developed to achieve the overall transport vision for the district.

2.4.6 Thurrock’s Transport Strategy Vision aims to create a transport system for Thurrock that:

- Is fully inclusive, meeting the social needs of residents;
- Is integrated to provide seamless multi-modal journeys;
- Is accessible for everyone, safe and attractive to use;
- Delivers sustainable community regeneration and growth; and
- Reflects the exceptional circumstances of Thurrock as an international centre for logistics and commercial development.

2.4.7 The plan seeks to promote capacity improvements on the Strategic Road Network, with priority for freight routes to key strategic economic hubs.

Thurrock Council – Parking Strategy and Policies (2016-2021)

2.4.8 The Thurrock Parking Strategy outlines the policies and strategies over the five years from 2016-2021.

2.4.9 It is identified that TC will:

“Work in close partnership with the ports, freight operators and Essex Police to ensure that freight movements can be accommodated with minimum disruption to residents.”

Essex County Council Development Management Policies (February 2011)

2.4.10 The ECC Development Management Policies outlines the key transport policies that are of relevant to Essex. With regards to Transport Assessments, Policy DM13 states:

“The Highway Authority will require:

A Transport Assessment (TA) to accompany a planning application in accordance with the thresholds set out in Appendix B, or where the Highway Authority deems it to be necessary.”

2.4.11 In relation to HGV movements, Policy DM19 states:

The highway Authority will protect the safety and efficiency of the highway network by ensuring that any proposals which generate a significant number of heavy goods vehicle movements:

- i) **Are located in close proximity to Strategic Routes / Main Distributors and / or Secondary Distributors;**
- ii) **Are connected to Strategic Routes / Main Distributors and / or Secondary Distributors via short sections of other roads;**
- iii) **Will where appropriate require the developer to submit and agree with the Highway Authority a routing management plan in relation to heavy goods vehicle movements.**

2.4.12 Policy DM20, sets out the requirements for the management of construction traffic:

“The Highway Authority will protect the safety and efficiency of the highway network by ensuring that:

- i) **Any temporary construction access and / or haul road will be agreed with the Highway Authority prior to commencement of development;**
- ii) **A Construction Traffic Management Plan is submitted and agreed with the Highway Authority prior to commencement of development;**

- iii) **Details of parking and turning for all construction traffic within the development site are submitted and agreed with the Highway Authority prior to commencement of development;**
- iv) **Details of wheel cleaning facilities within the development site are submitted and agreed with the Highway Authority prior to commencement of development.**

2.5 Summary

2.5.1 The NPS for Ports sets out the key transport criteria for Port development, with the over-arching principle to ensure the transport impacts of the development are within acceptable limits following mitigation where appropriate. The NPS sets out the requirements for mitigation, which include:

- Demand management measures must be considered prior to transport infrastructure;
- Mode share by rail and river should be encouraged over road, although target mode shares are not mandatory;
- Developments with substantial numbers of HGV's may have requirements:
 - to control numbers and routes during in construction;
 - make sufficient provision for HGV parking within the Port;
 - appropriate measure to enhance accessibility; and
 - Employee Travel Assessments.

2.5.2 Along side which paragraph 32 of NPPF identifies three key transport criteria for new development:

- The opportunities for sustainable travel should be appropriately taken up;
- Safe and suitable access should be provided; and
- The traffic impact should not be 'severe'.

2.5.3 These criteria are reflected in local policy. The remainder of this report assesses the development proposal against the policy criteria set out above.

SECTION 3 EXISTING TRANSPORT CONDITIONS

3.1 Site Location

3.1.1 The Tilbury2 site is located to the east of Fort Road with the railway line along its northern boundary and the river Thames on its southern boundary. The site location is shown on Figure 1.1.

3.2 Walking and Cycling

Walking

3.2.1 In the vicinity of the site there is an unmade footway on the western side of Fort Road at its junction with the existing site access road. The footway continues northbound, connecting with the footway on Brennan Road. Brennan Road has footways on both sides of the road and provides a direct walking route to Tilbury town centre and the railway station.

3.2.2 To the south of the site access road there is a short section of footway on the western side of the Fort Road carriageway extending just beyond the cattle grid located approximately 10m south of the existing site access (providing a gated footway to prevent grazing animals wandering north). Beyond this are no footways on Fort Road to the south until the southernmost cattle grid where a footway is provided on the southern side of Fort Road. Adjacent to the Riverside Business Centre footways are provided on both sides of Fort Road for a short distance, before reverting to the southern side only. Fort Road (becoming Ferry Road then St Andrew's Road) continues past the Port and provides footway connections between the Port, Tilbury town centre and railway station.

3.2.3 The Ferry Road roundabout, (which provides access to the Port of Tilbury via Gate 2) is a wide roundabout that facilitates safe crossing by the presence of lowered tactile paving on all arms of the junction and refuge islands. At the southern Ferry Road/Fort Road roundabout (which provides access to the London Cruise Terminal) safe crossing is also facilitated with dropped kerbs and tactile paving on all arms. Both roundabouts are well lit.

- 3.2.4 At the mini roundabout (which provides access to The Worlds End public house / restaurant and Tilbury Fort), footways are present on both sides of Fort Road with safe crossing assistance facilitated by lowered tactile paving. The westbound arm of the mini roundabout provides access to Public Footpath 146 at the end.
- 3.2.5 St Andrew's Road provides access to Tilbury Town railway station with footways on both sides of the road, however at the eastern end where it changes to Ferry Road the footway on the northern side is terminated with a dropped kerb provided to facilitate crossing of the carriageway. A shared pedestrian and cyclist bridge known as the Hairpin Bridge (circa 600m from Tilbury Town Railway Station) connects St Andrews Road to the residential area to the north of the railway line. This route forms part of Route 13 of the National Cycle Network (NCN).

Cycling

- 3.2.6 Part of NCN Route 13 routes along the eastern perimeter of the Port of Tilbury from the Hairpin Bridge. It links Tilbury, the railway station and Tilbury Fort and connects to the Thames Estuary Path (some 800m from Tilbury Town railway station).
- 3.2.7 There are cycle lanes to the north along Brennan Road and a shared cycle and footway adjacent to Feenan Highway to the north.

3.3 Public Rights of Way

- 3.3.1 A copy of TC's Public Rights of Way map is included in Appendix B. In the vicinity of the site, there are the following Public Rights of Way:
- Footpath 144 – routes south from Footpath 144 to Fort Road, via an uncontrolled crossing on the railway line;
 - Footpath 146 – routes adjacent to Fort Road around the northern perimeter of Tilbury Fort and eastwards along the coast to Bridleway 187. To the east of Tilbury Fort, Footpath 146 forms part of the Thames Estuary Path;
 - Footpath 193 – is located to the south of Fort Road and connects to Byway 98. Footpath 193, forms a small section of the Thames Estuary Path; and

- Byway 98 – routes eastward from Fort Road, along the southern boundary of Tilbury Fort. Byway 98 terminates approximately 300m east of Fort Road, at which point the status of the route downgrades to a permissive path.

3.4 Public Transport

Bus

3.4.1 The nearest bus stop to the site is located some 800m to the west of the site on Brennan Road, accessible via Fort Road. This bus stop is served by the 99-circular service. The bus stop on the northern side at Brennan Road provides sheltered seating for passengers. Service 99 operates every 20 - 30 minutes on Mondays to Saturdays. No services run on Sundays.

3.4.2 The 99-circular route serves the Tilbury to Gravesend Ferry and Tilbury Town railway station. It provides access to the Port of Tilbury with bus stops located at the Ferry Terminal and the railway station enabling access by bus for existing port employees. The Tilbury to Gravesend Ferry bus stop provides sheltered seating and live timetabling information.

3.4.3 The details of the bus services which serve these stops is summarised in Table 3.1.

Table 3.1: Local Bus Services

Service	Destinations	Mon-Fri	Saturday	Sunday
99	Tilbury Town Centre- Tilbury Town Railway Station - Tilbury Ferry Terminal Circular.	Every 30 mins. First bus from Asda 0528, last bus from Asda 1849.	Every 30 mins. First bus from Asda 0540, last bus from Asda 1849.	-

Source: Traveline

Rail

3.4.4 Tilbury Town railway station is situated some 3km to the west of the site and a short distance from the main entrance to the Port of Tilbury. Table 3.2 provides a summary of the services from Tilbury Town railway station.

Table 3.2: Rail Services from Tilbury Railway Station

Destination	Peak Frequency	Off-Peak Frequency	Journey Time
Grays	5 per hour	2 per hour	3 minutes
Upminster	2 per hour	2 per hour	18 minutes
Pitsea	3 per hour	2 per hour	18 minutes
Barking	4 per hour	2 per hour	24 minutes
Southend	2 per hour	2 per hour	35 minutes
London Fenchurch Street	5 per hour	2 per hour	42 minutes
Shoeburyness	2 per hour	-	53 minutes

Source: National Rail

Ferry

3.4.5 The Tilbury to Gravesend Ferry Pontoon is located 1.75km to the south of the site. Two ferry services per hour operate from Tilbury to Gravesend between 05:50 and 19:10 Monday to Saturday.

3.4.6 The Ferry accommodates bicycles and motorcycles, subject to space.

3.5 Local Highway Network

3.5.1 Fort Road is a single carriageway road routing north to south to the west of the site. It is subject to the national speed limit (60mph) in the vicinity of the existing site access. The carriageway is of varying width along its length, generally being 5.5m in the vicinity of the access to the site; there is no street lighting and limited footways. Fort Road continues south from the site then west with a number of dedicated accesses to Tilbury Railport and Tilbury Ferry Port. To the west of the Fortress Distribution Park, it is subject to a 30mph speed limit.

3.5.2 Fort Road becomes the Ferry Road and then the A1089 St Andrews Road as it continues west.

3.6 Strategic Highway Network

3.6.1 To the north west of the Gate 1 entrance to the Port, the A1089 St Andrews Road becomes a dual carriageway with two lanes in each direction at which point it becomes part of the Strategic Road Network. Along this section of road, it is subject to a 40mph speed limit.

3.6.2 To the north, the A1089(T) St Andrews Road forms the southern arm of a five-arm roundabout, known locally as the 'ASDA Roundabout'. At the ASDA Roundabout, the A1089(T) Dock Road Approach continues north; the A126 Dock Road provides the main vehicular link to Tilbury town centre to the south east; Thurrock Park Way provides a link to Thurrock Park Industrial Estate to the west; and there is an access to the consented London Distribution Park to the east. The ASDA roundabout has recently been improved as part of the consented London Distribution Park.

3.6.3 The A1089(T) Dock Approach Road routes north of the ASDA Roundabout to the A13(T). It is of dual carriageway standard with two lanes in either direction and subject to the national speed limit (70mph). The A13(T) routes east – west and provides a strategic link between the M25 to the west and the surrounding towns and villages in Essex to the east. The A1089(T) connects with the A13(T) via a grade separated interchange.

3.6.4 To the west, the A13 joins the M25 at Junction 30 via a grade separated signalised roundabout. The junction has recently been subject to capacity improvements, which included the following:

- Widening of the A13 in both directions between M25 junction 30 and the A126;
- Creation of a segregated left-turn lane from the A13 eastbound to the M25 northbound;
- Creation of a segregated left turn lane from the M25 southbound to the A13 eastbound; and
- Upgrade of the traffic lights around the gyratory at the M25 junction 30.

3.7 Existing Traffic Flows

3.7.1 As set out in the agreed Transport Assessment Scoping Note (Appendix A) traffic surveys were undertaken across the study network. The locations covered the key links and junctions and were a combination of manual counts at junctions to establish full turning movements at junctions and automatic counts on links. The manual counts covered 24 hour periods with the automatic link counts over a 7 day period to establish any variation in day to day traffic. Surveys were undertaken in April, September and October 2016, which are representative as they are considered neutral months for traffic surveys, not affected by school holidays and other seasonal factors. The surveys were undertaken as follows:

- 24 Hour Manual Classified Count (MCC) surveys on 29/09/2016 at:
 - Gate 1 to the Port; and
 - Gate 2 to the Port.
- 24 Hour 7-day Manual Classified Link Count (MCLC) survey, week commencing 29/09/2016 at:
 - A1089 Dock Approach Road to the north of the ASDA Roundabout; and
 - A1089 St Andrew's Road to the south of the Asda Roundabout;
- One week Automatic Traffic Count (ATC) surveys of:
 - Power Station access road commencing 25/04/2016;
 - Dock Road to the west of Russell Road commencing 29/09/2016;
 - Ferry Road to the south east of Gate 1 commencing 28/09/2016;
 - Fort Road to the south of the existing site access commencing 1 October 2016; and
 - Fort Road to the north of Brennan Road collected between 1 October 2016 and 20 October 2016 (the counter was left in place for over 7 days at it was damaged during the first week).

- 3.7.2 In addition as agreed with TC and HE, a 24-hour fully classified turning count and queue length traffic survey was undertaken at the ASDA roundabout on Wednesday 21 June 2017. This was to supplement the early counts and in recognition of the future changes patterns of traffic movements at this junction due to development activity, most notably Amazon. This ensured the most up to date base data was used for assessments. Traffic movements were recorded on each arm of the roundabout with a split to show lane usage.
- 3.7.3 The above data is included at Appendix C.
- 3.7.4 Traffic data for the merge and diverge slip roads of the A1089(T) to and from the A13(T), the A13(T) mainline flows, and the mainline flows at Junction 30 of the M25 has been obtained from the online database WebTRIS, with neutral months chosen where data was available.
- 3.7.5 Where data from 2016 is available this has been used. In certain instances, the data in WebTRIS database has been incomplete or unavailable for 2016, suitable data from previous years has therefore been sourced. Table 3.3 shows the locations and dates of the data available which were obtained from WebTris.

Table 3.3: Location and Date of WebTris Data

Location		Date of Data Available
A13 – East of A1089	Eastbound	March 2015, September 2016
	Westbound	March 2015, September 2015, September 2016
A13 Eastbound	Off-Slip	March 2015
A13 Eastbound	On-Slip	September 2016
A13 – West of A1089	Eastbound	March 2015
	Westbound	September 2015, September 2016
A13 Westbound	Off-Slip	March 2015, September 2016
A13 Westbound	On-Slip	September 2016
A13 – East of Junction 30 of M25	Eastbound	February 2015
	Westbound	April 2014
A13 – West of Junction 30 of M25	Eastbound	April 2015
	Westbound	March 2012
M25 – North of Junction 30	Northbound	April 2016
	Southbound	February 2016
M25 – South of Junction 30	Northbound	October 2015
	Southbound	April 2016

Source: WebTris

3.7.6 In those circumstances, the flows have been growthed to 2016 using the growth factors set out in Table 3.4. The growth factors are taken from the TEMPro software package which provides output from the National Trip End Model, which forecasts the growth in trip origin-destinations for use in transport modelling.

Table 3.4: Traffic Growth Factors

Date Range	AADT	AAWT
2012 - 2016	1.0770	1.0757
2014 - 2016	1.0380	1.0374
2015 - 2016	1.0194	1.0191

Source: TEMPRO 7.0

3.7.7 The recent counts of the two port accesses (Gate 1 and Gate 2) have been combined to provide total traffic volumes in and out of the Port. In total, on the day of the survey, there were 13,792 vehicle movements into and out of the Port of which 44.7% were HGV's.

3.7.8 Table 3.5 provides a summary of the 2016 Annual Average Daily Traffic (AADT) flows on each of the links within the agreed study area. The location of the surveys across the study network is shown on Figure 3.1.

Table 3.5: 2016 Baseline Traffic Flows

Location	Direction	24-Hr AADT	HGV
Existing Power Station Site Access	Two-way	230	6.3%
Fort Road – North of Brennan Road	Two-way	1,906	13.2%
Fort Road – South of Site Access	Two-way	681	17.0%
Ferry Road – South of Proposed Link Road	Two-way	5,263	26.4%
Ferry Road – North of Proposed Link Road	Two-way	5,263	26.4%
A1089 St Andrews Road – North of Gate 1	Northbound	6,732	46.0%
	Southbound	6,715	46.6%
	Two-way	13,447	46.3%
A1089 – North of ASDA roundabout	Northbound	14,563	23.8%
	Southbound	14,513	23.9%
	Two-way	29,076	23.8%
A1089 – North of A126 Slips	Northbound	12,143	23.8%
	Southbound	13,081	23.9%
	Two-way	25,224	23.8%
A13 – East of A1089	Eastbound	44,561	7.9%
	Westbound	40,793	10.0%
	Two-way	85,354	8.9%
A13 – West of A1089	Eastbound	47,809	11.4%
	Westbound	42,608	7.7%
	Two-way	90,417	9.6%
A13 – East of Junction 30 of M25	Eastbound	54,063	11.6%
	Westbound	56,475	11.6%
	Two-way	110,537	11.6%
A13 – West of Junction 30 of M25	Eastbound	44,875	10.2%
	Westbound	44,607	10.9%
	Two-way	89,481	10.6%
M25 – North of Junction 30	Northbound	60,313	18.6%
	Southbound	68,542	22.2%
	Two-way	128,855	20.5%
M25 – South of Junction 30	Northbound	59,271	19.2%
	Southbound	56,053	19.0%
	Two-way	115,324	19.1%

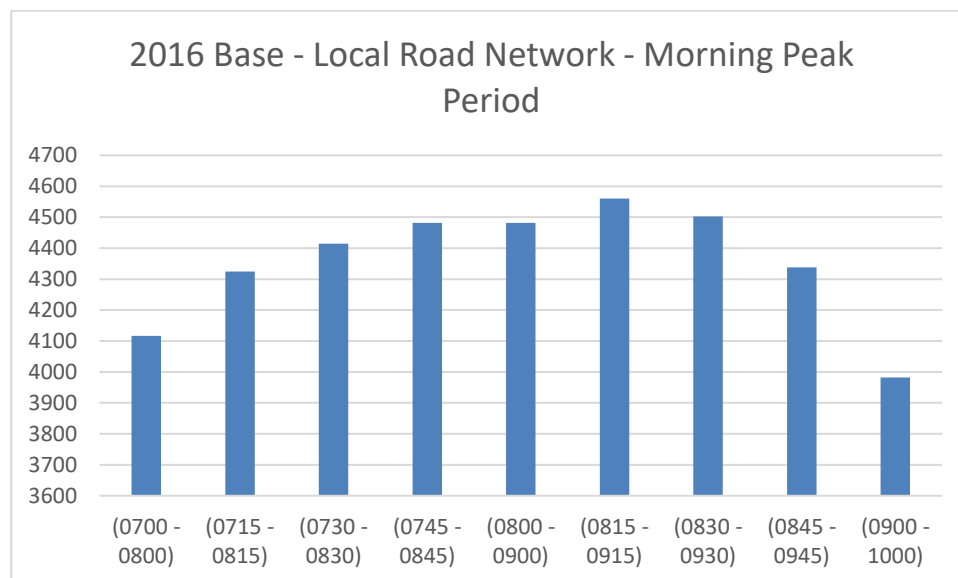
Source: Advanced Transport Research, Nationwide Data Collection and WebTris

3.8 Peak hours

3.8.1 As agreed at the TA Scoping stage, assessments are focused on the weekday peak periods (07:00 – 10:00 and 16:00 – 19:00). An additional two-hour inter-peak period has also been assessed (12:00 – 14:00), which corresponds with the existing peak of activity at the Port (based on surveys of the Port accesses). To determine the peak hour within each of these periods, traffic flows were examined on the local and wider road network. The local road network comprised the study area up to and including the ASDA roundabout. The wider road network comprises the remainder of the study network from the ASDA roundabout to the M25J30. Full details of the analysis are set out in Appendix D.

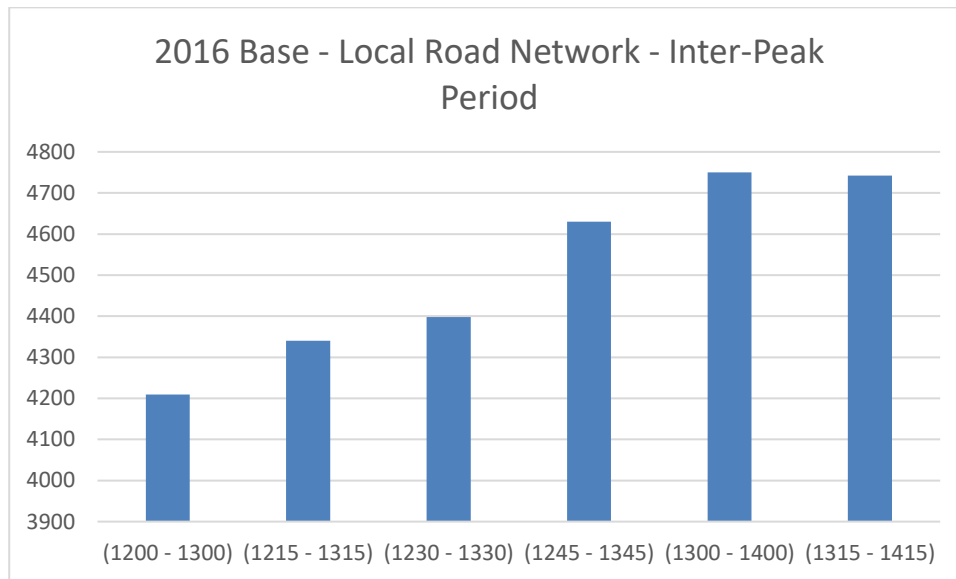
3.8.2 On the local road network traffic flows were analysed for each hour within the study periods starting every 15 minutes (i.e. 07:00 – 08:00, 07:15 – 08:15 etc). The results for each study period for the local road network are presented in Images 3.1 – 3.3.

Image 3.1: 2016 Base Flows Rolling Peak Hour – Local Road Network – Morning Peak Period



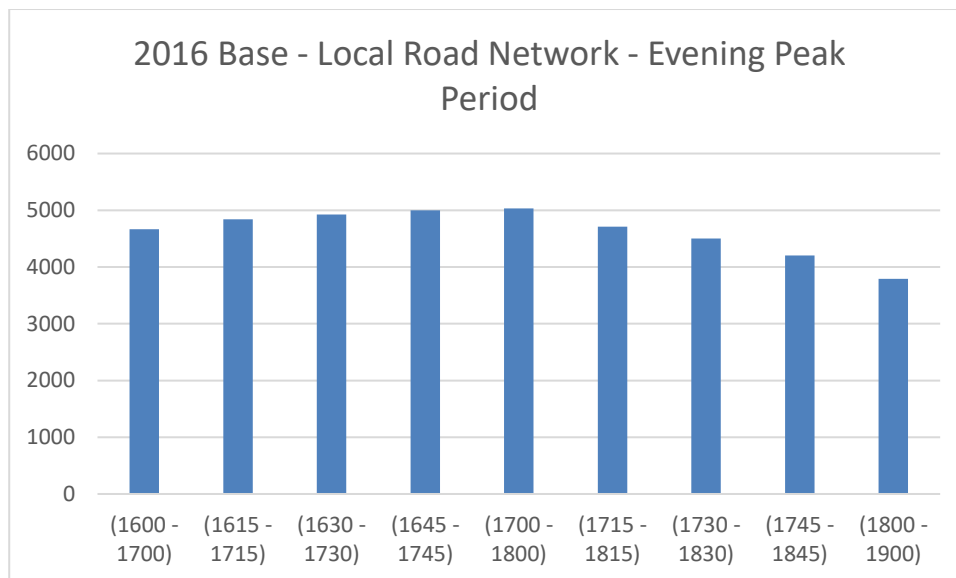
Source: Traffic Survey data

Image 3.2: 2016 Base Flows Rolling Peak Hour – Local Network Road – Inter-Peak Period



Source: Traffic Survey Data

Image 3.3: 2016 Base Flows Rolling Peak Hour – Local Road Network – Evening Peak Period



Source: Traffic Survey Data

3.8.3 It can be seen from the above that the peak hours on the local road network within the study periods are:

- Morning Peak Hour 08:15 – 09:15;
- Inter-Peak Hour 13:00 – 14:00; and
- Evening Peak Hour 17:00 – 18:00.

3.8.4 On the wider network traffic data is not available for each 15-minute period (automatic and permanent Webtris traffic counters only record data in hourly periods). Therefore, analysis was undertaken only on an hour by hour basis (i.e. 07.00 – 08.00, 08.00 – 09.00 etc). This analysis is presented in Appendix D. The analysis demonstrates on the wider network traffic flows peak as follows:

- Morning Peak Hour 07:00 – 08:00;
- Inter-Peak Hour 13:00 – 14:00; and
- Evening Peak Hour 17:00 – 18:00.

3.8.5 The peak hours in the inter-peak and evening peak periods coincide on the local and wider network. However, in the morning period each has a different peak hour. It is considered this is explained by the total traffic flow into London along the A13. To ensure assessments on the wider network are comparable in the morning period with the local network they will include two hours:

- 07:00 – 08:00
- 08:00 – 09:00

3.8.6 The baseline traffic flows for the agreed study area are presented diagrammatically on Figures 3.2 – 3.5 for the strategic network morning peak hour (07:00 – 08:00), local network morning peak hour (08:15 – 09:15), inter-peak hour (13:00 – 14:00) and evening peak hour (17:00 – 18:00) respectively.

3.9 Highway Safety

3.9.1 Personal injury accident (PIA) data has been obtained from ECC for the local and strategic highway network surrounding the site for the most recent five-year period available between 1st April 2012 and 31st March 2017. The study area includes, Fort Road in the vicinity of the site, the whole of the A1089, the A13 between the A1089 and the M25 Junction 30. The study area is shown diagrammatically on Figure 3.6 and was agreed with the relevant highway authorities as part of the scoping process.

3.9.2 During the five-year assessment period a total of 225 accidents were recorded in the agreed study area, of which five resulted in fatal injury accidents, 25 resulted in serious injury accidents and the remainder were recorded as slight injury accidents.

- 3.9.3 A copy of the PIA data report including a plan that shows the location of each accident is included at Appendix E. Table 3.6 provides a summary of the location, severity and the number of recorded injury accidents at the key links and junctions within the study area over the assessed period.

Table 3.6: Personal Injury Accidents (1 April 2012 to 31 March 2017)

Location	Vehicles			Pedestrians and Cyclists			Total
	Fatal	Serious	Slight	Fatal	Serious	Slight	
Site Access Junction	0	0	0	0	0	0	0
Fort Road – North of the Site Access	0	0	1	0	0	0	1
Fort Road - Between Site Access and Port of Tilbury Gate 2	0	0	1	0	0	0	1
Port of Tilbury Gate 2 Roundabout	0	0	0	0	0	0	0
A1089 – Between Port of Tilbury Gate 2 and Gate 1	0	0	0	0	0	0	0
Port of Tilbury Gate 1 Priority Junction	0	0	2	0	0	0	2
A1089 – Between Port of Tilbury Gate 1 and ASDA Roundabout	0	1	1	0	0	0	2
ASDA Roundabout	0	2	20	0	1	2	25
A1089 – Between ASDA Roundabout and A126 Marshfoot Road Interchange	0	2	3	0	0	0	5
A1089 / A126 Marshfoot Road Interchange slip roads	0	0	3	0	0	0	3
A126 Marshfoot Road Interchange Roundabout	0	0	4	0	0	0	4
A126 Marshfoot Road Link – Between the Roundabout and Priority Junction	0	1	1	0	0	0	2
A126 Marshfoot Road Priority Junction	0	2	11	0	0	0	13
A126 Marshfoot Road Link to/ from A1089 Southbound Slip Roads	0	0	2	0	0	0	2
A1089 – Between A126 and A13 Interchanges	1	3	4	0	0	0	8
A1089 / A13 Interchange	3	1	9	0	0	0	13
A13 – Between A1089 and A1012 Interchanges	1	2	19	0	0	0	22
A13 / A1012 Interchange	0	0	10	0	0	0	10
A13 – Between A1012 and A126 Interchanges	0	1	11	0	0	0	12
A13 / A126 Interchange	0	3	7	0	0	0	10
A13 – Between A126 Interchange and M25 Junction 30	0	3	20	0	0	0	23
M25 Junction 30	0	3	63	0	0	1	67
Total	5	24	192	0	1	3	225

Source: Essex County Council

Site Access Junction

3.9.4 It is important to note that no injury accidents were recorded at the existing site access junction in the five-year assessment period.

Fort Road – North of the Site Access

- 3.9.5 One slight injury accident was recorded on Fort Road to the north of the site access when a vehicle turning right into Brennan Road failed to give way to Light Goods Vehicle (LGV) travelling northbound on Fort Road.

Fort Road - Between Site Access and Port of Tilbury Gate 2

- 3.9.6 A rear end shunt occurred when a HGV collided with the rear of a vehicle turning right into a minor access road, resulting in a slight injury accident.

Port of Tilbury Gate 2 Roundabout

- 3.9.7 No injury accidents were recorded at the Port of Tilbury Gate 2 roundabout during the five-year assessment period.

A1089 – Between Port of Tilbury Gate 2 and Gate 1

- 3.9.8 No injury accidents were recorded on the Ferry Road link between the Port of Tilbury Gate 2 and Gate 1 in the five-year assessment period.

Port of Tilbury Gate 1 Priority Junction

- 3.9.9 Two slight injury accidents occurred at the existing Port of Tilbury Gate 1 priority junction during the five-year period. Both instances involved HGV's turning right into the Port.

A1089 – Between Port of Tilbury Gate 1 and ASDA Roundabout

- 3.9.10 A serious injury accident was recorded when a HGV was travelling northbound on the wrong side of the carriageway and collided head on with a vehicle. A vehicle lost control travelling south which resulted in a slight injury accident.

ASDA roundabout

- 3.9.11 A total of 25 injury accidents were recorded at the ASDA roundabout during the five-year assessment period. There were three serious injury accidents which occurred when:

- a motorcyclist lost control of his vehicle on the circulatory carriageway and subsequently collided with the a car;

- a vehicle collided with a pedestrian in the carriageway on the A1089 Dock Approach Road; and
- a rear end shunt on the A1089 Dock Road Approach.

3.9.12 The remaining 22 accidents resulted slight injuries and included loss of control, failure to give way and rear end shunts. The majority of rear end shunts occurred on Thurrock Park Way and A1089 Dock Approach Road. Further comment on this is made at Section 7.

A1089 – Between ASDA Roundabout and A126 Marshfoot Road Interchange

3.9.13 Five injury accidents occurred on the A1089 Dock Approach Road between the ASDA roundabout and A126 Marshfoot Road Interchange. Both serious injury accidents involved a vehicle losing of control when changing lanes.

3.9.14 Two slight injury accidents involved a vehicle failing to give way when changing lanes and colliding a vehicle. A rear end shunt resulted in a slight injury accident.

A1089 / A126 Marshfoot Road Interchange

3.9.15 There were three accidents recorded at the A1089 / A126 Marshfoot Road Interchange all of which resulted in slight injuries. Two injury accidents involved vehicles failing to give way when changing lanes and one involved a vehicle losing control and colliding with street furniture.

A126 Marshfoot Road Roundabout

3.9.16 Four slight injury accidents were recorded at the A126 Marshfoot Road Roundabout in the five-year assessment period. Two accidents involved loss of control on the approach to the roundabout on the A126 Marshfoot Road (west) and Old Dock Approach Road arms. One involved a side swipe on the circulatory carriageway and another rear end shunt on the entry of the A126 Marshfoot Road (north) arm.

A126 Marshfoot Road between the roundabout and priority junction

3.9.17 Two injury accidents were recorded on the A126 Marshfoot Road link between roundabout and priority junction, during the 5-year assessment period. A serious injury accident was recorded when a single vehicle travelling north east lost control and collided with street furniture. A rear end shunt resulted in a slight injury accident.

A126 Marshfoot Road Priority Junction

- 3.9.18 A total of 15 injury accidents were recorded in the vicinity of the A126 Marshfoot Road priority junction, which provides a link to the A1089 southbound on and off slips, in the five-year assessment period.
- 3.9.19 A serious injury accident occurred when a vehicle turning left from the A126 Marshfoot Road (south) collided with a vehicle on the opposite side of the carriageway waiting at the give way line on the minor arm. A serious injury accident was recorded when a vehicle turning right from the minor arm failed to give way and collided with a vehicle travelling northbound.
- 3.9.20 Seven slight injury accidents were recorded when a vehicle turning right from the minor arm failed to give way to a vehicle travelling northbound on the major carriageway. Two slight injury accidents were recorded when a vehicle turning right from the minor arm failed to give way to a vehicle travelling southbound on the major carriageway.
- 3.9.21 Two rear end shunts were recorded, one at the give way line of the minor arm and one on the A126 Marshfoot Road (north), and resulted in slight injury accidents.

A126 Marshfoot Road Link between A1089 and the priority junction

- 3.9.22 Two slight injury accidents were recorded in the vicinity of the Bretts Tyres access, located on the link between the A1089 southbound on and off slips and the A126 Marshfoot Road priority junction. A vehicle turning right from Bretts Tyres failed to give way and collided with a vehicle travelling on the opposite side of the carriageway. A vehicle travelling east has collided with a vehicle turning left into Bretts Tyres.

A1089 – Between A126 and A13 Interchanges

- 3.9.23 A total of 8 injury accidents were recorded along this link during the five-year assessment period. A fatal injury accident occurred when a HGV travelling northbound collided with the rear of a stationary vehicle on the carriageway.
- 3.9.24 Three serious injury accidents were recorded when:
- a tractor travelling northbound lost control and collided with the nearside barrier;

- a car travelling northbound collided with the rear of a HGV parked in the layby area; and
- a vehicle travelling southbound has left the carriageway to the nearside and collided with street furniture.

3.9.25 The remaining five slight accidents were dispersed along the link with no clear pattern indicating a particular issue at a single location.

A13 / A1089 Interchange

3.9.26 There were a total of 13 injury accidents recorded at this interchange in the five-year assessment period. Three collisions resulted in fatal injuries, one collision resulted in a serious injury and nine resulted in slight injuries.

3.9.27 A fatal injury accident occurred at the westbound merge onto the A13 when a vehicle joining the A13 collided with a vehicle changing lanes on the A13, with both vehicles subsequently losing control. A fatal injury accident occurred when a motorcyclist travelling southbound on the eastbound off-slip lost control of their vehicle left the carriageway to the nearside and collided with a fence. A fatal injury accident occurred when a LGV travelling eastbound collided with the rear of a HGV.

3.9.28 A serious injury accident occurred when a HGV travelling on the eastbound on-slip lost control and overturned on the carriageway.

3.9.29 The remaining accidents at the interchange can be attributed to rear end shunts, failing to give way when changing lanes and loss of control on the network and are dispersed across the interchange.

A13 – Between A1089 and A1012 Interchanges

3.9.30 There were a total of 22 injury accidents along this section of the A13(T) during the five-year period. A fatal injury accident occurred when a HGV collided with the rear of a vehicle which was pushed into the rear of the goods vehicle in front.

3.9.31 Two serious injury accidents were recorded along this link. A collision occurred when a LGV lost control when changing lanes and collided with a vehicle in front. A separate serious injury accident involved a vehicle losing control to avoid an animal in the carriageway and exiting the carriageway to the nearside colliding with a fence.

3.9.32 The remaining accidents resulted in slight injury and were principally the result of rear end shunts, failing to give way when changing lane and loss of control. The accidents were dispersed along this section of the A13 with no concentration of accidents in a single location.

A13 / A1012 Interchange

3.9.33 A total of 10 injury accidents were recorded at the A13 / A1012 Interchange. All of the accidents resulted in slight injuries with the principal causes being rear end shunts, loss of control and failure to give way when changing lanes. The accidents were dispersed through the interchange with no noticeable concentration in any single location.

A13 – Between A1012 and A126 Interchanges

3.9.34 A total of 12 injury accidents were recorded along this section of the A13(T). A serious injury accident was recorded when a vehicle changing lanes collided with a motorcyclist. The remaining slight injury accidents were dispersed along this section of the A13(T) with no concentration of accidents in any one location.

A13 / A126 Interchange

3.9.35 A total of 10 injury accidents occurred at the A13 / A126 Interchange, with three resulting in serious injury. One serious injury accident occurred when a motorcyclist lost control of their vehicle slid along the carriageway and was run over by a vehicle. A serious injury occurred when a goods vehicle failed to give way when changing lanes and a motorcyclist lost control avoiding a collision. A serious injury occurred when a motorcyclist lost control of their vehicle.

3.9.36 The remaining accidents resulted in slight injuries and were dispersed across the interchange with no noticeable concentrations.

A13 – Between A126 Interchange and M25 Junction 30

3.9.37 In total, 23 accidents occurred along this section of the A13(T). There were three serious injury accidents recorded when vehicles lost control and collided with the nearside or central barriers.

3.9.38 The remaining accidents resulted in slight injuries and were dispersed along this section of highway not indicating any concentration in a particular location.

M25 Junction 30

- 3.9.39 A total of 67 injury accidents occurred at this junction in the assessed five-year period, three of which resulted in serious injuries.
- 3.9.40 A serious injury accident occurred when a HGV failed to give way when changing lanes and collided with a LGV. A serious injury accident occurred when a car failed to give way and collided with a motorcyclist. A rear end shunt between two vehicles travelling westbound resulted in a serious injury accident.
- 3.9.41 The remaining accidents all resulted in slight injuries with almost half the result of rear end shunts on the approaches to the roundabout, with the remainder as either failure of giving way when changing lanes or loss of control. The accidents are fairly evenly located across the junction and do not indicate any concentration of accidents.

Summary

- 3.9.42 Whilst any accident is of course regrettable, the overall number and cause of accidents does not suggest a specific issue at any location. The majority of accidents occur at junctions and interchanges where vehicles are performing conflicting manoeuvres. It is noted there were 25 injury accidents at ASDA roundabout with a notable number of shunts. Further comment is made at Section 8.
- 3.9.43 At the A126 Marshfoot Road priority junction 10 of the 13 injury accidents recorded involved vehicles turning right from the minor arm. Further comment is made at Section 8.

3.10 Summary

- 3.10.1 The site is located to the east of Tilbury and is currently served by a simple priority site access on Fort Road. The site connects to the Strategic Road Network to the west via Fort Road and Ferry Road.
- 3.10.2 There are opportunities to travel to the site using public transport in combination with a walk or cycle. These opportunities include bus, rail and ferry services.
- 3.10.3 Traffic survey data has been collected across the study network with a combination of manual, automatic and permanent counter data used to establish the existing traffic situation. Analysis of the data has established the peak hourly flows which will form the basis of the assessments in the following sections.

3.10.4 There were a total of 225 personal injury accidents across the study network during the latest five year period for which data is available. The majority of accidents resulted in slight injury and were focused at junction and interchanges. The overall number and cause of accidents does not suggest a specific issue at any location, although further specific comment is made at Section 8.

SECTION 4 DEVELOPMENT PROPOSAL

4.1 Overview

4.1.1 This section of the Transport Assessment describes the proposed development, access and parking arrangements.

4.2 Development Proposal

4.2.1 The proposed development comprises the redevelopment of the site as a proposed Port Terminal. The proposed main uses on site will be a Roll-on / Roll-off (Ro-Ro) terminal for containers and trailers, a Construction Materials and Aggregates Terminal and vehicle storage area.

4.2.2 The CMAT would comprise a number of permanent uses and structures as follows:

- Aggregates Storage Yard – external storage areas for aggregate materials, including a silo, to store imported materials before being exported;
- Asphalt Batching Plant – a facility to combine materials to create asphalt;
- Concrete Batching Plant – a facility to combine materials to create concrete;
- Construction Block Manufacturing Facility – a facility to combine materials to create construction blocks; and
- Cementitious Powder Products – including a silo, to store imported materials before being exported.

4.2.3 The proposals would require works including, but not limited to:

- Creation of hard surfaced pavements;
- Improvement of and extensions to the existing river jetty including creation of a new RoRo berth;
- Associated dredging of berth pockets around the proposed and extended jetty and dredging of the approaches to these berth pockets;
- New and improved conveyors;
- Erection of ancillary buildings;

- A number of storage and production structures associated with the CMAT;
- The construction of a new link road from Ferry Road to Fort Road; and
- Formation of a rail spur and sidings.

4.2.4 The masterplan layout of the Tilbury2 site is shown on drawings attached to the Masterplanning Statement (document reference 6.2.5A). It can be seen that the layout is essentially divide into the principal operational areas. The southern part of the site adjacent to the river will become the RoRo terminal area, which will comprise large areas for storage of cargo, arriving and departing vehicles and circulation roads. The northern part of the site will principally contain the CMAT comprising aggregate storage and associated processing facilities. To the west would be areas for other storage which is likely to be used for vehicles. More detail on the proposals is contained in Chapter 5 of the Environmental Statement (document reference 6.1).

4.3 Vehicular Access

4.3.1 The site is currently accessed via a simple priority junction on to Fort Road. Access to the site will be achieved via the creation of a new link road between Ferry Road and Fort Road which will connect to the alignment of the existing site access road to the east of the existing Fort Road alignment. A copy of the proposed site access arrangements is included in Appendix F.

4.3.2 Further into the site where the new link road joins the existing access road the layout will enable the access to the land immediately to the south (used by Stobarts) to be retained. The layout at this point provides the opportunity for vehicles to turnaround, thus ensuring should vehicle mistakenly arrive at the Tilbury2 entrance they could safely turnaround without fully entering the new port. Further into the site there would be a gatehouse for both entry and exit of the site. The gatehouse will enable enforcement agencies to operate checks as and when appropriate, in accordance with the requirements of the NPS.

4.3.3 Between the site and the Ferry Road the proposed link road will route parallel to the existing railway line. Alongside the new link road a new dedicated rail link between the Tilbury2 site and the existing siding connection will be provided enabling a substantial proportion of materials to be transported by rail.

- 4.3.4 The link road will route beneath the existing Fort Road which will be raised up, with the existing rail overbridge extended to cross the new rail siding and the link road. The link road will form a simple priority junction with the minor arm connecting south to the existing alignment of Fort Road. This will ensure the majority of vehicle movements to and from the north of Fort Road will be able to connect with the link road and route west to the existing Port and beyond.
- 4.3.5 The junction between the connector road and Fort Road will be a mini roundabout arrangement. This will form a gateway to Fort Road to the south and along with other measures along Fort Road south will provide a quiet route to discourage through vehicle movements. Further comment is made below.
- 4.3.6 At its western end the link road will join with the Ferry Road via a proposed ghost island priority junction. Traffic will receive priority between Ferry Road (west) and the link road. The Ferry Road (south) will become the minor arm of the junction.
- 4.3.7 The design of link road (including junction arrangements) will be the subject of detailed consideration with TC as highway authority at the technical approval stage under the protective provisions of a DCO. However, the proposed design has been developed to a sufficient level of detail for assessment purposes and is outlined in the following paragraphs.
- 4.3.8 The link road is proposed to be a single carriageway road 7.3m wide, with street lighting where it forms junctions with existing roads and is proposed to be subject to a 40 mph speed limit. Further detail on the design development of the Link Road including an overview of the appraisal of alternative access options and designs is set out in the Surface Access Options Appraisal report attached to the Masterplanning Statement (document ref: 6.2.5A).
- 4.3.9 The proposed link road will be delivered as part of the proposed development and lies within the Order limits.

4.4 Pedestrian and Cycle Access

4.4.1 The link road is proposed to incorporate a 3m wide footway/cycleway predominantly on its southern side. This would connect with the existing footway/cycleway along the Ferry Road which forms part of the NCN. To ensure that there remains a safe and continuous route for the NCN the link road is proposed to incorporate a new Toucan crossing for pedestrians and cyclists. This would be located to the east of the Hairpin bridge crossing of the railway line, with improvements to the footway/cycleway connecting the two.

4.4.2 At the eastern end the footway/cycleway would route along the southern side of the link road continuing directly into Tilbury2. It would also continue along the connector road to Fort Road connecting to existing provision to the north which would be improved as part of the new overbridge thus linking to the eastern side of the Tilbury urban area. In addition to create an enhanced network of facilities for pedestrians and cyclists which would connect to the new infrastructure corridor the following measures to improve pedestrian and cycle links are proposed to be provided:

- Footway widening along Calcutta Road and conversion into shared use;
- Widening of existing cycle lanes along Brennan Road;
- Improvements to Thames Estuary Path towards East Tilbury;
- Resurfacing of Footpath 144 within existing width;
- Diversion of Footpath 146 to achieve 2.0m headroom clearance at the proposed RoRo bridge;
- Enhancement of existing uncontrolled crossing at the Ferry Road / Hyundai / Fort Distribution Park and Ferry Road / Fort Road roundabout;
- Creation of a quiet way along Ferry Road and Fort Road; and
- Provision of Wayfinding signs along main pedestrian and cycle routes.

- 4.4.3 The proposed footway/cycleway adjacent to the Link Road, would be delivered as part of the proposed development. The diversion of Footpath 146 and the resurfacing of Footpath 144, will be within the Order limits and would therefore also be delivered as part of the development. For the remainder of the measures identified above, it is proposed that their delivery will be secured by way of a Section 106 Agreement with TC given that they would lie outside of the Order limits.
- 4.4.4 The measures will improve pedestrian and cycle access to the site whilst also improving the links between the site and the residents in the surrounding area including Tilbury, Grays and East Tilbury. The proposed measures are illustrated on the 'Proposed Walking and Cycling Improvements – Tilbury2' drawing included in Appendix G.

Closure of Section of Footpath 144

- 4.4.5 It is proposed to close the section of Footpath 144 routing from Hume Avenue over the railway line. The proposed closure is identified to provide a safety benefit by removing the need for pedestrians to cross the railway line at an uncontrolled crossing point, this closure is therefore in accordance with Network Rail's approach as part of their level crossing risk reduction programme (the objective of the programme is to close and upgrade crossings across the network). The broad extent of the closure is shown illustratively on Figure 4.1 along with an alternative route available following the closure (partly via the new link road).
- 4.4.6 In order to understand the use of Footpath 144 a survey was undertaken to identify the number of users. The survey was undertaken from Saturday 15 July 2017 to Thursday 10 August 2017. Table 4.1 provides a summary of the total users of Footpath 144.

Table 4.1: Footpath 144 – Pedestrian Survey

Date	Adults	Children	Total
15/07/2017	7	1	8
16/07/2017	23	12	35
17/07/2017	24	8	32
18/07/2017	36	5	41
19/07/2017	15	3	18
20/07/2017	15	0	15
21/07/2017	6	2	8
22/07/2017	17	3	20
23/07/2017	17	4	21
24/07/2017	16	3	19
25/07/2017	30	4	34
26/07/2017	18	2	20
27/07/2017	19	3	22
28/07/2017	30	4	34
29/07/2017	17	9	26
30/07/2017	20	6	26
31/07/2017	24	3	27
01/08/2017	19	1	20
02/08/2017	16	2	18
03/08/2017	24	11	35
04/08/2017	14	6	20
05/08/2017	14	3	17
06/08/2017	10	0	10
07/08/2017	31	3	34
08/08/2017	20	0	20
09/08/2017	17	1	18
10/08/2017	34	8	42
Average	20	4	24

Source: HDS Securities Pedestrian Survey

4.4.7 Table 4.1 demonstrates that on average 24 pedestrians use the rail crossing each day, comprising 20 adults and 4 children. The survey therefore demonstrates that this route is therefore used relatively infrequently and as such the closure of this section of footpath will not displace a substantial amount of pedestrian movements.

4.4.8 Notwithstanding the above, as a result of the closure, pedestrians seeking to cross the railway line will be required to use the following alternative routes:

- Travel west along Hume Avenue and Dock Road to the Hairpin Bridge. Cross the railway line using the Hairpin Bridge (see Figure 4.1); or
- Travel east along Hume Avenue, Parkside Avenue and Brennan Road to Fort Road. Travel south of Fort Road and cross the railway line using the footway provided adjacent to the east of Fort Road.

4.4.9 As noted above as part of the proposed improvements to the pedestrian and cycle network, it is proposed that a Toucan crossing will be provided on Ferry Road St Andrew's Road to the east of the Hairpin Bridge. This will therefore assist pedestrians and cyclists travelling south from Tilbury. An assessment of the effect on the closure is provided in the Environmental Statement (document reference 6.1), which concludes the residual effect would be negligible effect on pedestrian delay and slight adverse effect on severance.

4.5 **Parking Provision**

Car and Cycle Parking

4.5.1 At this stage, the individual tenants for the proposed development are unknown and thus the requirements for car and cycle parking for each of the uses is not known. There is suitable space within the site to accommodate the proposed uses and their likely car and cycle parking requirement as can be seen from the masterplan layout at Masterplanning Statement (document reference 6.2.5A).

4.5.2 Car parking within the site will be clearly marked out to reduce the likelihood of indiscriminate parking occurring on the site roads.

4.5.3 In accordance with TC's parking guidance cycle parking will:

- Be secured and covered;
- Be conveniently located adjacent to entrances to buildings;
- Enjoy good natural observation;
- Be easily accessible from roads and/or cycle routes;
- Be well lit; and
- Be located so it does not obstruct pedestrian and cycle routes.

HGV Parking

4.5.4 In accordance with the NPS, sufficient provision for HGV parking will be made within the site, to avoid the need for prolonged queuing on approach roads to the site. It is identified in TC's draft parking standards that HGV parking should be provided based on operational requirements.

4.5.5 It is identified on the site layout included in Masterplanning Statement (document reference 6.2.5A), that an on-site welfare building will be provided within the vicinity of the proposed HGV parking area, which will assist in reducing the likelihood of indiscriminate HGV parking occurring on roads within the vicinity of the site. A large area within the site will be provided for the operation of the proposed Ro-Ro terminal, which will allow for the parking, storage and turning of trailers.

4.5.6 The proposal will therefore be designed to accord with the requirements of the NPS for Ports, by making sufficient provision of HGV parking.

4.6 **Summary**

4.6.1 The proposed development comprises the redevelopment of the site as a proposed Port Terminal. The proposed main uses on site will be a Roll-on / Roll-off (Ro-Ro) terminal for containers and trailers, a Construction Materials and Aggregates Terminal and vehicle storage area.

- 4.6.2 Access to the site will be provided by a new link road, connecting from Ferry Road to the existing site access on Fort Road. Access to the site will be controlled via a gatehouse, which will enable enforcement agencies to operate checks as and when appropriate, in accordance with the requirements of the NPS.
- 4.6.3 It is proposed to improve access to the site for pedestrians and cyclists with a range of infrastructure improvements, including the provision of a shared footway/cycleway adjacent to the proposed link road and a Toucan Crossing on St Andrew's Road to the east of the Hairpin Bridge.
- 4.6.4 The construction of the proposed link road will result in the closure of the existing rail crossing along Footpath 144. It is identified that the crossing is used infrequently, with an average of 24 pedestrians per day using the crossing based on survey data. Alternative routes for the pedestrians displaced as part of the closure have been identified, and it is proposed to improve these routes to enhance their attractiveness for pedestrians and cyclists.
- 4.6.5 Car and cycle parking will be secured through appropriate requirements attached to the DCO. However, it is noted that the proposed parking provision will have due regard to the draft Thurrock Parking Standards and Good Practice document, or any other relevant guidance at the time the applications are submitted.
- 4.6.6 HGV parking will also be secured through appropriate requirements attached to the DCO. In accordance with the NPS, sufficient parking for HGVs will be provided within the site, to avoid the need for prolonged queuing on approach roads to the site. An on-site welfare building will be provided within the Ro-Ro terminal, to assist in reducing the likelihood of indiscriminate parking occurring on roads within the vicinity of the site.

SECTION 5 PROMOTING SUSTAINABLE TRANSPORT

5.1 Introduction

5.1.1 This section of the TA considers the accessibility of the site by walking, cycling and public transport from local residential settlements including Tilbury, Grays and Chadwell St Mary.

5.2 Journey Distances

5.2.1 Paragraph 2.3 of the Design Manual for Roads and Bridges TD91/05 “Provision for Non-Motorised Users” states:

“Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances.”

5.2.2 Further, Paragraph 4.4.1 of the Manual for Streets states:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13¹ states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

5.2.3 It is clear from the various guidance available that acceptable walking distances will vary between individuals and circumstances with physical fitness, encumbrances (e.g. shopping), journey purpose, and attractiveness of walk route, for example, all having an impact on the distance that individuals will walk. On this basis, 800m is considered a ‘comfortable’ walk distance but by no means an upper limit. It is considered that a walk distance of 2km offers the greatest potential to replace cars trips and is therefore a ‘reasonable’ walking distance.

¹ Whilst PPG13 has been superseded by the NPPF, the NPPF does not include any reference to walking distances. Given that the most recent version of PPG13 was published in January 2011 it is reasonable to assume that the guidance regarding the 2km distance remains valid.

5.2.4 DMRB TA 91/05 “Provision For Non-Motorised Users” paragraph 2.11 records that:

“Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport.”

5.2.5 Paragraph 1.5 in the Department for Transport’s (DfT) Local Transport Note 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that:

“Urban networks are primarily for local journeys. In common with other modes, many utility cycle journeys are under three miles (4.8km) (ECF, 1998), although for commuter journeys, a trip distance of over 5 miles (8km) is not uncommon.”

5.2.6 Data provided within the National Travel Survey (2015) demonstrates that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km.

5.2.7 With reference to the above guidance Table 5.1 identifies the key residential areas and public transport facilities within walking (2000m) and cycling (5000m) distance of the site. Residential areas within these distances have been identified as staff working at the proposed development may originate from these areas. The public transport facilities have been identified to demonstrate that the site is accessible by mode other than the private car. Figure 5.1 summarises diagrammatically the locations identified in Table 5.1.

Table 5.1: Key Destinations

	Origin/Destination	Approx. Distance from Site	Walk Journey Times	Cycle Journey Times
Residential Area	Tilbury (population 13,055)	2,000m	24 mins	8 mins
	Chadwell St Mary (population 9,865)	5,000m	N/A	19 mins
Transport Facilities	Bus Stops on Brennan Road	800m	10 mins	3 min
	Tilbury Town Rail Station	2,200m	N/A	8 mins
	Tilbury Riverside Pontoon	1,750m	21 mins	7 mins

Source: Consultant’s Estimates

Note: Walk journey times assume a walk speed of 1.4m/s with cycle journey times based on an average cycling speed of 16km/h (ref: MfS 2). Journey times are measured via the shortest practicable route from the site access. The distances identified for each of the residential areas is taken from a centre point of each residential area. Distance to Tilbury Town Rail Station along proposed link road.

5.2.8 Table 5.1 and Figure 5.1 demonstrate that Tilbury and Chadwell St Mary are within an acceptable walking or cycling distance of the site, and therefore a population of approximately 24,000 could access the site via these modes. Furthermore, a population of circa 35,000 would be able to access the site (on foot or cycle) via the ferry from Gravesend. A sizeable labour force therefore exists within close proximity to the site and could access the site via these sustainable modes.

5.3 Promoting Walking and Cycling

5.3.1 The measures proposed to improve the walking and cycling network are identified in Section 5. In summary, these are:

- Provision of a shared foot and cycle way adjacent to the proposed Link Road;
- Delivery of a new toucan crossing on St Andrew's Road to the east of the Hairpin pedestrian / cycle bridge;
- Footway widening along Calcutta Road and conversion into shared use;
- Widening of existing cycle lanes along Brennan Road;
- Improvements to Thames Estuary Path towards East Tilbury;
- Resurfacing of Footpath 144 within existing width;
- Diversion of Footpath 146 to achieve 2.0m headroom clearance at the proposed RoRo bridge;
- Enhancement of existing uncontrolled crossing at the Ferry Road / Hyundai / Fort Distribution Park and Ferry Road / Fort Road roundabout;
- Creation of a quiet way along Ferry Road and Fort Road, with HGVs to be diverted along the proposed Link Road; and
- Provision of Wayfinding signs along main pedestrian and cycle routes.

5.3.2 The measures will improve pedestrian and cycle access to the site whilst also improving the links between the site and the residents in the surrounding area including Tilbury, Grays and East Tilbury. The proposed measures are illustrated on the 'Proposed Walking and Cycling Improvements – Tilbury2' drawing included in Appendix G. Where they are within the Order limits, the measures are proposed to be delivered as part of the proposed development. Where they sit outside the Order limits, the delivery will be secured by way of a section 106 agreement between PoTLL and TC.

5.4 Public Transport

5.4.1 Bus, rail and ferry services could provide opportunities for staff trips to be made to the site using sustainable modes. These services are important for staff who may not have access to a private car and otherwise would not be able to access the site.

Bus

5.4.2 The nearest bus stop to the site is located on Brennan Road, circa 800m to the west of the site. This bus stop is served by the 99 service, which provides a half-hourly services. The services start at 05:40 and the last service is at 19:05, Monday to Friday. On Saturday, the services run from 05:45 to 19:07.

5.4.3 The circular route serves the Tilbury to Gravesend Ferry and Tilbury Town Rail Station. The bus services therefore provide an opportunity to travel to the site using public transport, either in isolation or as part of a longer journey by rail or ferry.

5.4.4 The route of the 99 service would continue along Fort Road to the north of the site and via Brennan Road. To further encourage bus use a request bus stop with post and flag could be located on Fort Road close to the proposed site access (just to the south of where the new overbridge ties into the existing Fort Road). This would provide a closer and more convenient bus stop to the site for workers increasing the attractiveness of this mode. This is a matter which would be considered as part of the FTP (document reference 6.2.13B) and could be secured as part of the detailed design of the Link Road, with approval from TC under protective provisions.

Rail

5.4.5 Table 5.2 identifies the locations on the rail network within a broadly 30-minute train journey of Tilbury Town rail station.

Table 5.2: Locations within circa 30-Minute Train Journey from Tilbury Town Rail Station

Station	Travel Time
Grays	3 minutes
East Tilbury	6 minutes
Chafford Hundred Lakeside	7 minutes
Standford-le-Hope	10 minutes
Ockendon	11 minutes
Pitsea	14 minutes
Upminster	18 minutes
Benfleet	22 minutes
Barking	25 minutes
Leigh-on-Sea	27 minutes
Chalkwell	30 minutes
West Ham	31 minutes
Westcliff	32 minutes

Source: National Rail

5.4.6 Table 5.2 demonstrates that travel to the site by rail provides a viable alternative to travel by the private car. It is demonstrated that a number of settlements are within a 40-minute journey to the site (train journey plus eight-minute cycle or bus journey).

Ferry

5.4.7 The Tilbury to Gravesend Ferry Pontoon is located 1.5km to the south of the site. Two ferry services per hour operate from Tilbury to Gravesend between 05:40 and 19:10 Monday to Saturday.

5.4.8 The Ferry accommodates bicycles and motorcycles, subject to space. The ferry is accessible using the 99 bus service with a stop located directly to the north of the pontoon.

5.5 Framework Travel Plan

5.5.1 A FTP has been prepared to support the DCO application (document reference 6.2.13B) and compliance with it will be secured by way of a DCO requirement. The FTP (document reference 6.2.13B) focusses on promoting sustainable travel to the proposed development among new employees, providing non-car mode travel options for local journeys and influencing modal choice. The FTP (document reference 6.2.13B) provides an Action Plan for it's implementation, management and review .

5.5.2 The FTP proposes a package of measures including:

- Appointment of a Sustainable Travel Coordinator to take responsibility for the delivery of the Travel Plan;
- Provision of infrastructure measures including a shared foot and cycleway adjacent to the proposed Link Road and a new toucan crossing on St Andrew's Road to the east of the Hairpin pedestrian / cycle bridge;
- Provision of on-site cycle parking;
- The promotion to staff of national walking and cycling events, such as national 'Walk to Work Week' (www.livingstreets.org.uk/walk-with-us/events/walk-to-work-week) and 'Bike Week' (www.bikeweek.org.uk);
- The promotion of local cycle events and clubs, such as Gateway Cycling Club;
- Investigate opportunity to take up the government Cycle Scheme which provides tax free bikes for employees through their employer. More information can be found at (www.cyclescheme.co.uk);
- Promotion of car sharing through Thurrock's Lift Share Scheme (<http://thurrock.liftshare.com>); and
- A Bicycle User Group (BUG) will be set up to encourage cycling, particularly amongst those who have not previously cycled or who have not cycle for some time. The BUG will be led by an overall coordinator sourced from a local cycle shop. Regular meeting will be held for employees wishing to attend. The BUG will organise events that will encourage cycling, including bicycle maintenance lessons.

5.5.3 The FTP provides the opportunity to manage staff travel demand to and from the site, reducing the impact of the development on the local highway network.

5.6 Sustainable Distribution Plan

5.6.1 A SDP has been prepared (document reference 6.2.13C). The SDP aims to ensure that HGV movements that can be avoided on the network are investigated and measures are promoted to reduce HGV impact on the network.

5.6.2 It is estimated (see section 6.5 for details) that the CMAT will generate a total import and export of 1,600,000 tonnes per year of which 750,000 tonnes will be exported by road. The remainder of the materials will be imported/exported as follows:

- 700,000 tonnes exported by rail; and
- 150,000 tonnes exported by river.

5.6.3 The main demand management measure promoted within the SPD is modal shift, which will be facilitated by the substantial investment in rail infrastructure, thus reducing number of HGVs arriving and departing the site. The SDP will also promote the following measures:

- Formal freight routing to deter the use of local roads and encouraging the use of the strategic road network;
- Investigation of opportunities to reduce HGV movements to and from the site including backhauling, optimising HGV capacity and minimising empty vehicles; and
- Freight operators will be encouraged to sign up to TC's Freight Quality Partnership. The Freight Quality Partnership offers access to a safe and fuel-efficient driver programme, provides advice relating to improving fleet efficiency and provides a forum for discussing issues relating to freight traffic.

5.6.4 The measures identified above will assist in reducing the HGV traffic generation of the proposed development on the local highway network. The proposed measures are not intended to be a static list, therefore new methods or technologies which minimise HGV traffic will be investigated.

5.7 Summary

- 5.7.1 It is proposed to improve the accessibility of the site with the delivery of pedestrian and cycle improvements, including the provision of a shared footway/cycleway adjacent to the proposed link road and a Toucan Crossing on St Andrew's Road to the east of the Hairpin Bridge. A FTP (document reference 6.2.13B) will encourage the use of sustainable modes to travel to the site for staff.
- 5.7.2 A SDP (document reference 6.2.13C) has been prepared to reduce the demand of HGV traffic on the local highway network. It is proposed to use alternative modes, with an estimated 53% of aggregates imported/exported by rail and river.
- 5.7.3 The development proposal therefore complies with the requirements of the NPS for Ports, insofar as it is proposed to manage the traffic impact of the proposed development through a combination of demand management and infrastructure measures.

SECTION 6 TRAFFIC IMPACT METHODOLOGY

6.1 Introduction

6.1.1 This section sets out the details of the traffic impact assessment of the Tilbury2 proposals providing details of the traffic forecasts, traffic generation, distribution and assignment. The contents of this chapter have been developed in accordance with Planning Policy Guidance and have been the subject of discussion and agreement with HE, TC and ECC as noted in Section 2.

6.1.2 Specifically, the following technical notes have been prepared, submitted and discussed with the highway authorities:

- Transport Assessment Scoping Note (ITL11323-004B R);
- Baseline Traffic Conditions and Modelling (ITL11323-015 R);
- Development Traffic Profiles (ITL11323-016 TN);
- Baseline Traffic Conditions and Modelling Addendum (ITL11323-018 TN);
- Development Scenario (ITL11323-020 TN); and
- Marshfoot Road Impact Assessment (ITL11323-023 TN).

6.1.3 Alongside which there has been considerable correspondence and exchange of technical information. The remainder of this section provides the agreed details of the traffic assessment parameters and methodology which resulted from these discussions.

6.2 Extant Historic Use

6.2.1 As described in Section 2 the site was in use as a Power Station and has been undergoing decommissioning and demolition of redundant plant and buildings. POTLL acquired the site in 2016 and have obtained temporary planning permission for use of two areas for the storage of vehicles. These operations are associated with the vehicle storage operations at the existing Port and provide additional capacity. These operations (based upon the Port's existing operational experience) generate on average 282 vehicle movements per weekday.

6.2.2 These temporary operations would be replaced by the Tilbury2 proposals and hence the associated traffic would cease. These temporary operations were in use when traffic surveys were undertaken and therefore the observed traffic flows include this traffic. However, to ensure a worst case assessment the observed data has not been adjusted to take account of the traffic associated with these activities.

6.3 Traffic Growth and Assessment Years

6.3.1 In accordance with the Department for Transport Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Transport', it is proposed to assess the impact of the development at the time of opening of the development. The opening of the development is defined as:

“The date at which the development first becomes available for occupation.”

6.3.2 It is anticipated that the development would be available for occupation in 2020. Accordingly, the following agreed scenarios will be assessed:

- 2016 Base Year;
- 2020 Base with Committed Development; and
- 2020 Base with Committed Development plus T2 Development.;

6.3.3 In addition, having regard to DfT circular 02/2013 (“forecast demand should be compared to the ability of the existing network to accommodate traffic over a period up to ten years after the date of registration of a planning application”) and at the request of HE a forecast year of 2027 has been assessed:

- 2027 Base with Committed Development; and
- 2027 Base with Committed Development plus T2 Development.

6.3.4 The agreed TEMPro growth factors between 2016(17) and 2020 and between 2016(17) and 2027 are summarised in Table 6.1.

Table 6.1: Traffic Growth Factors (Thurrock – Urban Trunk Roads)

Date Range	Morning Peak	Inter Peak	Evening Peak
2016 – 2020	1.0476	1.0577	1.0491
2016 - 2027	1.1749	1.2156	1.1831
2017 – 2020	1.0351	1.0426	1.0363
2017 - 2027	1.1582	1.1955	1.1663

Source: TEMPRO 7.0

6.3.5 With the direct inclusion of committed development, the addition of an unadjusted TEMPRO growth rate would lead to a double counting of traffic. TEMPRO estimates growth using forecast increases in housing and jobs on an area by area basis. Including traffic associated with specific developments without discounting the TEMPRO growth rate would result in traffic being double counted.

6.3.6 Therefore, the alternative assumptions function within TEMPRO has been used to manually adjust the level of growth expected in relation to the trunk roads within Thurrock. A maximum of 3,500 jobs have been removed from the future years, which principally relates to the minimum expected number of jobs from the Amazon Distribution Warehouse.

6.3.7 Figures 6.1 – 6.4 set out the 2020 base flows for the strategic network morning peak hour (07:00 – 08:00), local network morning peak hour (08:15 – 09:15), inter-peak hour (13:00 – 14:00) and evening peak hour (17:00 – 18:00) respectively. Figures 6.5 – 6.8 set out the 2027 base line flows for the same corresponding peak hours.

6.4 Committed Development

6.4.1 Traffic arising from the agreed committed developments has been added to the base forecast year traffic flows (2020 and 2027). The traffic surveys captured traffic associated with the Travis Perkins operation and the adjoining lorry park at LDP, therefore these are already accounted for within the observed. The committed developments were agreed as part of the TA scoping and are as follows:

- Amazon Distribution Warehouse (within the London Distribution Park);
- Island Site (as part of the London Distribution Park); and
- Biomass Storage Facility (on the adjacent Anglian Water site).

6.4.2 Figures 6.9 – 6.12 set out the 2020 base with committed development traffic flows for the strategic network morning peak hour (07:00 – 08:00), local network morning peak hour (08:15 – 09:15), inter-peak hour (13:00 – 14:00) and evening peak hour (17:00 – 18:00) respectively. Figures 6.13 – 6.16 set out the 2027 base with committed development traffic flows for the strategic network morning peak hour (07:00 – 08:00), local network morning peak hour (08:15 – 09:15), inter-peak hour (13:00 – 14:00) and evening peak hour (17:00 – 18:00) respectively.

6.4.3 The London Gateway development was partially operational during the data collection exercise and therefore traffic flows associated with its operation are partially accounted for within the base traffic flows. London Gateway is a planned development with the forecast jobs included in the TEMPRO traffic growth estimates.

6.5 Operational Traffic Generation

6.5.1 The proposed development site would have a number of different uses, these are proposed to include:

- CMAT;
- Ro-Ro Terminal; and
- A Vehicle Storage Facility.

6.5.2 A first principles assessment for operational trips based upon the experience of the the PoTLL over more than 10 years of the main uses proposed on the site has been adopted. The throughput and operational requirements of the development are set out in Chapter 5 of the Environmental Assessment and have formed the basis of the estimates in this section. The majority of operational trips are predicted to be HGV's with the exception of some trips associated with vehicle storage.

- 6.5.3 The throughput assumed for each of the proposed uses is a worst case estimate based upon the operational experience of PoTLL. The worst case estimate for each proposed use has then been summed to provide an extreme worst case assessment of throughput, which in practice is unlikely to be reached. These worst case throughput assumptions have formed the basis of the traffic generation estimates. Thus, the starting point for estimates of traffic generation are worst case. For each of the principal uses worst case assumptions have been made as set out in the remainder of this section. Thus, the total estimates of traffic generation are considered to represent an upper limit which in practice is unlikely to occur on a day to day basis. Further, as noted in section 6.8 an uplift on the worst case estimates of traffic generation of 17% has been calculated and is subsequently used as a sensitivity test of the impact of the proposals on the operation of the road network.
- 6.5.4 It should be noted that the following estimates have been reviewed and agreed by TC, ECC and HE.

Construction Materials and Aggregates Terminal

Aggregates Distribution Yard

- 6.5.5 The aggregates distribution yard which includes the cement and slag facility is expected to export 1,600,000 tonnes of aggregate materials, cement and slag per year. Based upon the operational experience of the PoTLL it is estimated that 750,000 tonnes would be exported by road, the rest would be exported by rail and river. All of the aggregate materials will be imported by river.
- 6.5.6 This element of the development forms part of the CMAT which is proposed to operate 07:00 – 19:00 Monday to Friday and 07:00 – 12:00 on Saturdays. Table 6.2 sets out the average vehicular movements associated with the aggregates distribution yard per week day. For a worst-case it has been assumed that all exports by road will be carried out by 16-tonne vehicles. It should be noted that this is well below the average payload for aggregates, which was 22.3 tonnes in 2015 according to data released by the Mineral Products Association.

Table 6.2: Aggregates Distribution Yard Trip Generation

Vehicle Movements	Count
Total annual import and export of 1,600,000 tonnes of aggregates per year	1,600,000
Total annual export of aggregates per year by road ¹	750,000
Capacity of vehicles exporting aggregates (tonnes)	16
Total annual movements (two-way) for the export of aggregates ²	93,750
Summary	
Annual Average Week Day Trips ³	332

Source: Consultant's Estimates

Notes:

Numbers may not sum due to rounding.

1: Assumes 700,000 tonnes exported by Rail, 150,000 tonnes exported by River and 750,000 tonnes by road.

2: Based upon payloads of 16T vehicles.

3: Based on 52.143 weeks, 65 working hours per week and 12 working hours per day.

E.g. $((93,750 / 52.143) / 65) * 12$

- 6.5.7 The aggregates distribution yard is expected to generate 332 two-way HGV movements per week day.

Asphalt Batching Plant

- 6.5.8 The asphalt batching plant is expected to import 29,500 tonnes of materials and export 260,000 tonnes of asphalt.
- 6.5.9 As a worst case it is assumed the asphalt would be imported using vehicles with an average payload of 22 tonnes and exported using vehicles with an average payload of 9.7 tonnes. This element of the development forms part of the CMAT which is proposed to operate 07:00 – 19:00 Monday to Friday and 07:00 – 12:00 on Saturdays. Table 6.3 presents the average daily trip generation expected from the asphalt batching plant.

Table 6.3 – Asphalt Batching Plant Trip Generation

Vehicle Movements	Count
Total annual tonnes of import materials	29,500
Total annual vehicle movements for importing materials ¹	2,680
Total annual tonnes of export materials	260,000
Total annual vehicle movements for exporting asphalt ²	53,600
Total annual movements (two-way) for the import and export of asphalt	56,280
Summary	
Annual Average Week Day Trips ³	199

Source: Consultant's Estimate

1: Based on an average payload of 22 tonnes

2: Based on an average payload of 9.7 tonnes

3: Based on 52.143 weeks, 65 working hours per week and 12 working hours per day.

6.5.10 The asphalt batching plant is expected to generate 199 two-way HGV movements per week day.

Concrete Batching Plant

6.5.11 The concrete batching plant is expected to export 50,000m³ of concrete per year. It is assumed all of the import materials for the concrete element would be from the on-site stores, which would arrive by river.

6.5.12 The concrete would be exported using vehicles with an average payload of 7.8m³. This element of the development forms part of the CMAT which is proposed to operate 07:00 – 19:00 Monday to Friday and 07:00 – 12:00 on Saturdays. Table 6.4 presents the average daily trip generation expected from the asphalt and concrete batching plant.

Table 6.4 – Concrete Batching Plant Trip Generation

Vehicle Movements	Count
Total annual export of 50,000m ³ of concrete per year	50,000m ³
Payloads of vehicles exporting concrete (tonnes)	7.8m ³
Total annual movements (two-way) for the export of concrete	12,821
Summary	
Annual Average Week Day Trips	45

Source: Consultant's Estimate

1: Based on 52.143 weeks, 65 working hours per week and 12 working hours per day.

6.5.13 The concrete batching plant is expected to generate 45 two-way HGV movements per week day.

Construction Blocks

6.5.14 The construction blocks element is expected to export 150,000 tonnes per year. For the construction block element, it is assumed all of the import materials would be from the on-site stores, which would arrive by river. The construction blocks would be exported from the site using vehicles with an average payload of 33 tonnes. However, for a worst-case assessment, 16 tonne vehicles have been used.

6.5.15 This element of the development forms part of the CMAT which is proposed to operate 07:00 – 19:00 Monday to Friday and 07:00 – 12:00 on Saturdays. Table 6.5 presents the daily trip generation expected from the construction blocks element.

Table 6.5 – Construction Blocks Trip Generation

Vehicle Movements	Count
Total annual export of 150,000 tonnes of construction blocks per year	150,000
Payloads of vehicles exporting construction blocks (tonnes)	16 Tonnes
Total annual movements for the export of construction blocks	18,750
Summary	
Annual Average Week Day Trips ¹	66

Source: Consultant's Estimate

1: Based on 52.143 weeks, 65 working hours per week and 12 working hours per day.

6.5.16 The construction blocks element is expected to generate 66 two-way HGV movements per week day.

Cementitious Powder Products

6.5.17 The cementitious powder products element would export 150,000 tonnes per year. For the cementitious powder products element, it is assumed all of the import materials would be from the silo, which would arrive by river. The cementitious powder products would be exported from the site using vehicles with an average payload of 33 tonnes. However, for a worst-case assessment, 16 tonne vehicles have been used.

6.5.18 This element of the development forms part of the CMAT which is proposed to operate 07:00 – 19:00 Monday to Friday and 07:00 – 12:00 on Saturdays. Table 6.6 presents the daily trip generation expected from the cementitious powder products element.

Table 6.6 – Cementitious Powder Products Trip Generation

Vehicle Movements	Count
Total annual export of 150,000 tonnes of cementitious powder products per year	150,000
Payloads of vehicles exporting cementitious powder products (tonnes)	16 Tonnes
Total annual movements for the export of Cementitious Powder Products	18,750
Summary	
Annual Average Week Day Trips ¹	66

Source: Consultant's Estimate

1: Based on 52.143 weeks, 65 working hours per week and 12 working hours per day.

6.5.19 The cementitious powder products element could generate 66 two-way HGV movements per week day.

Ro-Ro Terminal

6.5.20 The Ro-Ro Terminal would import and export a maximum of 500,000 containers and trailers per year which would be split 50/50. There is no difference in traffic flow terms between the vehicles required for containers and trailers, both are HGV's. The Ro-Ro terminal is expected to operate 363 days per year, 24 hours per day. Table 6.7 sets out the daily two-way movements from the Ro-Ro Terminal.

Table 6.7: Ro-Ro Terminal Trip Generation

Vehicle Movements	Count
Total annual trailers/containers imported (numbers)	245,000
Total annual trailers/containers exported (numbers)	245,000
Total annual movements (two-way) for the export and import of trailers and containers ¹	490,000
Total annual trailers/containers imported – single purpose journey	10,000
Total annual trailers/containers exported – single purpose journey	10,000
Total annual movements for the export and import of trailers and containers – Single Purpose Journey	20,000
Summary	
Total annual movements (two-way) associated with the Ro-Ro Terminal	510,000
Working Days (assuming a 7-day working week)	363
Average daily movements (two-way) associated with the Ro-Ro Terminal	1,405

Source: Consultant's Estimates

Notes:

Numbers may not sum due to rounding.

1: 2% of trailers/containers will be a single purpose journey

- 6.5.21 The Ro-Ro, if it operated to its maximum capacity, would generate 1,405 two-way HGV movements per day, 363 days per year. This assumes a 50/50 split of import and export and only 2% of trips are single purpose journeys e.g. a vehicle arrives with a container / trailer and leaves without a container / trailer.
- 6.5.22 It is likely containers / trailers would be imported / exported from the Ro-Ro terminal by rail and this will be actively encouraged through the SDP. However, as a worst-case assessment it has been assumed all exports would be by road.

Vehicle Storage Facility

- 6.5.23 The vehicle storage element is expected to operate 08:00 – 17:00 Monday to Friday only and import 31,200 vehicles per year by river. This is based upon a worst-case assessment of 20 acres being available for storage, which was the initial estimate. However, as the masterplan has developed this area has reduced and the submitted masterplan identifies that only 6.2 acres will be available once the space for the Ro Ro and CMAT have been allocated. However, as a worst case assumption the estimate was not changed
- 6.5.24 The majority of vehicle movements associated with the vehicle storage element of the site would be contained on the local highway network between the Tilbury2 site and the existing Hyundai Pre-Delivery Inspection (PDI) area, located within the existing Port close to Gate 2.
- 6.5.25 When the imported vehicles arrive at the port (via boat) they would be transported via the PDI to the vehicle storage area within Tilbury2. Once the vehicles are ready to be dispatched to their final destination, they are transported from the vehicle storage area to the PDI area. The drivers transporting the vehicles to the PDI would return to the Tilbury2 site in a vehicle, it has been assumed that each returning vehicle would have three drivers. It is important to note that these trips would be contained between the Tilbury2 site and the PDI area and would not impact on the wider highway network.
- 6.5.26 Table 6.8 sets out the average week day two-way movements, based on the vehicle storage assumptions, between the proposed Tilbury2 site and the existing PDI.

Table 6.8: Vehicle Storage Trip Generation (Between the Tilbury2 site and the Existing PDI Area)

Vehicle Movements	Count
Total one-way import of vehicles from the PDI	31,200
Total one-way export of vehicles to the PDI	31,200
Total return journeys to Tilbury2 by vehicle drivers ¹	10,400
Total annual movements (two-way) for export of vehicles to PDI²	72,800
Summary	
Annual Average Week Day Trips ³	279

Source: Consultant's Estimates

Notes:

Numbers may not sum due to rounding.

1: Assumed three drivers per return trip; and

2: Hyundai PDI will be retained at the current location and that vehicle are imported directly to Tilbury2.

3: Based on 52.143 weeks, 45 working hours per week and 9 working hours per day.

6.5.27 Table 6.8 shows that the total number of movements between the Tilbury2 site and the existing PDI area is expected to be 279 movements per day.

6.5.28 After inspection, the vehicles would be loaded on to a car transporter, it has been assumed an average of 8 vehicles per car transporter, as a worst-case as the capacity of car transporters are circa 10 cars. The car transporter would exit the Port via Gate 1 and continue to the strategic highway network. Table 6.9 sets out the daily week day two-way movements based on the car transporter assumptions.

Table 6.9: Vehicle Storage Trip Generation (Car Transport to Strategic Highway Network)

Vehicle Movements	Count
Average vehicles per car transporter	8
Annual number of car transporters	3,900
Total annual movements (two-way) for export of vehicles from PDI	7,800
Summary	
Annual Average Week Day Trips ¹	30

Source: Consultant's Estimates

1: Based on 52.143 weeks, 45 working hours per week and 9 working hours per day.

6.5.29 Table 6.9 shows that the total number of movements between the Gate 1 and the strategic highway network is expected to be 30 movements per day.

Summary

6.5.30 Table 6.10 presents the total number of operational (excluding staff movements) weekday trips the proposed development is expected to generate. As noted above these estimates are based on worst case assumptions and therefore are considered to represent an upper limit on the daily traffic generation, which in practice is unlikely to be reached.

Table 6.10: Annual Average Week Day Operational Vehicle Trip Summary

Annual Average Week Day Trips per Proposed Element	Vehicle Movements
Aggregates Distribution Yard (incl Cement and Slag Facility)	332
Asphalt Batching Plant	199
Concrete Batching Plant	45
Construction Block Facility	66
Cementitious Powder Products Facility	66
Ro-Ro Terminal	1,405
Vehicle Storage Element – Car Transport to Strategic Highway Network)	30
Sub Total – HGV's	2,143
Vehicle Storage Element – Between the Tilbury2 site and the Existing PDI Area1	279
Total	2,422

Source: Consultant's Estimates

1: The Vehicle Storage Element Between the Tilbury2 site and the Existing PDI Area does not route on to the strategic road network.

6.6 Staff and Driver Trip Generation

6.6.1 A first principles assessment for staff and drivers trips has been adopted. The numbers and working patterns of staff has been based on existing similar operations at the Port of Tilbury. As a starting points the modal split data from the 2011 Census was reviewed. This is included in Table 6.11 for the Thurrock 018 Mid-Level Super Output Area (MSOA) where the site is located.

Table 6.11 – Method of Travel to Work for Thurrock 018 MSOA

Method of Travel to Work	Place of Work: Thurrock 018 MSOA Level
	%
Train	4.3%
Underground	0.4%
Bus	2.1%
Taxi	0.5%
Motorcycle	1.2%
Driving a Car or Van	77.2%
Passenger in a Car or Van	5.5%
Bicycle	2.5%
On Foot	6.0%
Other	0.4%
Total	100%

Source: Nomis Web

6.6.2 Table 6.11 identifies a car borne mode share of 82.7%, with car driver comprising some 77.2%. Public transport accounts for 7.3% of all trips and walking/cycling accounts for 8.5% all of journeys to work within the Tilbury 018 MSOA.

6.6.3 It is accepted practice to apply the modal split data identified in Table 6.11 to the estimated number of staff operating on each shift to determine the traffic flows generated by the site. However, to present a robust assessment of the traffic generation, it has been assumed that all staff and drivers would arrive at the development site by car with each representing a single occupancy vehicle trip.

6.6.4 It is estimated that the proposed operations would be staffed by a combination of Port staff and dedicated tenant staff as follows:

- 100 Port staff (this includes administrative staff, maintenance staff, security and customs) – which are split equally across three shift patterns;
- 50 CMAT staff – who would work a single shift;
- 150 CMAT drivers – work variable shifts across the week; and
- Nine maritime terminal staff – split across two shifts.

6.6.5 The numbers of drivers has been based on the peak two-hour trip generation of import and export trips for all elements of the CMAT. The drivers would work across three shift patterns which are 07:00 – 17:00; 08:00 – 18:00; and 09:00 – 17:00 Monday to Friday and a 07:00 – 12:00 shift on Saturdays. A breakdown of the number of drivers assumed for each element of the CMAT is presented below:

- Aggregates Distribution Yard (inc. Cement and Slag) – 70 drivers for the weekday shifts and 45 drivers for the Saturday shift;
- Asphalt Batching Plant – 42 drivers for the weekday shifts and 28 drivers for the Saturday shift;
- Concrete Batching Plant – 10 drivers for the weekday shifts and 6 drivers for the Saturday shift;
- Construction Blocks – 14 drivers for the weekday shifts and 9 drivers for the Saturday shift; and
- Cementitious Powder Products – 14 drivers for the weekday shifts and 9 drivers for the Saturday shift.

6.6.6 In total, there would be 309 staff present on site during a typical weekday. The arrivals and departures would be split across the day consistent with their respective working hours. Thus, as a worst case there would be 618 staff vehicle movements per day.

6.7 Total Weekday Traffic

6.7.1 Overall the total number of movements generated by the Tilbury2 development is summarised in Table 6.12.

Table 6.12 Summary of Daily Traffic Generation

Weekday Trips per Proposed Element	Vehicle Movements
CMAT	708
Ro-Ro Terminal	1,405
Vehicle Storage Element – Car Transport to Strategic Highway Network	30
Sub Total – HGV's	2,143
Vehicle Storage Element – Between the Tilbury2 site and the Existing PDI Area	279
Staff and Drivers	618
Total	3,040

Source: Consultant's Estimates

6.8 Sensitivity

6.8.1 As a sensitivity test, it is proposed to assume that all of the exports from the Aggregates Distribution Yard (inc. the Cement and Slag facility) will be undertaken by road. Therefore, all 1,600,000 tonnes from the Aggregates Distribution Yard (inc. the Cement and Slag facility) will be exported from Tilbury2 by road in 16-tonne vehicles.

6.8.2 This will be undertaken for the following scenarios:

- 2020 with Committed Development plus Development and sensitivity; and
- 2027 with Committed Development plus Development and sensitivity.

6.8.3 This would increase the number of HGV movements associated with Tilbury2 from 2,143 to 2,519 per weekday, along with an increase in driver movements of 150 which equates to a 17% uplift in total traffic generation (3,040 vehicles to 3,566 vehicles).

6.9 Pro-rata trip rate

6.9.1 The recent counts of the two port accesses (Gate 1 and Gate 2) have been combined to provide total traffic volumes associated with the existing Port operations. A total of 13,792 vehicle movements were recorded into and out of the Port of which 44.7% were HGV's over a typical weekday. The site area of the Port is 240Ha, which excludes the land locked water.

6.9.2 Therefore, on a unit area basis the Port currently generates 57.47 total vehicle trips/Ha across a typical weekday. In terms of HGV movements, the corresponding daily trip rate is 25.69/Ha.

6.9.3 Applying these trip rates to the operational site area of Tilbury2 (42.5Ha), results in a total of 2,442 vehicle movements per weekday of which 1,092 would be HGV's. The HGV trip generation estimates in Table 6.9 are considerably greater than the pro-rata estimate. This is in part explained by the more efficient layout proposed at Tilbury2 but also demonstrates the worst-case assumptions of trip generation outlined above.

6.10 Temporal Profile

6.10.1 The temporal distribution of operational HGV traffic at T2 has been based upon the existing temporal distribution of HGV traffic observed at the existing Port. The Port currently has a variety of operations including materials storage, vehicle storage and Ro-Ro similar to those proposed at Tilbury2. Therefore the observed pattern of traffic activity at the existing Port reflects these existing operations and how they are influenced by the shipping patterns. Hence, they provide a reasonable basis for estimating the temporal distribution at Tilbury2.

6.10.2 The main Gate (1) to the existing Port is considered to provide a representative temporal distribution for the CMAT and vehicle storage uses as this provides the main access to these uses at the existing Port. Existing Ro-Ro HGV traffic at the Port uses Gate (2) and therefore the HGV temporal distribution of Gate 2 is considered representative of the Ro-Ro operation. It has therefore been used for the proposed Ro-Ro operation at Tilbury2.

6.10.3 The proposed hours of operation of T2 for each use are as follows:

- CMAT: Monday – Friday 07.00-19.00
Saturday - 07.00-12.00
- Ro-Ro: 7 days per week, 24 hours.
- Vehicle Storage: Monday-Friday: 08.00-17.00

6.10.4 Staff vehicle movements have been allocated based upon anticipated shift patterns as set out below:

- 100 Port staff (this includes administrative staff, maintenance staff, security and customs) – which are split equally across three shift patterns which are 06:00 – 14:00 (33); 14:00 – 22:00 (33); and 22:00 – 06:00 (34);
- 50 CMAT staff – who would work a single shift from 07:00 – 18:00 Monday to Friday and a 07:00 – 12:00 shift on Saturdays;
- 150 drivers for the CMAT on a weekday – across three shift patterns 07:00 – 17:00; 08:00 – 18:00; and 09:00 – 19:00; and
- Nine Maritime Terminal Staff – across two shift patterns which are 06:00 – 18:00 (5) and 18:00 – 06:00 (4).

6.10.5 For the purposes of the assessments it has been assumed that all staff will arrive in the hour preceding the start of their shift and depart the hour following the end of their shift.

CMAT

6.10.6 Table 6.13 presents the estimated temporal profile of HGV's at the proposed CMAT during a 12-hour working day based on the above analysis, and includes the associated forecast trip generation.

Table 6.13 – Temporal Profile and Trip Generation – CMAT HGVs

Time Period	Arrivals	Departures	Arrivals	Departures
07:00 – 08:00	6.7%	9.0%	24	32
08:00 – 09:00	8.1%	8.5%	29	30
09:00 – 10:00	9.6%	8.7%	34	31
10:00 – 11:00	8.9%	7.8%	32	28
11:00 – 12:00	9.6%	9.4%	34	33
12:00 – 13:00	10.1%	8.3%	36	29
13:00 – 14:00	11.4%	10.9%	40	39
14:00 – 15:00	10.4%	9.6%	37	34
15:00 – 16:00	10.0%	9.1%	35	32
16:00 – 17:00	5.8%	8.1%	21	29
17:00 – 18:00	4.9%	6.2%	17	22
18:00 – 19:00	4.4%	4.2%	16	15
Total	100%	100%	355	355

Source: Nationwide Data Collection Traffic Surveys undertaken on 29th September 2016 and Consultants estimates
Note: Figures rounded to nearest whole number

6.10.7 The associated staff vehicle movements are set out in Table 6.14.

Table 6.14 – Staff Trip Generation – CMAT

Time Period	Arrivals	Departures
06:00 – 07:00	60	0
07:00 – 08:00	109	0
08:00 – 09:00	31	0
09:00 – 10:00	0	0
10:00 – 11:00	0	0
11:00 – 12:00	0	0
12:00 – 13:00	0	0
13:00 – 14:00	0	0
14:00 – 15:00	0	0
15:00 – 16:00	0	0
16:00 – 17:00	0	0
17:00 – 18:00	0	60
18:00 – 19:00	0	109
19:00 – 20:00	0	31
Total	200	200

Source: Consultants estimates

Note: Includes staff based at the CMAT and drivers

6.10.8 Ro-Ro Terminal

6.10.9 Table 6.15 presents the temporal profile of HGV's at the Ro-Ro during a typical working day.

Table 6.15 – Temporal Profile and Trip Generation – Ro-Ro Terminal

Time Period	Arrivals	Departures	Arrivals	Departures
00:00 – 01:00	1.8%	2.4%	13	17
01:00 – 02:00	1.8%	1.7%	13	12
02:00 – 03:00	1.1%	0.9%	8	6
03:00 – 04:00	1.1%	2.6%	8	18
04:00 – 05:00	2.5%	3.5%	18	25
05:00 – 06:00	3.6%	4.3%	25	30
06:00 – 07:00	6.3%	3.9%	44	27
07:00 – 08:00	5.2%	10.6%	37	74
08:00 – 09:00	6.7%	9.1%	47	64
09:00 – 10:00	4.9%	6.9%	34	48
10:00 – 11:00	5.6%	5.8%	39	41
11:00 – 12:00	9.7%	7.4%	68	52
12:00 – 13:00	5.6%	6.5%	39	46
13:00 – 14:00	6.3%	5.2%	44	37
14:00 – 15:00	5.2%	5.2%	37	37
15:00 – 16:00	5.6%	5.6%	39	39
16:00 – 17:00	6.3%	3.5%	44	25
17:00 – 18:00	4.9%	3.2%	34	22
18:00 – 19:00	3.8%	2.6%	27	18
19:00 – 20:00	3.6%	2.8%	25	20
20:00 – 21:00	2.0%	1.3%	14	9
21:00 – 22:00	1.8%	1.5%	13	11
22:00 – 23:00	2.2%	1.1%	15	8
23:00 – 00:00	2.2%	2.4%	15	17
Total	100%	100%	702	702

Source: Nationwide Data Collection Traffic Surveys undertaken on 29th September 2016 and consultant's estimates
Note: Figures rounded to nearest whole number

6.10.10 The associated staff vehicle movements are set out in Table 6.16.

Table 6.16 – Staff Trip Generation – Ro-Ro Terminal

Time Period	Arrivals	Departures
00:00 – 01:00	0	0
01:00 – 02:00	0	0
02:00 – 03:00	0	0
03:00 – 04:00	0	0
04:00 – 05:00	0	0
05:00 – 06:00	38	0
06:00 – 07:00	0	38
07:00 – 08:00	0	0
08:00 – 09:00	0	0
09:00 – 10:00	0	0
10:00 – 11:00	0	0
11:00 – 12:00	0	0
12:00 – 13:00	0	0
13:00 – 14:00	33	0
14:00 – 15:00	0	33
15:00 – 16:00	0	0
16:00 – 17:00	0	0
17:00 – 18:00	4	0
18:00 – 19:00	0	5
19:00 – 20:00	0	0
20:00 – 21:00	0	0
21:00 – 22:00	34	0
22:00 – 23:00	0	33
23:00 – 00:00	0	0
Total	109	109

Source: Consultant's estimates

Note: This includes an allowance for Port of Tilbury Staff, Customs Staff and the Maritime Terminal
Port of Tilbury Staff operate across three shifts and the Maritime Terminal operates a split shift as per paragraph 2.2.3.

Vehicle Storage

6.10.11 Table 6.17 presents the HGV temporal profile and trip generation, normalised for a nine-hour working day to accord with the hours of operation of the vehicle storage. It has been assumed an average of 8 vehicles per car transporter, as a worst-case as the capacity of car transporters are circa 10 cars. The car transporter would exit the Port via Gate 1 and continue to the strategic highway network.

Table 6.17 – Temporal Profile and Trip Generation – HGV’s Vehicle Storage

Time Period	Arrivals	Departures	Arrivals	Departures
08:00 – 09:00	9.7%	10.6%	1	2
09:00 – 10:00	11.5%	10.8%	2	2
10:00 – 11:00	10.5%	9.7%	2	1
11:00 – 12:00	11.4%	11.7%	2	2
12:00 – 13:00	12.1%	10.3%	2	2
13:00 – 14:00	13.5%	13.6%	2	2
14:00 – 15:00	12.4%	12.0%	2	2
15:00 – 16:00	12.0%	11.4%	2	2
16:00 – 17:00	6.9%	10.1%	1	2
Total	100%	100%	15	15

Source: Nationwide Data Collection Traffic Surveys undertaken on 29th September 2016 and Consultants estimates
Note: Figures rounded to nearest whole number

6.10.12 Staff associated with vehicle storage at T2 would continue to be permanently based at the PDI within the existing Port. There will be movement of vehicles between T2 and the existing Port as explained in the previous section.

6.10.13 Surveys that were undertaken on the Tilbury2 site between Tuesday 26 April and Tuesday 3 May 2016 recorded the movements associated with the current temporary vehicle storage that is permitted to the north of the power station access road. This data was used to provide the temporal profile for T2 Vehicle Storage Area.

Table 6.18 – Temporal Profile for Vehicle Storage

Time Period	Arrivals	Departures	Arrivals	Departures
08:00 – 09:00	4.6%	0.0%	7	0
09:00 – 10:00	23.5%	10.8%	37	13
10:00 – 11:00	14.2%	10.5%	23	13
11:00 – 12:00	14.2%	13.3%	23	16
12:00 – 13:00	8.8%	17.1%	14	20
13:00 – 14:00	10.0%	14.0%	16	17
14:00 – 15:00	11.9%	12.1%	19	14
15:00 – 16:00	4.6%	11.4%	7	14
16:00 – 17:00	8.1%	10.8%	13	13
Total	100.0%	100.0%	159	120

Source: Intelligent Data Traffic Surveys

Note: Figures rounded to one decimal place

6.10.14 It should be noted that the arrival and departure profile does not tally as on the survey day more vehicles were ‘stored’ than were taken from ‘storage’. It is likely therefore that on other days the number of departures will exceed the number of arrivals.

6.10.15 A summary of all vehicle trips across a typical weekday generated by T2 is set out in Table 6.19.

Table 6.19 – Total Development Trip Generation

Time Period	Total Vehicles		HGV's	
	Arrivals	Departures	Arrivals	Departures
00:00 – 01:00	13	17	13	17
01:00 – 02:00	13	12	13	12
02:00 – 03:00	8	6	8	6
03:00 – 04:00	8	18	8	18
04:00 – 05:00	17	24	17	24
05:00 – 06:00	63	30	25	30
06:00 – 07:00	104	65	44	27
07:00 – 08:00	122	111	60	107
08:00 – 09:00	120	100	78	96
09:00 – 10:00	113	98	71	81
10:00 – 11:00	100	87	72	70
11:00 – 12:00	131	108	104	87
12:00 – 13:00	96	101	77	76
13:00 – 14:00	141	99	87	77
14:00 – 15:00	99	125	75	72
15:00 – 16:00	89	92	77	74
16:00 – 17:00	82	72	66	55
17:00 – 18:00	59	108	52	45
18:00 – 19:00	45	99	42	33
19:00 – 20:00	25	51	25	20
20:00 – 21:00	14	9	14	9
21:00 – 22:00	47	11	13	11
22:00 – 23:00	16	41	16	8
23:00 – 00:00	16	17	16	17
Total	1540	1501	1072	1072

Source: Consultants Estimates

Note: Figures rounded to the nearest whole number

6.11 Distribution And Assignment

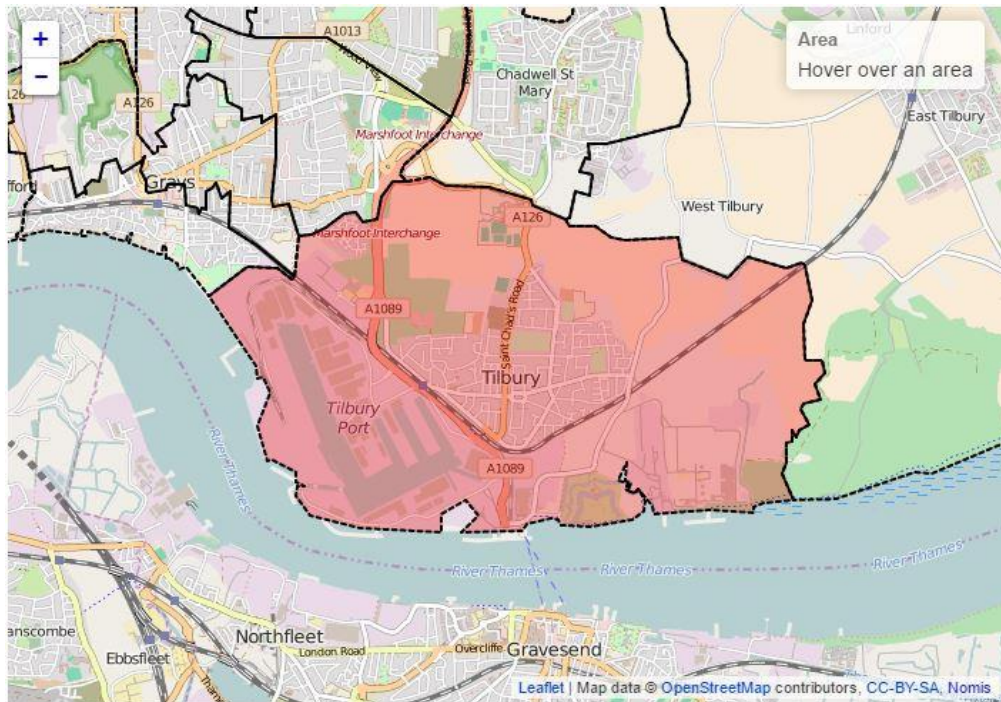
Staff and Drivers

- 6.11.1 In order to assign the development staff traffic to the local and strategic highway network, both a Gravity model and an interrogation of Census journey to work data has been undertaken to provide two estimates of distribution. This approach ensure that a robust estimate of distribution is obtained by combining two different methods to determine the most representative overall distribution.
- 6.11.2 The approach to the distribution of the Tilbury2 employment traffic replicates that which was previously agreed with both TC and HE for the Amazon development. Journey to Work data from the 2011 Census has been used to identify where people working within Tilbury travel from, this will therefore include all employers within the Thurrock 018 mid-layer super output area, which includes the Port and Thurrock Park Way. Tilbury is therefore the 'destination' for the journey to work trips rather than the 'origin', which would be used when determining the travel patterns for residential development. The Journey to Work data has been used to calculate 50% of the distribution of the employment trips to Tilbury2.
- 6.11.3 The remaining 50% of employment trips to Tilbury2 has been calculated using a P/T2 Gravity Model, assuming a maximum 40-minute drive time to the site (please note a weekday AM peak hour start time has been used to reflect traffic conditions when employees would be travelling to the site). The P/T2 Gravity Model has been used to reflect the more local trips that an employment site such as this is likely to attract. Similar to the Amazon development, due to the nature of the employment available at Tilbury2, it is likely that a reasonable proportion of the roles will be low skilled/low paid and as such, employees are unlikely to travel more than 40-minutes by car to a role of this type. The P/T2 Gravity Model has therefore been used to reflect the local nature of these journeys.

Travel to Work Analysis

6.11.4 Travel to Work data contained within the 2011 Census has been reviewed to identify the likely origin for employment journeys. The data for those currently working in the Thurrock 018 Mid-Layer Super Output area was selected as they are located within the ward and they are directly adjoining the development in terms of location. The area covered by the Thurrock 018 Mid-Layer Super Output area is provided at Image 6.1 below:

Image 6.1: Thurrock 018 Mid-Layer Super Output area plan



6.11.5 Table 6.20 presents the distribution of commuting trips (car driver only) extracted from Travel to Work data for the Thurrock 018 Mid-Layer Super Output area from the 2011 Census.

Table 6.20 – Distribution of Employment Trips (Car Driver Only)

Destination	% of Employment Trips	% of all Car Trips
Barking	2.3%	1.2%
Basildon	10.0%	5.0%
Bexley	1.2%	0.6%
Billericay	0.9%	0.5%
Brentwood	4.6%	2.3%
Castle Point	4.7%	2.4%
Chadwell St Mary	12.9%	6.4%
Chelmsford	3.5%	1.8%
Dagenham	4.3%	2.1%
Dartford	3.6%	1.8%
Grays	9.8%	4.9%
Gravesend	1.4%	0.7%
Hornchurch	2.2%	1.1%
Rainham	3.6%	1.8%
Romford	3.5%	1.8%
South Ockendon	4.5%	2.2%
Southend	1.3%	0.7%
Stanford Le Hope	3.4%	1.7%
Tilbury	21.1%	10.6%
Upminster	1.2%	0.6%
Total	100.0%	50.0%

Source: 2011 Census

Gravity Model Analysis

- 6.11.6 In order to undertake a robust assessment of the likely distribution a P/T^2 gravity model within a 40-minute (approximately) drive time of the site has been developed to reflect the 'local' nature of many of these trips.
- 6.11.7 The population of urban areas within a circa 40-minute drive time of the site has been taken from the 2011 Census. Journey times have been estimated using journey planning software from the Google Maps 'Directions' facility.
- 6.11.8 A summary of the estimated development trip distribution for trips using the methodology outlined above is presented in Table 6.21.

Table 6.21 – P/T² Distribution (Car Driver Only)

Destination	P/T ² %	% of All Car Trips
Barking	0.4%	0.2%
Basildon	7.3%	3.6%
Bexley	0.8%	0.4%
Billericay	0.8%	0.4%
Brentwood	1.0%	0.5%
Castle Point	5.2%	2.6%
Chadwell St Mary	5.6%	2.8%
Chelmsford	1.8%	0.9%
Dagenham	1.2%	0.6%
Dartford	1.2%	0.6%
East Anglia	0.4%	0.2%
Essex	6.0%	3.0%
Grays	19.3%	9.7%
Gravesend	0.9%	0.4%
Hornchurch	0.6%	0.3%
Ilford	0.4%	0.2%
Kent	4.2%	2.1%
North London	1.9%	1.0%
Other North	1.9%	0.9%
Other South	0.9%	0.4%
Other West	0.3%	0.2%
Rainham	0.8%	0.4%
Romford	1.9%	1.0%
South London	1.2%	0.6%
South Ockendon	4.3%	2.2%
Southend	3.5%	1.8%
Stanford-Le-Hope	10.5%	5.3%
Tilbury	14.9%	7.4%
Upminster	0.7%	0.4%
Total	100.0%	50.0%

Source: Consultant's Estimates

Combined Traffic Distribution

6.11.9 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment. The combined data is set out in Table 6.22.

Table 6.22 – Distribution of Car Drivers

Destination	Employment Trips %	P/T ² %	% All Trips Combined
Barking	0.2%	1.2%	1.3%
Basildon	3.6%	5.0%	8.6%
Bexley	0.4%	0.6%	1.0%
Billericay	0.4%	0.5%	0.9%
Brentwood	0.5%	2.3%	2.8%
Castle Point	2.6%	2.4%	5.0%
Chadwell St Mary	2.8%	6.4%	9.2%
Chelmsford	0.9%	1.8%	2.7%
Dagenham	0.6%	2.1%	2.7%
Dartford	0.6%	1.8%	2.4%
East Anglia	0.2%	-	0.2%
Essex	3.0%	-	3.0%
Grays	9.7%	4.9%	14.5%
Gravesend	0.4%	0.7%	1.2%
Hornchurch	0.3%	1.1%	1.4%
Ilford	0.2%	-	0.2%
Kent	2.1%	-	2.1%
North London	1.0%	-	1.0%
Other North	0.9%	-	0.9%
Other South	0.4%	-	0.4%
Other West	0.2%	-	0.2%
Rainham	0.4%	1.8%	2.2%
Romford	1.0%	1.8%	2.7%
South London	0.6%	-	0.6%
South Ockendon	2.2%	2.2%	4.4%
Southend	1.8%	0.7%	2.4%
Stanford-Le-Hope	5.3%	1.7%	7.0%
Tilbury	7.4%	10.6%	18.0%
Upminster	0.4%	0.6%	1.0%
Total	50.0%	50.0%	100%

Source: 2011 Census / Consultant Estimates

Operational (HGV)

6.11.10 It is assumed all operational HGV traffic would route directly along the new link road from T2, past the main Port access (Gate 1) and north onto the A1089(T). Beyond which the existing traffic flow data has been analysed to determine the existing distribution of HGV, which has been applied to the proposed T2 development HGV traffic. The operational traffic distribution is summarised below:

- 100% use the A1089 (northbound / southbound);
- 75% travel to / from west on the A13;
- 25% travel to / from east on the A13;
- 34% travel to / from M25 (northbound);
- 25% travel to / from A13 (westbound); and
- 16% travel to / from M25 (southbound).

6.11.11 The resulting development traffic distribution and assignment for the agreed study area is shown on Figure 6.17.

6.11.12 The 2020 with committed development plus development traffic flows for the agreed study area are presented diagrammatically on Figures 6.18 – 6.21 for the strategic network morning peak hour (07:00 – 08:00), local network morning peak hour (08:15 – 09:15), inter-peak hour (13:00 – 14:00) and evening peak hour (17:00 – 18:00) respectively. The 2027 with committed development plus development traffic flows are presented diagrammatically on Figures 6.22 – 6.25 for the strategic network morning peak hour (07:00 – 08:00), local network morning peak hour (08:15 – 09:15), inter-peak hour (13:00 – 14:00) and evening peak hour (17:00 – 18:00) respectively

6.12 **Summary**

6.12.1 This section has set out the parameters and methodology to establish the traffic implications of the Tilbury2 proposals, with details of historic use of the site, future year traffic forecasts, traffic generation, distribution and daily profile of traffic. The parameters have been discussed and agreed with the highway authorities HE, TC and ECC.

- 6.12.2 As a worst case assessment there has been no account of the ongoing temporary use of the site, which currently generate 282 vehicle movements per day.
- 6.12.3 Traffic flows in the forecast opening year of 2020 (and the forecast assessment year of 2027) were estimated using national growth forecasts in traffic adjusted to reflect local committed developments. Committed developments were separately accounted for using site specific traffic generation estimates.
- 6.12.4 A first principles assessment for operational trips based upon the experience of the applicant and the main uses proposed on the site has been adopted. The throughput and operational requirements of the development are set out in the Environmental Statement (document reference 6.1), which has formed the basis of the assessments. The majority of operational trips are predicted to be HGV's with the exception of some trips associated with vehicle storage.
- 6.12.5 For each of the main uses on the site CMAT, Ro-Ro and vehicle storage specific estimates were calculated. In each case, worst case assumptions were made to ensure the estimates were maximised. In particular, it has been assumed that all exports by road will be carried out by 16-tonne vehicles. It should be noted that this is well below the average payload for aggregates, which was 22.3 tonnes in 2015 according to data released by the Mineral Products Association.
- 6.12.6 A first principles assessment for staff and drivers trips has been adopted. The numbers and working patterns of staff has been based on existing similar operations at the Port of Tilbury. To present a robust assessment of the traffic generation, it has been assumed that all staff and drivers would arrive at the development site by car with each representing a single occupancy vehicle trip. In total, there would be 309 staff present on site during a typical weekday. The arrivals and departures would be split across the day consistent with their respective working hours. Thus, as a worst case there would be 618 staff vehicle movements per day.
- 6.12.7 During a typical weekday the Tilbury2 proposals would generate 2,123 HGV movements and 618 staff vehicle movements, giving a total of 3,041 movements per day.

- 6.12.8 As a sensitivity test it is assumed all material would leave the CMAT by road. This would increase the number of HGV movements associated with Tilbury2 from 2,143 to 2,519 per weekday, which equates to a 17% uplift in total traffic generation (3,040 vehicles to 3,566 vehicles).
- 6.12.9 The temporal distribution of operational HGV traffic at T2 has been based upon the existing temporal distribution of HGV traffic observed at the existing Port. The Port currently has a variety of operations including materials storage, vehicle storage and Ro-Ro and therefore has a pattern of traffic activity which reflects these operations and how they are influenced by the shipping operations. The main Gate (1) to the existing Port is considered to provide a representative temporal distribution for the CMAT and vehicle storage uses at T2. And Gate 2 is considered representative of the Ro-Ro operation. Traffic is predicted across a 24 hour period with the busiest hour 11.00 to 12.00.
- 6.12.10 In order to assign the development staff traffic to the local and strategic highway network, both a Gravity model and an interrogation of Census journey to work data has been undertaken to provide two estimates of distribution. This approach ensure that a robust estimate of distribution is obtained by combining two different methods to determine the most representative overall distribution.
- 6.12.11 It is assumed all operational HGV traffic would route directly along the new link road from T2, past the main Port access (Gate 1) and north onto the A1089(T). Beyond which the existing traffic flow data has been analysed to determine the existing distribution of HGV, which has been applied to the proposed T2 development HGV traffic.

SECTION 7 TRAFFIC IMPACT ASSESSMENT

7.1 Introduction

7.1.1 The parameters and methodology set out in the previous section have been used to assess the impact of additional traffic associated with Tilbury2 on the operation of the study road network.

7.1.2 Assessments have been undertaken at the following junctions within the study network for the peak hour periods identified and agreed with HE, ECC and TC:

- Site Access Link Road/Fort Road;
- Link Road / Ferry road;
- ASDA Roundabout;
- Marshfoot Road Interchange;
- A1089/A13 Interchanges; and
- M25J30 interchange.

7.1.3 Assessments have been undertaken using appropriate traffic modelling software and guidance documents, details of which are provided for each junction or interchange.

7.1.4 The assessments have been undertaken for the following scenarios as agreed with HE/TC:

- 2016 (17) observed traffic conditions;
- 2020 baseline (including committed development);
- 2020 baseline plus development; and
- 2020 baseline plus development (sensitivity);

7.1.5 Further, in accordance with the guidance set out in DfT Circular 02/13 and as requested by HE, assessments of the strategic road network have also been undertaken for the following:

- 2027 baseline (including committed development);

- 2027 baseline plus development; and
- 2027 baseline plus development (sensitivity);

7.1.6 It should be noted that the following assessments have all been undertaken with the following worst case assumptions:

- No reduction in traffic to account for existing on site uses;
- Inclusion of traffic associated with the Island site as a committed development, which no longer has a valid planning consent;
- Worst case estimates of traffic generation with below average vehicle payloads;
- Assumption that 100% of staff travel in single occupancy vehicles;
- No allowance for the effect of the Active Travel Measure and FTP (document reference 6.2.13B);
- No allowance for the effect of the SDP (document reference 6.2.13C); and
- A sensitivity test which provides for a 17% uplift in the total traffic generation estimates.

7.2 Site Access Link Road / Fort Road

7.2.1 The site access link road/Fort Road comprises two junctions. A simple priority junctions and a mini roundabout as shown on the plans attached at Appendix H. Operational assessments of each of these junctions has been undertaken for the weekday morning, inter and evening peak hour periods using the Junctions 9 modelling software. The assessments are summarised in Table 7.1 with the completed analysis contained at Appendix I.

7.2.2 The principal outputs derived from Junctions 9 are the Ratio of Flow to Capacity (RFC) and queue lengths. An RFC of 1 means that the traffic demand is equal to the theoretical available capacity. An RFC of less than 1 means that the junction is operating within theoretical capacity. The predicted queue lengths are an average across the modelled period.

Table 7.1 – Site Access Link Road / Fort Road Priority Junction Results

2020 with Committed Development + Development			
Arm	Queue (Veh)	Delay (S)	RFC
Morning Peak (0815 – 0915)			
Spur Road – Left and Right Turns	<1	7	0.13
Site Access Link Road – Right Turn	<1	6	0.07
Inter Peak (1300 – 1400)			
Spur Road – Left and Right Turns	<1	7	0.12
Proposed Link Road – Right Turn	<1	7	0.12
Evening Peak (1700 – 1800)			
Spur Road – Left and Right Turns	<1	6	0.07
Proposed Link Road – Right Turn	<1	6	0.15

Source: Junctions 9

Table 7.2 – Site Access Link Road / Fort Road Mini-Roundabout Results

2020 with Committed Development + Development			
Arm	Queue (Veh)	Delay (S)	RFC
Morning Peak (0815 – 0915)			
Fort Road (North)	<1	4	0.02
Fort Road (South)	<1	0	0.00
Spur Road	<1	4	0.01
Inter Peak (1300 – 1400)			
Fort Road (North)	<1	4	0.02
Fort Road (South)	<1	0	0.00
Spur Road	<1	5	0.02
Evening Peak (1700 – 1800)			
Fort Road (North)	<1	4	0.01
Fort Road (South)	<1	0	0.00
Spur Road	<1	4	0.03

Source: Junctions 9

7.2.3 It can be seen from the above table that both junctions are predicted to operate well within capacity under future year traffic conditions with the full Tilbury2 development traffic.

Sensitivity Test

7.2.4 It can be seen from the above assessments that both these proposed junctions are predicted to operate well within capacity. Indeed there is substantial spare capacity of at least 84%. Thus, an increase in traffic flow of 17% from the Port which represents no more than a 10% increase at each of these junctions could be accommodated without impacting upon their operational performance.

7.3 Proposed Link Road / Ferry Road

7.3.1 The junction between the proposed link road is proposed to comprise of a ghost island priority junction with traffic between Ferry Road (west) and the link road receiving priority. Operational assessments of each of this junction has been undertaken for the weekday morning, inter and evening peak hour periods using the Junctions 9 modelling software. The assessments are summarised in Table 7.3 with the completed analysis contained at Appendix I.

Table 7.3 – Proposed Link Road / Ferry Road Priority Junction Results

2020 with Committed Development + Development			
Arm	Queue (Veh)	Delay (S)	RFC
Morning Peak (0815 – 0915)			
Ferry Road (South) – Left and Right Turns	<1	12	0.26
Site Access Link Road – Right Turn	1	13	0.38
Inter Peak (1300 – 1400)			
Ferry Road (South) – Left and Right Turns	<1	11	0.30
Proposed Link Road – Right Turn	<1	13	0.28
Evening Peak (1700 – 1800)			
Ferry Road (South) – Left and Right Turns	<1	8	0.27
Proposed Link Road – Right Turn	<1	14	0.28

Source: Junctions 9

7.3.2 It can be seen from the above table that both junctions are predicted to operate well within capacity under future year traffic conditions with the full Tilbury2 development traffic.

Sensitivity Test

7.3.3 It can be seen from the above assessments that this proposed junction is predicted to operate well within capacity. Indeed there is substantial spare capacity of at least 62%. Thus, an increase in traffic flow of 17% from the Port which represents no more than an 8% increase at this junction could be accommodated without impacting upon its operational performance.

7.4 ASDA Roundabout

7.4.1 The roundabout has been tested using TRL Software Junctions 9. The junction has been assessed using the 2017 baseline traffic flows and inputted using the 'Direct traffic profile' which accurately reflects the traffic flows at the roundabout during the peak hours. Table 7.4 presents the results of the 2017 Baseline scenario, no adjustments to the capacity of the junction have been made in this model. The assessment outputs are provided in Appendix I.

Table 7.4: ASDA Roundabout Junction Model Results

Arm	Queue (Veh)	Delay (s)	Max RFC
2017 Base - Morning Peak Hour (08:15 – 09:15)			
London Distribution Park	<1	7	0.08
Dock Road	1	7	0.55
A1089 St Andrews Road	1	5	0.40
Thurrock Park Way	1	5	0.37
A1089 Dock Road	4	10	0.81
2017 Base - Inter-Peak Hour (13:00 – 14:00)			
London Distribution Park	<1	6	0.11
Dock Road	1	5	0.33
A1089 St Andrews Road	1	5	0.49
Thurrock Park Way	1	6	0.51
A1089 Dock Road	3	8	0.73
2017 Base - Evening Peak Hour (17:00 – 18:00)			
London Distribution Park	<1	4	0.21
Dock Road	1	4	0.37
A1089 St Andrews Road	2	7	0.65
Thurrock Park Way	3	13	0.76
A1089 Dock Road	1	5	0.58

Source: Junctions 9

7.4.2 Table 7.4 shows that the ASDA roundabout operates within capacity during the morning, evening and inter peak hours with minimal queueing and delay. The above results were compared with the observed queue length data to establish whether it would be appropriate to adjust the modelling to more accurately represent the observed situation.

7.4.3 Queue length data was recorded in two formats; at 5-minute intervals (i.e. the queue at specific time periods 12:00, 12:05, 12:10 etc. to provide a 'snapshot') and the maximum queue recorded within the respective 5-minute period (i.e the maximum between 12.00 and 12.05).

Table 7.5 Comparison of Observed and Model Queues

	Average Interval	Average Max	Uncalibrated
Morning Peak Hour			
London Distribution Park	0.2	1.0	0.1
Dock Road	0.8	6.5	1.2
St Andrews Road	3.8	11.4	0.7
Thurrock Park Way	0.1	4.0	0.6
A1089 Dock Road	0.2	6.4	3.9
Inter-Peak Hour			
London Distribution Park	0.3	2.5	0.1
Dock Road	1.3	3.5	0.5
St Andrews Road	1.8	10.4	1.0
Thurrock Park Way	0.3	2.5	1.0
A1089 Dock Road	0.3	7.9	2.6
Evening Peak Hour			
London Distribution Park	0.6	2.5	0.3
Dock Road	0.6	3.5	0.6
St Andrews Road	2.6	13.7	1.8
Thurrock Park Way	0.5	11.4	3.0
A1089 Dock Road	0.4	8.3	1.4

- 7.4.4 Both the 'interval' and 'maximum' queue length data has been analysed to calculate the average queue for the morning, evening and inter peak periods so that it can be compared directly to the modelled average queue. Table 7.5 presents the average queue length for the interval data results and the maximum data results for each arm of the ASDA roundabout in the morning, evening and inter peak hours, alongside which are the predicted queue lengths from the uncalibrated model above.
- 7.4.5 As can be seen from the table above there is a noticeable variation in the observed interval and maximum queues most noticeably on A1089 St Andrews Road and Thurrock Park Way in the evening peak hour. A review of the surveys indicated that the queuing on these arms is particularly variable and intense being concentrated during a 10 to 15 minute period. This is shown diagrammatically at Appendix J which provides a minute by minute breakdown of the observed queues.
- 7.4.6 Calibration of the Junctions 9 model to either the interval or maximum queues proved unreliable with large adjustments required to replicate observations. The Junctions 9 manual recommends that calibration against observed queue lengths is only appropriate where queuing on an approach occurs continuously for a period of at least 20 minutes. Reviewing the queue data it is clear that queuing does not occur for such a continuous period. Therefore, it was agreed with HE/TC that the modelling of the impact would be undertaken with no adjustments to the capacity.
- 7.4.7 It is however recognised that queueing does occur during some of the peak hour periods. Therefore, in addition to the accepted modelling assessment further consideration of the impact of the development proposals upon the operation of the junction has been undertaken having regard to observed queuing and road safety data. This approach was agreed with HE/TC.

Morning Peak Hour

Table 7.6 - Morning Peak Hour 2020

Arm	Queue (Veh)	Delay (S)	RFC
2020 Base with Committed Development			
London Distribution Park	<1	10	0.13
Dock Road	2	10	0.64
St Andrews Road	1	6	0.44
Thurrock Park Way	1	5	0.39
A1089 Dock Road	8	17	0.90
2020 Base with Committed Development plus Development			
London Distribution Park	<1	11	0.14
Dock Road	2	12	0.69
St Andrews Road	1	8	0.55
Thurrock Park Way	1	6	0.42
A1089 Dock Road	18	34	0.98

Source: Junctions 9

Table 7.7 - Morning Peak Hour 2027

Arm	Queue (Veh)	Delay (S)	RFC
2027 Base with Committed Development			
London Distribution Park	<1	11	0.14
Dock Road	3	15	0.76
St Andrews Road	1	7	0.51
Thurrock Park Way	1	6	0.45
A1089 Dock Road	22	39	1.00
2027 Base with Committed Development plus Development			
London Distribution Park	<1	11	0.15
Dock Road	4	21	0.83
St Andrews Road	2	10	0.63
Thurrock Park Way	1	7	0.49
A1089 Dock Road	53	77	1.09

Source: Junctions 9

- 7.4.8 It can be seen from the above table that in the AM peak hour the junction is predicted to operate within capacity in 2020 baseline traffic conditions. Although, the A1089 Dock Road arm is approaching capacity. With the addition of development the A1089 Dock Road arm is predicted to experience increased queuing and delay with an RFC of 0.98. Under 2027 conditions the A1089 Dock Road arm is operating at theoretical capacity without development and in excess of capacity once development traffic is added, with consequent increases in queuing and delay.
- 7.4.9 It is noted all other arms of the junction are predicted to be operating within capacity in all scenarios.
- 7.4.10 With reference to Table 7.5 the A1089 Dock Road observed average interval queue (0.2 vehicles) in the morning peak hour is lower than the modelled average queue (4 vehicles). Hence, the model is under estimating the capacity of this approach during this period resulting in predicted queues higher than observed. In practice, therefore the operation of this approach is likely to be better than the above model predicts.
- 7.4.11 The operation of this junction has been previously assessed on a number of occasions in relation to nearby development proposals. As part of these assessments it has been recognised that some limited queueing and delay is to expected. Most recently, the modelling of the roundabout to assess the impact of the Amazon development identified that a maximum RFC of 1.12 with associated queuing and delay would occur during staff shift changeovers (these are prevented from occurring between 07.30-0900 and 16.30-18.00 by planning conditions). These levels of queuing and delay have been considered acceptable to HE. Therefore, they represent a threshold for determining the acceptable impact at this junction. During the morning peak period the RFC's remain below this threshold and therefore the impact is within acceptable limits.
- 7.4.12 Notwithstanding the above, it is worth noting with reference to observed queues increases would concentrated within a 15 minute period (08.45-09.00). During this 15 minute period existing demand (2017) is 20% higher in comparison with the remainder of the peak hour period. Outside of the peak 15 minute period the junction currently (and in the future predicted scenarios) has spare capacity.

- 7.4.13 In practice drivers would adjust their behaviour with some adjusting their journey time by a small amount to avoid this peak 15 minute period on the A1089 Dock Road approach. It would only require 40 drivers to alter their journey time (out of a total of 1500 across the hour) by a few minutes to avoid this peak. According to the National Travel Survey (****) 33% of all journeys in the morning peak hour are discretionary purpose trips (i.e personal business, retail, leisure etc) which could be undertaken at other times. Thus, almost 500 trips are discretionary.
- 7.4.14 Therefore it is highly likely that such a small percentage adjustment in journey times would occur. Further, as part of the Travel Plan, measures to assist in enabling drivers to adjust their journey times will be explored by operators.
- 7.4.15 Finally, it should be noted that under 2020 predicted traffic conditions the operation is any event within capacity and in accordance with DfT Circular 02/13 it is not necessary to provide capacity enhancement where demand at the opening year can be accommodated.
- 7.4.16 Therefore, in conclusion in the morning peak hour the junction is predicted to remain operating within acceptable limits following the addition of (worst case estimates of) traffic associated with Tilbury2. Therefore, during the morning peak hour improvements are not necessary to mitigate the impact of development. However, it should be recognised that the FTP and SDP could have positive effects on the junction operation through reduced vehicle movements during the short period when the junction approaches capacity.

Inter Peak Hour

Table 7.8 - Inter Peak Hour 2020

Arm	Queue (Veh)	Delay (S)	RFC
2020 Base with Committed Development			
London Distribution Park	<1	9	0.15
Dock Road	1	7	0.43
St Andrews Road	1	6	0.55
Thurrock Park Way	1	6	0.55
A1089 Dock Road	5	12	0.83
2020 Base with Committed Development plus Development			
London Distribution Park	<1	10	0.17
Dock Road	1	8	0.47
St Andrews Road	2	8	0.63
Thurrock Park Way	1	7	0.58
A1089 Dock Road	9	24	0.92

Source: Junctions 9

Table 7.9 - Inter Peak Hour 2027

Arm	Queue (Veh)	Delay (S)	RFC
2027 Base with Committed Development			
London Distribution Park	<1	11	0.18
Dock Road	1	9	0.54
St Andrews Road	2	9	0.65
Thurrock Park Way	2	9	0.66
A1089 Dock Road	12	32	0.95
2027 Base with Committed Development plus Development			
London Distribution Park	<1	12	0.19
Dock Road	1	11	0.58
St Andrews Road	3	12	0.73
Thurrock Park Way	2	10	0.70
A1089 Dock Road	47	109	1.04

Source: Junctions 9

7.4.17 It can be seen from the above table that the junction is predicted to operate within capacity under 2020 traffic conditions with and without development. Under 2027 traffic conditions the A1089 Dock Road approach is predicted to be approaching capacity without development and is predicted to exceed capacity with increased queueing and delay following development. All other arms remain within capacity.

- 7.4.18 As noted above it has previously been accepted by HE that an RFC of 1.12 represents an acceptable threshold. The above assessments show that during the inter peak period this threshold is not exceeded.
- 7.4.19 A review of the observed queue data against the modelled queue identifies a similar situation to the morning peak hour on the A1089 Dock Road approach with the modelled average queue exceeding the observed average queue. Hence, the model is under estimating the capacity of this approach during this period. In practice, therefore the operation of this approach is likely to be better than the above model predicts during this period.
- 7.4.20 Finally, it should be noted that under 2020 predicted traffic conditions the operation is any event within capacity and in accordance with DfT Circular 02/13 it is not necessary to provide capacity enhancement where demand at the opening year can be accommodated.
- 7.4.21 Therefore, in conclusion in the inter peak hour the junction is predicted to remain operating within acceptable limits following the addition of (worst case estimates of) traffic associated with Tilbury2. Therefore, during the inter peak hour improvements are not necessary to mitigate the impact of development.

Evening Peak Hour

- 7.4.22 The operational assessments for the evening peak hour are summarised for each of the assessment scenarios in the table below.

Table 7.10- Evening Peak Hour 2020

Arm	Queue (Veh)	Delay (S)	RFC
2020 Base with Committed Development			
London Distribution Park	<1	7	0.15
Dock Road	1	5	0.44
St Andrews Road	2	8	0.70
Thurrock Park Way	4	17	0.83
A1089 Dock Road	2	6	0.67
2020 Base with Committed Development plus Development			
London Distribution Park	<1	8	0.16
Dock Road	1	6	0.46
St Andrews Road	3	10	0.78
Thurrock Park Way	6	23	0.88
A1089 Dock Road	3	8	0.73

Source: Junctions 9

Table 7.11 - Evening Peak Hour 2027

Arm	Queue (Veh)	Delay (S)	RFC
2027 Base with Committed Development			
London Distribution Park	<1	8	0.17
Dock Road	1	6	0.51
St Andrews Road	4	12	0.81
Thurrock Park Way	17	45	1.01
A1089 Dock Road	3	8	0.76
2027 Base with Committed Development plus Development			
London Distribution Park	<1	9	0.18
Dock Road	1	7	0.54
St Andrews Road	7	18	0.89
Thurrock Park Way	26	66	1.08
A1089 Dock Road	4	11	0.81

Source: Junctions 9

7.4.23 It can be seen from the above table that under 2020 traffic conditions with and without development the junction is predicted to operate within capacity with minimal queueing and delay. Under 2027 traffic conditions Thurrock Park Way is predicted to be at capacity without development. With development, queueing and delay is predicted to increase on Thurrock Park Way.

7.4.24 It should be noted that under 2020 predicted traffic conditions the operation is any event within capacity and in accordance with DfT Circular 02/13 it is not necessary to provide capacity enhancement where demand at the opening year can be accommodated.

7.4.25 Further, it should be noted that the predicted RFC's are below the 1.12 threshold that HE had previously considered acceptable. Therefore, in conclusion in the evening peak hour the junction is predicted to remain operating within acceptable limits following the addition of (worst case estimates of) traffic associated with Tilbury2. Therefore, during the evening peak hour improvements are not necessary to mitigate the impact of development.

7.4.26 However, notwithstanding the conclusions of the above assessments, in accordance with discussion with HE and TC further consideration to the existing operation and predicted impact has been undertaken

Mitigation Improvements

7.4.27 Further analysis of the queue survey data and traffic data at the ASDA roundabout has been undertaken. This identified the following on St Andrews Road:

- Concentration of vehicles queues between 17.00 and 17.15;
- Concentration of vehicle movements between 17.00 and 17.15 (34% of peak hour total);
- Unbalanced use of two approach lanes by traffic (nearside lane 89% HGV; off side 11% HGV).

7.4.28 Similarly the following was identified on Thurrock Park Way:

- Concentration of vehicles queues between 17.00 - 17.15 and 17.30 – 17.45; and
- Concentration of vehicle movements between 17.00 - 17.15 (27% of peak hour total) and 17.30 - 17.45 (30% of peak hour total).

7.4.29 In addition a review of the accident data identified that there have been 6 shunt type accidents on the Thurrock Park Way entry to the roundabout. Alongside which anecdotal evidence indicates that vehicles from St Andrews Road enter the roundabout at speed. A review of the geometric layout of this approach suggests the speeds at the approach may be above a desirable level as a consequence of the central splitter island being largely unkerbed and the entry path radius of vehicles being above design requirements (measured as 125m compared to the modern design standard of 100m).

7.4.30 Having regard to the above and in the context of the modelling assessment it is recognised that the Tilbury2 development proposals would result in an increase in traffic through this junction which, in the PM peak hour, is likely to have an impact upon its operation. It is worth noting however, that the assessments are very much worst case assuming:

- No reduction in traffic to account for existing on site uses;
- Inclusion of traffic associated with the Island site which no longer has a valid planning consent;
- Worst case estimates of traffic generation with below average vehicle payloads;
- Assumption that 100% of staff travel in single occupancy vehicles;
- No allowance for the effect of the Active Travel Measure and Travel Plan;
- No allowance for the effect of the SDP (document reference 6.2.13C); and
- A sensitivity test which provides for a 17% uplift in the traffic generation estimates.

Hence the likelihood of the impact of the development reaching the levels identified above is therefore remote. Further, any impact is concentrated in a short 15 minute period during the evening peak hour. Accordingly, the impact of the proposals on the continued safe and efficient operation of this junction is unlikely to be severe when the above are taken into account.

7.4.31 However, improvements to the junction would provide operational benefits to the existing Port's operations and would mitigate the limited predicted operational impact. Thus, ensuring that even in the worst case scenario the impact would be mitigated to within acceptable levels. It is worth noting that the personal injury accident analysis highlighted a number of accidents occurred at the ASDA roundabout with a noticeable proportion the result of shunts particularly on Thurrock Park Way.

7.4.32 In recognition of the above a scheme of improvements has been developed to improve the safe and efficient operation of the St Andrews Road and Thurrock Park Way approaches. The objectives of the scheme are to:

- Reduce traffic speeds at the entry from St Andrews Road;
- Increase capacity at the St Andrews Road approach;
- Improve safety on St Andrews Road;
- Improve lane utilisation on St Andrews Road approach; and
- Improve capacity and safety on Thurrock Park Way.

7.4.33 An illustrative scheme of improvements is shown on drawing no. ITL11323-SK-034 attached at Appendix K. In summary the scheme proposes a subsidiary deflection island on the St Andrews Road approach and the closure of an existing footway connection. This will achieve the following:

- Reduce traffic speeds on St Andrews Road – the entry path radius will be reduced, requiring vehicles to slow;
- Increase traffic capacity on St Andrews Road – the separate approach lanes will have improved geometrics which benefit capacity;
- Improve safety on St Andrews Road – the removal of pedestrian vehicle conflict with the alternative route now available beneath St Andrews Road will enhance safety;
- Improved lane utilisation- separate approach lanes will enable both lanes to be better utilised with reduced interaction at the entry to the roundabout;

- Improved capacity and safety on Thurrock Park Way – the reduced speed of vehicles from St Andrews Road will increase the gaps between vehicles on the circulatory carriageway past Thurrock Park Way. Thus, increasing the opportunity to enter the roundabout. Similarly, it will improve drivers ability to safely ‘judge’ those gaps and thus reduce the likelihood of shunt type accidents at the entry (caused by the hesitation of the lead driver).

7.4.34 This scheme has been developed in accordance with the guidance set out in TD 51/17 Segregated Left Turn Lanes And Subsidiary Deflection Islands At Roundabouts, which recommends that where entry path radii are below current DMRB standards the introduction of subsidiary deflection islands provides the opportunity to improve safety.

7.4.35 As assessment of the effect of the improvements on the operation of the junction is set out in Table 7.12 and 7.13 below:

Table 7.12: ASDA Roundabout Junction Model Results – With Mitigation

Arm	Queue (Veh)	Delay (s)	Max RFC
2020 Base with Committed Development plus Development (Mitigation)			
- Morning Peak Hour (08:15 – 09:15)			
London Distribution Park	<1	11	0.14
Dock Road	2	12	0.69
A1089 St Andrews Road	1	7	0.51
Thurrock Park Way	1	6	0.42
A1089 Dock Road	18	34	0.98
2020 Base with Committed Development plus Development (Mitigation)			
- Inter-Peak Hour (13:00 – 14:00)			
London Distribution Park	<1	10	0.17
Dock Road	1	8	0.47
A1089 St Andrews Road	1	7	0.58
Thurrock Park Way	1	7	0.58
A1089 Dock Road	9	24	0.92
2020 Base with Committed Development plus Development (Mitigation)			
- Evening Peak Hour (17:00 – 18:00)			
London Distribution Park	<1	8	0.16
Dock Road	1	6	0.46
A1089 St Andrews Road	2	8	0.71
Thurrock Park Way	6	23	0.88
A1089 Dock Road	3	8	0.73

Source: Junctions 9

Table 7.13: ASDA Roundabout Junction Model Results – (Mitigation)

Arm	Queue (Veh)	Delay (s)	Max RFC
2027 Base with Committed Development plus Development (Mitigation)			
- Morning Peak Hour (08:15 – 09:15)			
London Distribution Park	<1	11	0.15
Dock Road	4	21	0.83
A1089 St Andrews Road	1	8	0.57
Thurrock Park Way	1	7	0.49
A1089 Dock Road	53	77	1.09
2027 Base with Committed Development plus Development (Mitigation)			
- Inter-Peak Hour (13:00 – 14:00)			
London Distribution Park	<1	12	0.19
Dock Road	1	11	0.58
A1089 St Andrews Road	2	9	0.67
Thurrock Park Way	2	10	0.70
A1089 Dock Road	47	109	1.04
2027 Base with Committed Development plus Development (Mitigation)			
- Evening Peak Hour (17:00 – 18:00)			
London Distribution Park	<1	9	0.18
Dock Road	1	7	0.54
A1089 St Andrews Road	4	11	0.82
Thurrock Park Way	27	68	1.09
A1089 Dock Road	4	11	0.81

Source: Junctions 9

7.4.36 As can be seen from the above table the proposed modifications will improve the operation of the junction with slight reductions in queuing and delay. However, the assessments do not fully reflect the effect of the improvements particularly in terms of safety as explained above.

7.4.37 In conclusion, the Tilbury2 proposals would have limited effect upon the operation of the ASDA roundabout. With a modest improvement scheme the impact would be more than mitigated with improved operation and enhanced safety for all road users.

Sensitivity Tests

7.4.38 The sensitivity tests for each peak hour period for both 2020 and 2027 forecasts years are summarised below and attached at Appendix I.

Table 7.14: ASDA Roundabout Junction Model Results – Sensitivity Test

Arm	Queue (Veh)	Delay (s)	Max RFC
2020 Base with Committed Development plus Development – Sensitivity Test			
- Morning Peak Hour (08:15 – 09:15)			
London Distribution Park	<1	11	0.14
Dock Road	2	13	0.70
A1089 St Andrews Road	1	8	0.57
Thurrock Park Way	1	6	0.42
A1089 Dock Road	22	40	1.00
2020 Base with Committed Development plus Development – Sensitivity Test			
- Inter-Peak Hour (13:00 – 14:00)			
London Distribution Park	<1	10	0.17
Dock Road	1	8	0.48
A1089 St Andrews Road	2	9	0.65
Thurrock Park Way	1	7	0.59
A1089 Dock Road	11	30	0.94
2020 Base with Committed Development plus Development – Sensitivity Test			
- Evening Peak Hour (17:00 – 18:00)			
London Distribution Park	<1	8	0.16
Dock Road	1	6	0.47
A1089 St Andrews Road	4	11	0.80
Thurrock Park Way	7	25	0.90
A1089 Dock Road	3	8	0.74

Source: Junctions 9

Table 7.15: ASDA Roundabout Junction Model Results – Sensitivity Test

Arm	Queue (Veh)	Delay (s)	Max RFC
2027 Base with Committed Development plus Development – Sensitivity Test			
- Morning Peak Hour (08:15 – 09:15)			
London Distribution Park	<1	11	0.15
Dock Road	5	23	0.84
A1089 St Andrews Road	2	10	0.64
Thurrock Park Way	1	7	0.49
A1089 Dock Road	63	89	1.11
2027 Base with Committed Development plus Development – Sensitivity Test			
- Inter-Peak Hour (13:00 – 14:00)			
London Distribution Park	<1	12	0.19
Dock Road	1	11	0.58
A1089 St Andrews Road	3	13	0.75
Thurrock Park Way	2	11	0.71
A1089 Dock Road	63	141	1.06
2027 Base with Committed Development plus Development – Sensitivity Test			
- Evening Peak Hour (17:00 – 18:00)			
London Distribution Park	<1	9	0.18
Dock Road	1	7	0.54
A1089 St Andrews Road	9	21	0.92
Thurrock Park Way	29	73	1.10
A1089 Dock Road	4	11	0.82

Source: Junctions 9

7.4.39 It can be seen that the increased traffic from the sensitivity test at the ASDA roundabout has little effect upon the operation of the junction. This is due to the volumes of traffic already using the junction which means the additional traffic under the sensitivity test scenario only represents approximately 1% increase in flows above the standard traffic generation estimates.

7.4.40 Accordingly, the sensitivity test does not alter the conclusions of the above paragraphs and the proposed improvement would provide an appropriate level of mitigation.

7.5 A1089/A126 Marshfoot Road Interchange

Merges & Diverges

7.5.1 The assessments have been undertaken in line with the guidance set out in the Design Manual for Roads and Bridges (DMRB) Volume 6 TD 22/06 'Layout of Grade Separated Junctions'.

7.5.2 Appropriate merge and diverge layouts are calculated on the basis of the predicted merge / diverge flows in conjunction with mainline flows. These are set-out in TD22/06 for all-purpose roads as follows:

- Merge Layouts:
 - A – Taper Merge;
 - B – Parallel Merge;
 - C – Ghost Island Merge;
 - D – Two-Lane Urban Merge;
 - E – Lane Gain;
 - F – Lane Gain with Ghost Island Merge; and
 - G – Two-Lane Gain with Ghost Island.
- Diverge Layouts:
 - A – Taper Diverge;
 - B (Option 1 Preferred) – Ghost Island Diverge Including for Conversion of Existing Taper Diverge;
 - B (Option 2 Not Preferred) – Parallel Diverge;
 - C – Lane Drop at Taper Diverge;
 - D (Option 1 Preferred) – Ghost Island Diverge for Lane Drop Including for Conversion of Existing Lane Drop at Taper Diverge;
 - D (Option 2 Not Preferred) – Lane Drop at Parallel Diverge; and

- E – Two-Lane Drop.

7.5.3 Table 7.16 summarises the assessments for each peak period against the DMRB standard TD 22/06.

**Table 7.16: Merge / Diverge Assessment for A1089/A126 Marshfoot Road Junction
– 2020 Base with Committed Development plus Development**

Junction	Direction	Mainline Traffic Flow	Merge/Diverge Flow	Existing Layout	Required Format
07:00 – 08:00					
Diverge	Northbound	767	207	A	A
Merge	Northbound	767	273	A	E
Diverge	Southbound	1,640	263	A	A
Merge	Southbound	1,640	519	A	A
08:00 – 09:00					
Diverge	Northbound	649	330	A	A
Merge	Northbound	649	313	A	E
Diverge	Southbound	1,163	273	A	A
Merge	Southbound	1,163	442	A	E
13:00 – 14:00					
Diverge	Northbound	853	406	A	A
Merge	Northbound	853	177	A	E
Diverge	Southbound	995	184	A	A
Merge	Southbound	995	405	A	E
17:00 – 18:00					
Diverge	Northbound	1,044	630	A	A
Merge	Northbound	1,044	232	A	E
Diverge	Southbound	818	379	A	A
Merge	Southbound	818	366	A	E

**Table 7.17: Merge / Diverge Assessment for A1089/A126 Marshfoot Road Junction
– 2027 Base with Committed Development plus Development**

Junction	Direction	Mainline Traffic Flow	Merge/Diverge Flow	Existing Layout	Required Format
07:00 – 08:00					
Diverge	Northbound	841	233	A	A
Merge	Northbound	841	307	A	E
Diverge	Southbound	1,754	295	A	A
Merge	Southbound	1,754	558	A	A
08:00 – 09:00					
Diverge	Northbound	709	370	A	A
Merge	Northbound	709	351	A	E
Diverge	Southbound	1,280	307	A	A
Merge	Southbound	1,280	493	A	E
13:00 – 14:00					
Diverge	Northbound	956	467	A	A
Merge	Northbound	956	203	A	E
Diverge	Southbound	1,113	212	A	A
Merge	Southbound	1,113	464	A	E
17:00 – 18:00					
Diverge	Northbound	1,154	707	A	A
Merge	Northbound	1,154	261	A	E
Diverge	Southbound	910	427	A	A
Merge	Southbound	910	413	A	E

Source: TD 22/06 Layout of Grade Separated Junctions

7.5.4 The above assessment demonstrates that the existing diverge provision at the A1089 / A126 matches the required standard and therefore is suitable to accommodate the proposed development traffic in both 2020 and 2027 forecast traffic conditions.

7.5.5 However, according to the assessment the appropriate layout to accommodate predicted traffic flows for both merges would be a Type E lane gain merge. The Type E lane gain merge layout identifies an increase in lanes on the A1089 from one upstream of the merge to two downstream of the merge. Currently, the A1089 has two lanes upstream and downstream. In effect the existing layout is of a higher standard and therefore has capacity to accommodate the predicted traffic in these periods.

Sensitivity Test

7.5.6 Due to the volumes of traffic already using the interchange the additional traffic under the sensitivity test scenario only represents no more than approximately 2% increase in flows above the standard traffic generation estimates.

7.5.7 Accordingly, the sensitivity test does not alter the conclusions of the above paragraphs and the existing merges and diverges provide of an appropriate standard.

A126 Marshfoot Road / Old Dock Approach Road Roundabout

7.5.8 The A126 Marshfoot Road / Old Dock Approach Road roundabout is located on the western side of the A1089 and has five arms:

- A126 Marshfoot Road (East);
- A126 Marshfoot Road (West);
- Old Dock Approach Road (entry only);
- A1089 Northbound on-slip; and
- A1089 Northbound off-slip.

7.5.9 The 2016 traffic flows for the A126 Marshfoot Road / Old Dock Approach Road roundabout are set out in Table 7.18.

Table 7.18 - A126 Marshfoot Road / Old Dock Approach Road Roundabout 2016

Traffic Flows

Entry Flows by Arm	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Total Vehicles	HGVs	Total Vehicles	HGVs
A126 Marshfoot Road (East)	582	23	359	11
A1089 Northbound On-Slip	0	0	0	0
A1089 Northbound Off-Slip	322	15	608	15
A126 Marshfoot Road (West)	378	15	509	16
Old Dock Approach Road	252	4	173	2
Total	1,534	57	1,649	44

Source: Cambria Transport Assessment Addendum – Report Reference CC1442/REP04/A

7.5.10 Table 7.18 shows the entry flows to the roundabout by arm and the total flows. In 2016 there are a total of 1,534 vehicles and 1,649 vehicles in the morning and evening peak hours respectively.

7.5.11 The A126 Marshfoot Road priority junction is located on the eastern side of the A1089, it connects to the A126 Marshfoot Road / Old Dock Approach Road roundabout to the west, via an overbridge, and the minor arm provides access to the A1089 southbound on-slip and off-slip.

7.5.12 The existing traffic flows for the A126 Marshfoot Road priority junction are set out in Table 7.19.

Table 7.19 - A126 Marshfoot Road Priority Junction 2016 Traffic Flows

Entry Flows by Arm	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Total Vehicles	HGVs	Total Vehicles	HGVs
A126 Marshfoot Road (South)	530	17	233	11
Marshfoot Road (Slip Road Access)	278	17	366	13
A126 Marshfoot Road (North)	437	13	606	12
Total	1,245	47	1,205	36

Source: Cambria Transport Assessment Addendum – Report Reference CC1442/REP04/A

7.5.13 Table 7.19 shows the entry flows to the junction by arm and the total flows. In 2016 there are a total of 1,245 vehicles and 1,205 vehicles in the morning and evening peak hours respectively.

7.5.14 In accordance with the agreed trip generation, distribution and assignment the predicted increases in traffic at the A126 Marshfoot Road / Old Dock Approach Road Roundabout for the peak hour periods are set out in Table 7.20.

Table 7.20 – Development Impact at A126 Marshfoot Road / Old Dock Approach Road Roundabout

Arm	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Total Vehicles (HGVs)	% Increase	Total Vehicles (HGVs)	% Increase
A1089 Northbound Off-Slip	0 (0)	0%	14 (0)	2.3%
A126 Marshfoot Road (West)	2 (0)	0.5%	1 (0)	0.2%
Old Dock Approach Road	2 (0)	0.8%	0 (0)	0%
Total	4 (0)	0.3%	15 (0)	0.9%

Source: Cambria Transport Assessment Addendum – Report Reference CC1442/REP04/A

7.5.15 As shown in Table 7.20, the total number of development vehicles at the roundabout is four and 15 in the morning and evening peak hours respectively. This equates to an additional vehicle arriving at the roundabout every 15 minutes in the morning peak and every three minutes in the evening peak hour. The percentage increase of total vehicles at the roundabout is expected to be under 1% in both the morning and evening peak hours.

7.5.16 It is therefore considered that the development impact at the roundabout is negligible and would have no measurable effect on its operation, being imperceptible from daily variations. It should also be noted that the flows occur on several arms of the roundabout and therefore the impact is dispersed across the arms of the roundabout as opposed to being concentrated on a single arm.

A126 Marshfoot Road Priority Junction

7.5.17 In accordance with the agreed trip generation, distribution and assignment the predicted increases in traffic at the A126 Marshfoot Road Priority Junction for the peak hour periods are set out in Table 7.21.

Table 7.21 – Development Impact at A126 Marshfoot Road Priority Junction

Arm	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Total Vehicles (HGVs)	% Increase	Total Vehicles (HGVs)	% Increase
Marshfoot Road (North) Right Turn	4 (0)	0.9%	1 (0)	0.2%
Marshfoot Road (South) Left Turn	3 (0)	0.6%	0 (0)	0%
Total	7 (0)	0.6%	1 (0)	0.1%

Source: Cambria Transport Assessment Addendum – Report Reference CC1442/REP04/A

7.5.18 As shown in Table 7.21, the total number of development vehicles at the priority junction is seven and one in the morning and evening peak hours respectively. However, only the increase in right turn movements would affect the capacity of the junction. Therefore, the development’s impact at this junction is four additional vehicles in the morning peak and one additional vehicle in the evening peak. This equates to an additional vehicle arriving at the junction every 15 minutes in the morning peak and one vehicle in the evening peak hour.

7.5.19 The percentage increase of total vehicles at the roundabout is expected to be under 1% in both the morning and evening peak hours. Therefore, the traffic impact of the development is considered to be negligible and would be indiscernible from daily variations.

Safety Record Appraisal

7.5.20 A total of 21 injury accidents were recorded in the five-year study period, at the A126 Marshfoot Road Roundabout, the A126 Marshfoot Road between the roundabout and priority Junction, and A126 Marshfoot Road priority junction. Details are set out in Section 4.

7.5.21 At the A126 Marshfoot Road roundabout and A126 Marshfoot Road link between the roundabout and priority junction, the number, location and contributory factors do not suggest a specific road safety issue.

7.5.22 At the A126 Marshfoot Road priority junction 10 of the 13 injury accidents recorded involved vehicles turning right from the minor arm. This suggests there may be an existing safety issue although detailed investigation would be required to confirm this.

7.5.23 The Tilbury2 proposal would not add any vehicles to this movement, and therefore would not exacerbate any existing safety issue.

7.6 **A1089/A13 Interchange**

7.6.1 Table 7.22 summarises the merge / diverge assessments for the A1089 / A13 interchange.

Table 7.22: Merge/Diverge Assessment for A1089/A13 Junction – 2020 Base with Committed Development plus Development

Junction	Direction	Mainline Traffic Flow	Merge/Diverge Flow	Existing Layout	Required Format
07:00 – 08:00					
Diverge	Eastbound	2,377	885	A	C
Merge	Eastbound	2,377	403	A	A
Diverge	Westbound	3,198	895	A	A
Merge	Westbound	3,198	563	A	A
08:00 – 09:00					
Diverge	Eastbound	2,261	716	A	A
Merge	Eastbound	2,261	418	A	A
Diverge	Westbound	2,534	691	A	A
Merge	Westbound	2,534	564	A	A
13:00 – 14:00					
Diverge	Eastbound	2,532	743	A	C
Merge	Eastbound	2,532	390	A	A
Diverge	Westbound	1,976	453	A	A
Merge	Westbound	1,976	631	A	A
17:00 – 18:00					
Diverge	Eastbound	3,881	659	A	A
Merge	Eastbound	3,881	582	A	A
Diverge	Westbound	2,229	545	A	A
Merge	Westbound	2,229	637	A	A

Source: TD 22/06 Layout of Grade Separated Junctions

Table 7.23: Merge/Diverge Assessment for A1089/A13 Junction – 2027 Base with Committed Development plus Development

Junction	Direction	Mainline Traffic Flow	Merge/Diverge Flow	Existing Layout	Required Format
07:00 – 08:00					
Diverge	Eastbound	2,666	962	A	C
Merge	Eastbound	2,666	447	A	A
Diverge	Westbound	3,587	962	A	A
Merge	Westbound	3,587	614	A	A
08:00 – 09:00					
Diverge	Eastbound	2,536	796	A	C
Merge	Eastbound	2,536	465	A	A
Diverge	Westbound	2,842	756	A	C
Merge	Westbound	2,842	616	A	E
13:00 – 14:00					
Diverge	Eastbound	2,910	846	A	C
Merge	Eastbound	2,910	442	A	E
Diverge	Westbound	2,271	494	A	A
Merge	Westbound	2,271	702	A	A
17:00 – 18:00					
Diverge	Eastbound	4,377	739	A	C
Merge	Eastbound	4,377	649	A	E
Diverge	Westbound	2,514	601	A	A
Merge	Westbound	2,514	702	A	E

Source: TD 22/06 Layout of Grade Separated Junctions

7.6.2 The above assessment demonstrates that the existing merge and diverge provision at the A1089 / A13 is sufficient to accommodate the 2020 base with committed development plus development with the exception of the eastbound diverge which should be a layout C with a lane drop from 2 to 3 downstream. The current layout maintains 3 eastbound lanes through the junction and is therefore in capacity terms a higher standard layout than at present.

7.6.3 In the 2027 with committed development plus development the existing layout does not correspond with that identified in TD 22/06 based on predicted traffic flows. Both diverges should be a layout C with a drop from 2 to 3 lanes downstream. As noted above the layout is currently of higher standard with 3 lanes continuing through the junction.

7.6.4 Similarly, both merges in the 2027 forecast year with development should be modified to a layout E with a lane gain from 2 upstream to 3 downstream of the merge. Again, both layouts are currently of a higher standard with 3 lanes continuing in both directions through the junction.

7.6.5 Therefore, it is concluded that the existing layouts for both the merges and diverges at this interchange will remain at an acceptable standard to accommodate traffic arising from the Tilbury2 proposals.

Sensitivity Test

7.6.6 Due to the volumes of traffic already using the interchange the additional traffic under the sensitivity test scenario only represents no more than approximately 0.6% increase in flows above the standard traffic generation estimates.

7.6.7 Accordingly, the sensitivity test does not alter the conclusions of the above paragraphs and the existing merges and diverges provide of an appropriate standard.

7.7 A13 / M25 JUNCTION 30

7.7.1 Table 7.24 summarises the percentage increase in traffic at the A13 / M25 Junction 30 during the morning peak, inter-peak and evening peak hours.

Table 7.24: A13 / M25 Junction 30 Traffic Impact

Peak	Link	2016 Base	2020 Base with Committed Development	% Increase ¹	2020 Base with Committed Development plus Development	% Increase
Morning (07:00 – 08:00)	M25 (North)	9,175 (22.9%)	9,701 (23.0%)	5.7%	9,762 (23.4%)	0.6%
	A13 (East)	6,976 (12.9%)	7,628 (13.6%)	9.3%	7,768 (14.9%)	1.8%
	M25 (South)	8,187 (22.3%)	8,644 (22.5%)	5.6%	8,674 (22.7%)	0.3%
	A13 (West)	6,867 (10.5%)	7,309 (10.6%)	6.4%	7,358 (11.1%)	0.7%
Morning (08:00 – 09:00)	M25 (North)	7,568 (22.8%)	7,971 (23.1%)	5.3%	8,033 (23.7%)	0.8%
	A13 (East)	6,721 (12.9%)	7,176 (14.3%)	6.8%	7,315 (15.8%)	1.9%
	M25 (South)	6,674 (22.3%)	7,034 (22.7%)	5.4%	7,063 (23.0%)	0.4%
	A13 (West)	6,081 (11.9%)	6,403 (12.2%)	5.3%	6,450 (7.8%)	0.7%
Inter-peak (13:00 – 14:00)	M25 (North)	7,625 (22.9%)	8,122 (23.5%)	6.5%	8,181 (24.0%)	0.7%
	A13 (East)	6,534 (13.0%)	7,078 (15.1%)	8.3%	7,210 (16.5%)	1.9%
	M25 (South)	6,698 (22.3%)	7,143 (22.9%)	6.6%	7,170 (23.2%)	0.4%
	A13 (West)	5,061 (11.8%)	5,388 (12.4%)	6.4%	5,434 (13.0%)	0.9%
Evening (17:00 – 18:00)	M25 (North)	9,208 (23.1%)	9,696 (23.4%)	5.3%	9,734 (23.6%)	0.4%
	A13 (East)	8,700 (13.1%)	9,235 (13.9%)	6.1%	9,326 (14.6%)	1.0%
	M25 (South)	7,710 (22.1%)	8,124 (22.4%)	5.4%	8,143 (22.5%)	0.2%
	A13 (West)	6,715 (11.8%)	7,071 (12.1%)	5.3%	7,104 (12.4%)	0.5%

Source: Consultants Estimates HGV percentage in brackets

Notes: 1 compared with 2016 Base

- 7.7.2 It can be seen that the predicted increase in traffic flows on the approaches to the junction are very small, being no more than 2%. Such small increases in traffic would have no measurable effect on the operation of the junction being imperceptible from the day to day variation in flows. More detailed analysis of the change in traffic including increases in HGV's (which was provided at the request of HE) and sensitivity assessment is set out in Appendix L.
- 7.7.3 Further, it should be noted that traffic flows from the M25 north to the A13 east do not affect the junction operation as there is a free flowing segregated left turn slip road. Similarly, traffic along the A13 is segregated through the junction. Thus, if you consider the increased traffic through the junction that interacts with other movements the increases equate to a maximum of one additional vehicle per minute during peak periods. Such changes would have no measurable effect upon the operation of this junction.
- 7.7.4 Overall, it is considered that against the background of such onerous assumptions in terms of trip generation that the developmet would not impact on the safe and efficient operation of this junction.

Sensitivity Test

- 7.7.5 The additional traffic routing through this junction as a consequence of the sensitivity test traffic generation assumptions equates to a maximum of 10 vehicles in the morning peak hour, with fewer vehicles in other periods. Such small changes would have no measurable effect on junction operation and would be indistinguishable from the standard traffic generation estimates.

7.8 Diversion Route Assessment

- 7.8.1 During consultation TC requested an assessment of the Tilbury2 proposals on the diversion route when the A1089 is closed to traffic. When the A1089 is subject to a planned closure there is an agreed diversion which routes vehicles via Chadwell St Mary, to the east of Tilbury, via Fort Road and then past the Port.

- 7.8.2 Following enquiries with Connect+ (HE's managing agents for this part of the SRN) it was discovered that for routine maintenance road closures are not required; these are dealt with by lane closures with at least one lane remaining open in each direction. In accordance with their agency agreement planned roadworks (both lane closures and full road closures) can only take place between 22.00 and 05.30.
- 7.8.3 The only occurrence of full road closures takes place when resurfacing work is necessary. These full road closures again take place between 22.00 and 05.30 and times are agreed with TC. There is no set timetable for resurfacing work with annual inspections used to determine the state of the existing carriageway and whether resurfacing is necessary. The A1089 has recently been resurfaced (Summer 2017) and there were a number of full road closures to enable the work to be carried out.
- 7.8.4 As the Tilbury2 proposals generate traffic over a 24 hour period then if and when a road closure occurs then there would be increased traffic from Tilbury2 using the diversion route. For the period 22.00-05.30 the existing traffic flows on the A1089 (north of ASDA roundabout) and the predicted increases from Tilbury2 are shown at Appendix M. In general there would be approximately a 10% increase in traffic during this period.
- 7.8.5 The diversion route is via residential areas and understandably there were concerns raised by residents during the recent closures (Summer 2017). However, this is a situation which only occurs rarely. It is also an existing situation that will continue to occur at the same frequency regardless of the outcome of the Tilbury2 proposals. The impact of the diversion route will not change as a consequence of the Tilbury2 proposals; the increases in traffic are some 10% which is unlikely to be perceptible in environmental terms (see section 9).
- 7.8.6 Notwithstanding the above, as noted the Tilbury2 proposals will be accompanied by a FTP and SDP which include a commitment from the Port to set up a Sustainable Travel Steering Group with HE and TC. This Group will meet regularly to develop and monitor the FTP and SDP. This will provide an ideal forum for HE (and their agents) to discuss roadworks on the A1089. Through closer liaison advance planning closures may be able to be programmed when traffic from the Port is at seasonal lows. In addition, with sufficient notice the Port and/or tenants may be able to alter their normal operation to avoid these overnight periods thus reducing the volume of traffic which has to divert.

7.9 Summary

7.9.1 Operational assessments have been undertaken at the following junctions within the study network for the peak hour periods identified and agreed:

- Site Access Link Road/Fort Road;
- Link Road/Ferry road;
- ASDA Roundabout;
- Marshfoot Road Interchange;
- A1089/A13 Interchanges; and
- M25J30 interchange.

7.9.2 Assessments were undertaken for forecast 2020 traffic conditions which is the expected year of opening. For the SRN assessments were also undertaken for forecast 2027 traffic conditions in accordance with the HE's requirements. In addition assessments for all scenarios were undertaken with a sensitivity test of traffic generation from Tilbury2 (which represents a 17% uplift in traffic generation).

7.9.3 Assessments of the Link Road junctions with Ferry Road and Fort Road demonstrate that these junctions will operate well within capacity with forecast traffic flows. All three junctions would have substantial spare capacity and would accommodate forecast traffic in a safe and efficient manner.

7.9.4 Operational assessments at the ASDA roundabout indicate modest changes in queuing and delay as a result of the Tilbury2 proposals. Under 2020 predicted traffic conditions the operation would remain broadly within capacity and in accordance with DfT Circular 02/13 it is not necessary to provide capacity enhancement where demand at the opening year can be accommodated.

7.9.5 However, it is recognised that queueing does occur during some of the peak hour periods. Therefore, in addition to the accepted modelling assessment further consideration of the impact of the development proposals upon the operation of the junction has been undertaken having regard to observed queueing and road safety data. Accordingly, a scheme of improvements has been developed to improve the safe and efficient operation of the St Andrews Road and Thurrock Park Way approaches. The objectives of the scheme are to:

- Reduce traffic speeds at the entry from St Andrews Road;
- Increase capacity at the St Andrews Road approach;
- Improve safety on St Andrews Road;
- Improve lane utilisation on St Andrews Road approach; and
- Improve capacity and safety on Thurrock Park Way.

7.9.6 An illustrative scheme of improvements is shown on drawing no. ITL11323-SK-034 attached at Appendix K. In summary the scheme proposes a subsidiary deflection island on the St Andrews Road approach and the closure of an existing footway connection. This will achieve the following:

- Reduce traffic speeds on St Andrews Road – the entry path radius will be reduced, requiring vehicles to slow;
- Increase traffic capacity on St Andrews Road – the separate approach lanes will have improved geometrics which benefit capacity;
- Improve safety on St Andrews Road – the removal of pedestrian vehicle conflict with the alternative route now available beneath St Andrews Road will enhance safety;
- Improved lane utilisation- separate approach lanes will enable both lanes to be better utilised with reduced interaction at the entry to the roundabout;

- Improved capacity and safety on Thurrock Park Way – the reduced speed of vehicles from St Andrews Road will increase the gaps between vehicles on the circulatory carriageway past Thurrock Park Way. Thus, increasing the opportunity to enter the roundabout. Similarly, it will improve drivers ability to safely ‘judge’ those gaps and thus reduce the likelihood of shunt type accidents at the entry (caused by the hesitation of the lead driver).

7.9.7 In conclusion, the Tilbury2 proposals would have limited effect upon the operation of the ASDA roundabout. With a modest improvement scheme the impact would be more than mitigated with improved operation and enhanced safety for all road users.

7.9.8 Assessments were undertaken of the operational impact at the A1089 Marshfoot Road Interchange with merges and diverges, connecting junctions and safety all considered. The existing merges and diverges with the A1089 are more than sufficient to accommodate predicted traffic flows with the layouts on the northbound carriageway of a higher standard than required. The increases in traffic flows through the connecting junctions are very small and would have no measurable effect on their operation. Road safety records indicate there may be an existing issue with right turners onto Marshfoot Lane from the southbound diverge, although no Tilbury2 traffic will undertake this movement and the overall increases in traffic through the junction are very small (0.6%). Therefore, there would be no significant effect on road safety.

7.9.9 Assessments of the suitability of the existing merges and diverges at the A1089/A13 interchange were undertaken for all assessment periods. The assessments demonstrate that the existing layouts for both the merges and diverges at this interchange will remain at an acceptable standard to accommodate traffic arising from the Tilbury2 proposals.

7.9.10 A comparative assessment of the increases in traffic flow from Tilbury2 proposals through the M25 J30 was undertaken for all periods. The predicted increases are small, representing no more than 2% of base traffic volumes. Against the background of such onerous assumptions in terms of trip generation it is considered that the development would not impact upon the safe and efficient operation of this junction.

7.9.11 All of the key junctions and interchanges were assessed with a sensitivity test scenario which was based on an even more onerous assessment of traffic generation from Tilbury2 representing a 17% uplift from the standard traffic generation estimates. This assumed all movement of goods took place by road. The sensitivity assessments showed little difference when compared to the reference case and the impacts remained essentially unchanged. This in part reflects the worst case assumptions of the standard traffic generation estimates.

SECTION 8 CONSTRUCTION TRAFFIC

8.1.1 As noted the proposed main uses at Tilbury2 will be a Roll-on/Roll-off (RoRo) terminal and a Construction Materials and Aggregates terminal (the “CMAT”). The development will also comprise associated infrastructure including rail and road connections and revisions to existing marine facilities.

8.1.2 It is estimated the overall construction period would be 24 months. Construction works would commence in Q1 2019. The main works would be complete such that the RoRo terminal would become operational in Q1 2020, with the remainder of the site becoming operational by Q1 2021. An anticipated programme of works is attached as Appendix N.

8.1.3 As can be seen from the attached programme, construction activities have been split into three broad categories:

- Marine Construction – berths etc;
- Terminal (terrestrial) - CMAT and RoRo;
- Infrastructure Corridor - Road and Rail connections.

8.1.4 Construction activity would take place concurrently for each category with the Terminal construction expected to last the full 21-month period. The Marine construction is expected to take 12 months, with the infrastructure corridor 15 months.

8.1.5 During the construction period, traffic movements will principally be associated with the following sources:

- The delivery and/or collection of plant;
- The delivery of construction materials and/or removal of waste materials; and
- The construction workforce.

8.1.6 Construction activity varies considerably on a day to day basis and it is not possible to predict with certainty the daily variation and hence the level of traffic generation. However, the following estimates are representative of typical activity based on the expected construction programme.

8.1.7 The number of movements would be re-examined when the appointed Contractor's construction methods and detailed programming of the works are sufficiently progressed. This would enable a more accurate assessment of vehicle movements each week during construction. Peak periods of activity could then be identified and managed in liaison with TC (as part of the CTMP (appended to CEMP document reference 6.9)). For example, coordinating with road works or other construction activity along the construction route.

8.1.8 It should be noted the estimates below are worst case assuming all foreseeable activities would occur simultaneously.

Delivery & Collection of Plant

8.1.9 The delivery and collection of plant and equipment would vary throughout construction as different activities progress. It is estimated that the daily number of HGV movements associated with this activity for each construction category would be:

- Terminal – 2 HGVs; and
- Infrastructure Corridor – 2 HGVs.

8.1.10 The construction of the marine elements would require the delivery of pre-fabricated sections of the link span, pontoon, fenders and dolphins, and other topside infrastructure. Crane barges would be used to lift materials into position. There would be nominal HGV deliveries of plant associated with the Marine activities with a significant majority of equipment and plant arriving by river.

Delivery/Removal of materials

8.1.11 Where practicable material would not be exported unless it cannot be practicably re-used on site. This should minimise the number of vehicles associated with this activity. However, as a worst estimate it has been assumed all excavated and waste material is exported from the site. Similarly, no adjustment to the estimates of fill required have been allowed for. Based on this assumption the following figures are daily estimates associated with each of the main categories of construction:

- Terminal – 23 HGVs; and

- Infrastructure – 62 HGVs.

8.1.12 These calculations are based upon construction estimates for each of the above elements. These estimate include all cut and fill for earthworks and all construction materials. As a worst case an average payload for import and export of material of 16 tonnes has been assumed. Full details of the calculations are set out in Appendix O.

8.1.13 Material dredged during the Marine construction would be deposited on the Tilbury2 site or at sea, or a mix of both depending upon the type of material as determined at the detailed design stage. This minimises the export of material, particularly by road.

8.1.14 In total, when all construction activities are taking place simultaneously, it can be expected that there would be 89 Heavy Goods Vehicles per day (178 two-way movements) associated with construction activity.

8.1.15 The CTMP (appended to CEMP document reference 6.9) will manage the movement of construction vehicles and as far as practicable limit vehicle movements in the peak hour periods.

Construction Workforce

8.1.16 It is estimated that during the 22-month construction period, the site would employ up to 300 construction personnel. This number is anticipated to remain broadly constant throughout the construction period with the number of personnel varying between each construction activity at different stages of the programme. As a worst case, it has been assumed that all construction personnel will drive by car and there will be a requirement on the appointed Contractor to provide sufficient parking.

8.1.17 The proposed working hours for construction will mean that very few construction personnel will be arriving or departing during the peak hour periods, with the construction working hours controlled through the CEMP.

Summary

8.1.18 Overall, therefore during a typical weekday construction traffic would total 778 two movements (600 worker movements and 178 HGV movements). The majority of these would occur outside the traditional peak hour periods.

8.1.19 The volumes of traffic associated with the construction period are considerably lower than those predicted once Tilbury2 becomes operational. Therefore, any impact will be comparatively lower than the impact during operation as set out in the preceding sections.

8.2 Vehicle Routing

8.2.1 There will be a number of compounds in use during the construction. The exact location and period of operation of these compounds would be determined in detailed design and the CTMP (appended to CEMP document reference 6.9) would be updated for approval by TC to reflect these locations. However, at this stage it is expected that the principal compound would be on the Tilbury2 site itself. This compound would be accessed via the existing access with Fort Road and subsequently via the main entrance to the former Power Station site, which benefits from manned 24-hour security enabling control of movements.

8.2.2 It is likely there will be compounds associated with the infrastructure corridor at either end, although not necessarily in use at the same time. All construction workers will park at the main compound on the Tilbury2 site. Any workers employed at other compounds/construction areas would be transported in groups to those locations.

8.2.3 All construction vehicles (other than workers arriving and departing) would be required to follow a pre-determined route as set out in the CTMP (appended to CEMP document reference 6.9) in agreement with TC. The primary aim would be to ensure construction vehicles remain on the strategic and primary highway network, for as long as practically possible.

8.2.4 Accordingly, with the exception of vehicles originating locally within Tilbury, all construction vehicles are anticipated to be required to route via the A1089(T) to and from the north of ASDA roundabout. Between the ASDA roundabout and the various compounds, the prescribed route is likely to be:

- South onto the A1089(T) St Andrews Road;
- Past Tilbury Gate 1;
- Continuing on Ferry Road past Gate 2;
- Onto Fort Road; and

- Travelling north on Fort Road as far as the last compound .

8.2.5 As set out in the CTMP (appended to CEMP document reference 6.9) vehicle routes would be provided to all contractors, sub-contractors and delivery firms prior to arrival and relayed to site personnel via tool box talks.

8.2.6 In addition, as noted in the CTMP (appended to CEMP document reference 6.9), dedicated “Tilbury2 Construction” temporary signs would be installed at key locations along the route including Asda Roundabout (Dock Road and Thurrock Park Way), the existing Port access and on routes into Tilbury to direct construction traffic to follow the prescribed route. In addition, signs must be located on the approach to roads where construction vehicles will not be permitted on the key routes into Tilbury including Dock Road and Brennan Road. Final locations would be approved by TC.

8.2.7 A plan showing the prescribed route and locations where “Tilbury2 Construction” traffic would not be permitted to route is attached to the CTMP (appended to CEMP document reference 6.9). This plan would be developed in detailed design and approved by TC.

Abnormal Loads

8.2.8 During the construction period, there would be an occasional requirement for abnormal loads associated with delivery of specific plant or pre-fabricated structures. The management of these loads would be co-ordinated with HE and TC (with appropriate notification to the Police).

8.2.9 The exact nature of these abnormal loads is not known at this stage. However, swept path analysis will be undertaken and included within the final CTMP (appended to CEMP document reference 6.9) for the construction route in operation at the time; this would confirm the suitability of the route for these vehicles. The timing of these loads must be programmed to ensure it did not coincide with the busiest periods on the road network.

SECTION 9 ENVIRONMENTAL ASSESSMENT

9.1.1 The environmental implications arising from increased traffic from Tilbury2 have been set out in the Landside Transport chapter of the Environmental Statement (document reference 6.1). The assessments have been based upon the same base data and analysis as contained in this report and set out in previous sections.

9.1.2 The Landside Transport chapter of the ES considers the impact of the development both during the construction and operational stages. Specifically, it deals with:

- Severance;
- Driver delay;
- Pedestrian delay;
- Pedestrian amenity;
- Accidents and safety;
- Dust and dirt (on the highway); and
- Hazardous loads.

9.1.3 Each of these potential impacts are assessed in accordance with recognised guidance.

9.1.4 The environmental impacts can be summarised as follows:

- Construction: negligible residual impacts upon all of the above effects on the basis of embedded mitigation;
- Link Road: slight adverse residual impact upon severance, moderate beneficial on driver delay, with all other effects at negligible levels; and
- Operation: moderate residual beneficial effects (allowing for mitigation) upon pedestrian amenity and accidents and safety, with all other effects at negligible levels.

9.1.5 Overall, the residual environmental effects in terms of transport are not significant allowing for the mitigation measures embedded and associated with the proposals.

SECTION 10 SUMMARY AND CONCLUSIONS

10.1 Summary

10.1.1 This report assesses the transport implications arising from the the proposed new port terminal known as Tilbury2. The proposed port terminal will be constructed on land that formed the western part of the now redundant Tilbury Power Station, which is located to the east of the existing Port of Tilbury. The site location is shown on Figure 1.1.

10.1.2 The proposed development will principally comprise a Roll-on/Roll-off (RoRo) terminal and a Construction Materials and Aggregates terminal (the “CMAT”), and associated infrastructure including rail and road facilities and revisions to the existing marine infrastructure. An 'infrastructure corridor' is proposed that will accommodate road and rail links to the existing rail and road network. The CMAT will include stockpiling of construction materials and some processing of aggregates for the production of asphalt and concrete products.

10.1.3 The proposals constitute a Nationally Significant Infrastructure Project (NSIP) as defined by the Planning Act 2008. Accordingly, the proposals require consent from the Secretary of State via a Development Consent Order (DCO). In considering a DCO the Secretary of State must have regard to relevant National Policy Statements, which for the ports sector is the National Policy Statement for Ports (2012).

Scoping & Consultation

10.1.4 A large amount of pre-application consultation has been undertaken with the highway authorities. The scope of the assessments were set out in Transport Assessment Scoping Note which was issued to TC, ECC and HE.

10.1.5 Assessments contained in this report have been undertaken in accordance with the methodology and scope contained in the Scoping Note. During the pre-application process ongoing discussion, liaison and sharing of technical information occurred with each of the highway authorities. A series of meetings have occurred during an 8 month period.

10.1.6 At the time of writing discussions were continuing to confirm the impacts and possible mitigation measures at the ASDA roundabout and the Marshfoot Interchange. However, the remainder of the assessments, associated impacts and mitigation measures have been agreed with the highway authorities. Statements of Common Ground with TC, ECC and HE will be prepared to confirm the current status of agreement on the assessments in this report and submitted into the examination.

Policy Considerations

10.1.7 The NPS for Ports sets out the key transport criteria for Port development, with the over-arching principle to ensure the transport impacts of the development are within acceptable limits following mitigation where appropriate. The NPS sets out the requirements for mitigation, which include:

- Demand management measures must be considered prior to transport infrastructure;
- Mode share by rail and river should be encouraged over road, although target mode shares are not mandatory;
- Developments with substantial numbers of HGV's may have requirements:
 - to control numbers and routes during in construction;
 - make sufficient provision for HGV parking within the Port;
 - appropriate measure to enhance accessibility; and
 - Employee Travel Assessments.

10.1.8 Along side which paragraph 32 of NPPF identifies three key transport criteria for new development:

- The opportunities for sustainable travel should be appropriately taken up;
- Safe and suitable access should be provided; and
- The residual traffic impact should not be 'severe'.

10.1.9 A review of the key transport criteria for Port development as set out in NPS for Ports in the context of the assessments in this report, the Land-side ES chapter and supporting documents is attached at Appendix P. This demonstrates how the development would comply with the key transport criteria of NPS for Ports.

Existing Situation

10.1.10 The site is located to the east of Tilbury and is currently served by a simple priority site access on Fort Road. The site connects to the Strategic Road Network to the west via Fort Road and Ferry Road. There are opportunities to travel to the site using public transport in combination with a walk or cycle. These opportunities include bus, rail and ferry services.

10.1.11 Traffic survey data has been collected across the study network with a combination of manual, automatic and permanent counter data used to establish the existing traffic situation. Analysis of the data has established the peak hourly flows which will form the basis of the assessments.

10.1.12 There were a total of 225 personal injury accidents across the study network during the latest five year period for which data is available. The majority of accidents resulted in slight injury and were focused at junction and interchanges. The overall number and cause of accidents does not suggest a specific issue at any location.

Development Access & Layout

10.1.13 Access to the site will be provided by a new link road, connecting from Ferry Road to the existing site access on Fort Road. Access to the site will be controlled via a gatehouse, which will enable enforcement agencies to operate checks as and when appropriate.

10.1.14 It is proposed to improve access to the site for pedestrians and cyclists with a range of infrastructure improvements, including the provision of a shared footway/cycleway adjacent to the proposed link road and a Toucan Crossing on St Andrew's Road to the east of the Hairpin Bridge.

10.1.15 The construction of the proposed link road will result in the closure of the existing rail crossing along Footpath 144. It is identified that the crossing is used infrequently, with an average of 24 pedestrians per day using the crossing based on survey data. Alternative routes for the pedestrians displaced as part of the closure have been identified, and it is proposed to improve these routes to enhance their attractiveness for pedestrians and cyclists.

10.1.16 Car and cycle parking will be secured through appropriate requirements attached to the DCO. However, it is noted that the proposed parking provision will have due regard to the draft Thurrock Parking Standards and Good Practice document, or any other relevant guidance at the time the requirements are determined.

10.1.17 HGV parking will also be secured through appropriate requirements attached to the DCO. In accordance with the NPS, sufficient parking for HGVs will be provided within the site, to avoid the need for prolonged queuing on approach roads to the site. An on-site welfare building will be provided within the Ro-Ro terminal, to assist in reducing the likelihood of indiscriminate parking occurring on roads within the vicinity of the site.

Sustainable Transport

10.1.18 It is proposed to improve the accessibility of the site with the delivery of pedestrian and cycle improvements, including the provision of a shared footway/cycleway adjacent to the proposed link road and a Toucan Crossing on St Andrew's Road to the east of the Hairpin Bridge. A FTP (document reference 6.2.13B) will encourage the use of sustainable modes to travel to the site for staff.

10.1.19 A SDP (document reference 6.2.13C) has been prepared to reduce the demand of HGV traffic on the local highway network. It is proposed to use alternative modes, with c53% of aggregates imported/exported by rail and river.

10.1.20 The development proposal complies with the requirements of the NPS for Ports, insofar as it is proposed to manage the traffic impact of the proposed development through a combination of demand management and infrastructure measures.

Traffic Generation & Distribution

10.1.21 As a worst case assessment there has been no account of the ongoing temporary use of the site, which currently generate 282 vehicle movements per day.

10.1.22 Traffic flows in the forecast opening year of 2020 (and the forecast assessment year of 2027) were estimated using national growth forecasts in traffic adjusted to reflect local committed developments. Committed developments were separately accounted for using site specific traffic generation estimates.

10.1.23 A first principles assessment for operational trips based upon the experience of the applicant and the main uses proposed on the site has been adopted. The throughput and operational requirements of the development are set out in the Environmental Statement (document reference 6.1), which has formed the basis of the assessments. The majority of operational trips are predicted to be HGV's with the exception of some trips associated with vehicle storage.

10.1.24 For each of the main uses on the site CMAT, Ro-Ro and vehicle storage specific estimates were calculated. In each case, worst case assumptions were made to ensure the estimates were maximised. In particular, it has been assumed that all exports by road will be carried out by 16-tonne vehicles. It should be noted that this is well below the average payload for aggregates, which was 22.3 tonnes in 2015 according to data released by the Mineral Products Association.

10.1.25 A first principles assessment for staff and drivers trips has been adopted. The numbers and working patterns of staff has been based on existing similar operations at the Port of Tilbury. To present a robust assessment of the traffic generation, it has been assumed that all staff and drivers would arrive at the development site by car with each representing a single occupancy vehicle trip. In total, there would be 309 staff present on site during a typical weekday. The arrivals and departures would be split across the day consistent with their respective working hours. Thus, as a worst case there would be 618 staff vehicle movements per day.

10.1.26 During a typical weekday the Tilbury2 proposals would generate 2,123 HGV movements and 618 staff vehicle movements, giving a total of 3,041 movements per day.

10.1.27 As a sensitivity test it is assumed all material would leave the CMAT by road. This would increase the number of HGV movements associated with Tilbury2 from 2,143 to 2,519 per weekday, which equates to a 17% uplift in total traffic generation (3,040 vehicles to 3,566 vehicles).

10.1.28 The temporal distribution of operational HGV traffic at T2 has been based upon the existing temporal distribution of HGV traffic observed at the existing Port. The Port currently has a variety of operations including materials storage, vehicle storage and Ro-Ro and therefore has a pattern of traffic activity which reflects these operations and how they are influenced by the shipping operations. The main Gate (1) to the existing Port is considered to provide a representative temporal distribution for the CMAT and vehicle storage uses at T2. And Gate 2 is considered representative of the Ro-Ro operation. Traffic is predicted across a 24 hour period with the busiest hour 11.00 to 12.00.

10.1.29 In order to assign the development staff traffic to the local and strategic highway network, both a Gravity model and an interrogation of Census journey to work data has been undertaken to provide two estimates of distribution. This approach ensure that a robust estimate of distribution is obtained by combining two different methods to determine the most representative overall distribution.

10.1.30 It is assumed all operational HGV traffic would route directly along the new link road from T2, past the main Port access (Gate 1) and north onto the A1089(T). Beyond which the existing traffic flow data has been analysed to determine the existing distribution of HGV, which has been applied to the proposed T2 development HGV traffic.

Traffic Impact

10.1.31 Operational assessments have been undertaken at the following junctions within the study network for the peak hour periods identified and agreed:

- Site Access Link Road/Fort Road;
- Link Road/Ferry road;
- ASDA Roundabout;
- Marshfoot Road Interchange;
- A1089/A13 Interchanges; and
- M25J30 interchange.

10.1.32 Assessments were undertaken for forecast 2020 traffic conditions which is the expected year of opening. For the SRN assessments were also undertaken for forecaste 2027 traffic conditions in accordance with the HE's requirements. In addition assessments for all scenarios were undertaken with a sensitivity test of traffic generation from Tilbury2 (which represents a 17% uplift in traffic generation).

10.1.33 Assessments of the Link Road junctions with Ferry Road and Fort Road demonstrate that these junctions will operate well within capacity with forecast traffic flows. All three junctions would have substantial spare capacity and would accommodate forecast traffic in a safe and efficient manner.

10.1.34 Operational assessments at the ASDA roundabout indicate modest changes in queuing and delay as a result of the Tilbury2 proposals. Under 2020 predicted traffic conditions the operation would remain broadly within capacity and in accordance with DfT Circular 02/13 it is not necessary to provide capacity enhancement where demand at the opening year can be accommodated.

10.1.35 However, it is recognised that queueing does occur during some of the peak hour periods. Therefore, in addition to the accepted modelling assessment further consideration of the impact of the development proposals upon the operation of the junction has been undertaken having regard to observed queuing and road safety data. Accordingly, a scheme of improvements has been developed to improve the safe and efficient operation of the St Andrews Road and Thurrock Park Way approaches. The objectives of the scheme are to:

- Reduce traffic speeds at the entry from St Andrews Road;
- Increase capacity at the St Andrews Road approach;
- Improve safety on St Andrews Road;
- Improve lane utilisation on St Andrews Road approach; and
- Improve capacity and safety on Thurrock Park Way.

10.1.36 An illustrative scheme of improvements is shown on drawing no. ITL11323-SK-034 attached at Appendix N. In summary the scheme proposes a subsidiary deflection island on the St Andrews Road approach and the closure of an existing footway connection. This will achieve the following:

- Reduce traffic speeds on St Andrews Road – the entry path radius will be reduced, requiring vehicles to slow;
- Increase traffic capacity on St Andrews Road – the separate approach lanes will have improved geometrics which benefit capacity;
- Improve safety on St Andrews Road – the removal of pedestrian vehicle conflict with the alternative route now available beneath St Andrews Road will enhance safety;
- Improved lane utilisation- separate approach lanes will enable both lanes to be better utilised with reduced interaction at the entry to the roundabout;
- Improved capacity and safety on Thurrock Park Way – the reduced speed of vehicles from St Andrews Road will increase the gaps between vehicles on the circulatory carriageway past Thurrock Park Way. Thus, increasing the opportunity to enter the roundabout. Similarly, it will improve drivers ability to safely ‘judge’ those gaps and thus reduce the likelihood of shunt type accidents at the entry (caused by the hesitation of the lead driver).

10.1.37 In conclusion, the Tilbury2 proposals would have limited effect upon the operation of the ASDA roundabout. With a modest improvement scheme the impact would be more than mitigated with improved operation and enhanced safety for all road users.

10.1.38 Assessments were undertaken of the operational impact at the A1089 Marshfoot Road Interchange with merges and diverges, connecting junctions and safety all considered. The existing merges and diverges with the A1089 are more than sufficient to accommodate predicted traffic flows with the layouts on the northbound carriageway of a higher standard than required. The increases in traffic flows through the connecting junctions are very small and would have no measurable effect on their operation. Road safety records indicate there may be an existing issue with right turners onto Marshfoot Lane from the southbound diverge, although no Tilbury2 traffic will undertake this movement and the overall increases in traffic through the junction are very small (0.6%). Therefore, there would be no significant effect on road safety.

10.1.39 Assessments of the suitability of the existing merges and diverges at the A1089/A13 interchange were undertaken for all assessment periods. The assessments demonstrate that the existing layouts for both the merges and diverges at this interchange will remain at an acceptable standard to accommodate traffic arising from the Tilbury2 proposals.

10.1.40 A comparative assessment of the increases in traffic flow from Tilbury2 proposals through the M25 J30 was undertaken for all periods. The predicted increases are small, representing no more than 2% of base traffic volumes. Against the background of such onerous assumptions in terms of trip generation it is considered that the development would not impact upon the safe and efficient operation of this junction.

10.1.41 All of the key junctions and interchanges were assessed with a sensitivity test scenario which was based on an even more onerous assessment of traffic generation from Tilbury2 representing a 17% uplift from the standard traffic generation estimates. This assumed all movement of goods took place by road. The sensitivity assessments showed little difference when compared to the reference case and the impacts remained essentially unchanged. This in part reflects the worst case assumptions of the standard traffic generation estimates.

Construction Traffic

10.1.42 Overall, therefore during a typical weekday construction traffic would total 778 two movements. The majority of these would occur outside the traditional peak hour periods. The volumes of traffic associated with the construction period are considerably lower than those predicted once Tilbury2 becomes operational. Therefore, any impact will be comparatively lower than the impact during operation.

10.1.43 All construction vehicles (other than workers arriving and departing) would be required to follow a pre-determined route. The primary aim would be to ensure construction vehicles remain on the strategic and primary highway network, for as long as practically possible. The routing would be controlled through the CTMP (appended to CEMP document reference 6.9) as agreed with TC. A plan showing the prescribed route and locations where "Tilbury2 Construction" traffic would not be permitted to route is included in the CTMP (appended to CEMP document reference 6.9). This plan would be developed in detailed design and approved by TC.

10.1.44 During the construction period, there would be an occasional requirement for abnormal loads associated with delivery of specific plant or pre-fabricated structures. The management of these loads would be co-ordinated with HE and TC (with appropriate notification to the Police).

Environmental Assessment

10.1.45 The environmental implications arising from increased traffic from Tilbury2 have been set out in the Landside Transport chapter of the Environmental Statement (document reference 6.1). The assessments have been based upon the same base data and analysis as contained in this report.

10.1.46 The environmental impacts can be summarised as follows:

- Construction: negligible residual impacts upon all of the above effects on the basis of embedded mitigation;
- Link Road: slight adverse residual impact upon severance, moderate beneficial on driver delay, with all other effects at negligible levels; and
- Operation: moderate residual beneficial effects (allowing for mitigation) upon pedestrian amenity and accidents and safety, with all other effects at negligible levels.

10.1.47 Overall, the residual environmental effects in terms of transport are not significant allowing for the mitigation measures embedded and associated with the proposals.

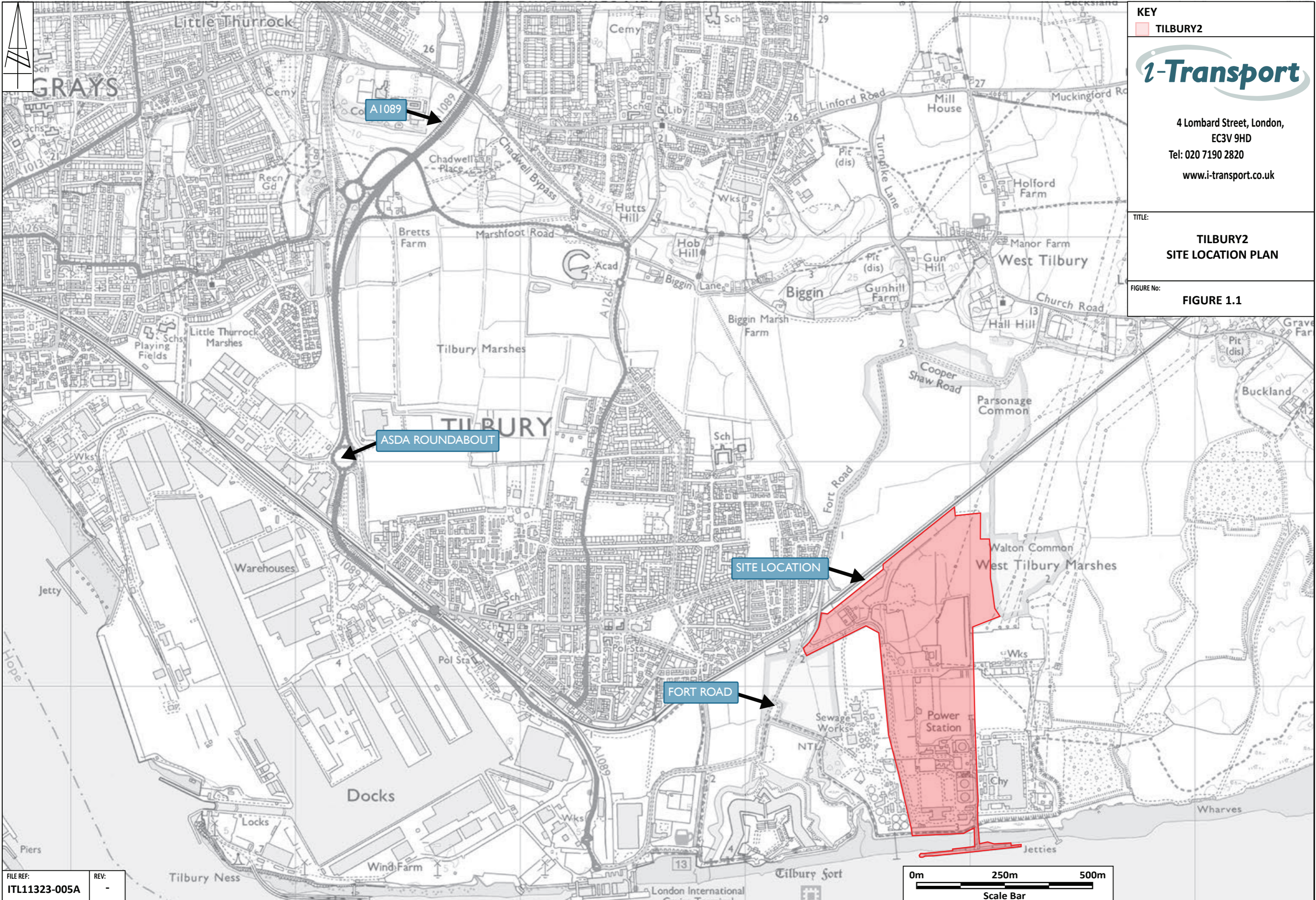
10.2 Conclusions

10.2.1 It is considered the proposals would provide a development which is consistent with the requirements of NPS for Ports as summarised in Appendix P. In particular, it would provide a sustainable development which supported and enhanced the sustainable transport credentials of the site location with a substantial proportion of freight being moved by sustainable modes.

10.2.2 The FTP and SDP will enable the demand generated by the proposals to be managed to maximise the use of sustainable modes of transport and make optimum use of existing and proposed transport infrastructure.

10.2.3 It is concluded therefore that, consistent with NPS for Ports presumption in favour of granting consent for ports development, there are no reasons relating to highways or transport for not permitting the Tilbury2 proposals.

FIGURES



KEY
 TILBURY2

i-Transport

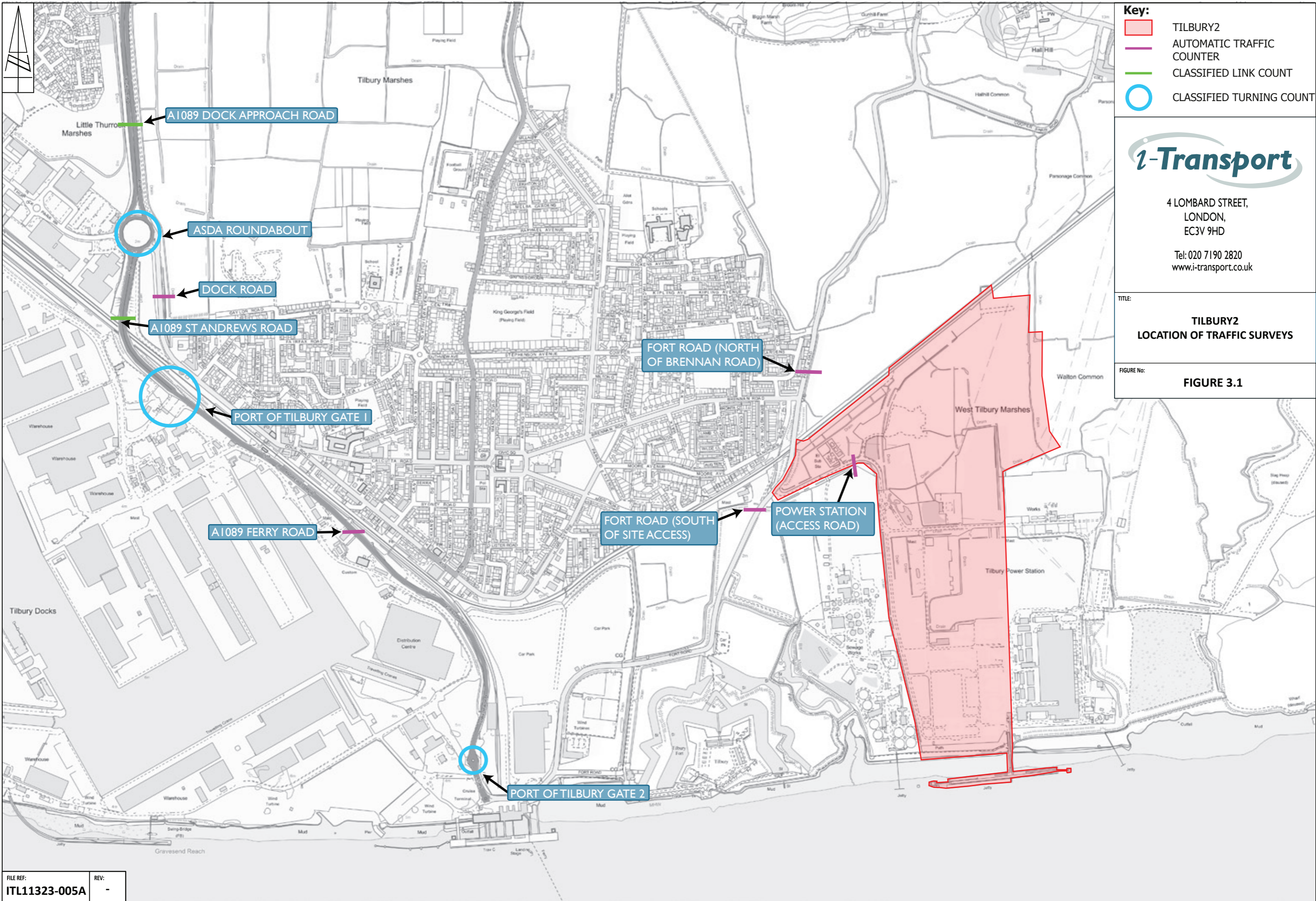
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TITLE:
 TILBURY2
 SITE LOCATION PLAN

FIGURE No:
 FIGURE 1.1

FILE REF: ITL11323-005A
 REV: -





- Key:**
- TILBURY2
 - AUTOMATIC TRAFFIC COUNTER
 - CLASSIFIED LINK COUNT
 - CLASSIFIED TURNING COUNT



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TITLE:
**TILBURY2
LOCATION OF TRAFFIC SURVEYS**

FIGURE No:
FIGURE 3.1

FILE REF: **ITL11323-005A** REV: -

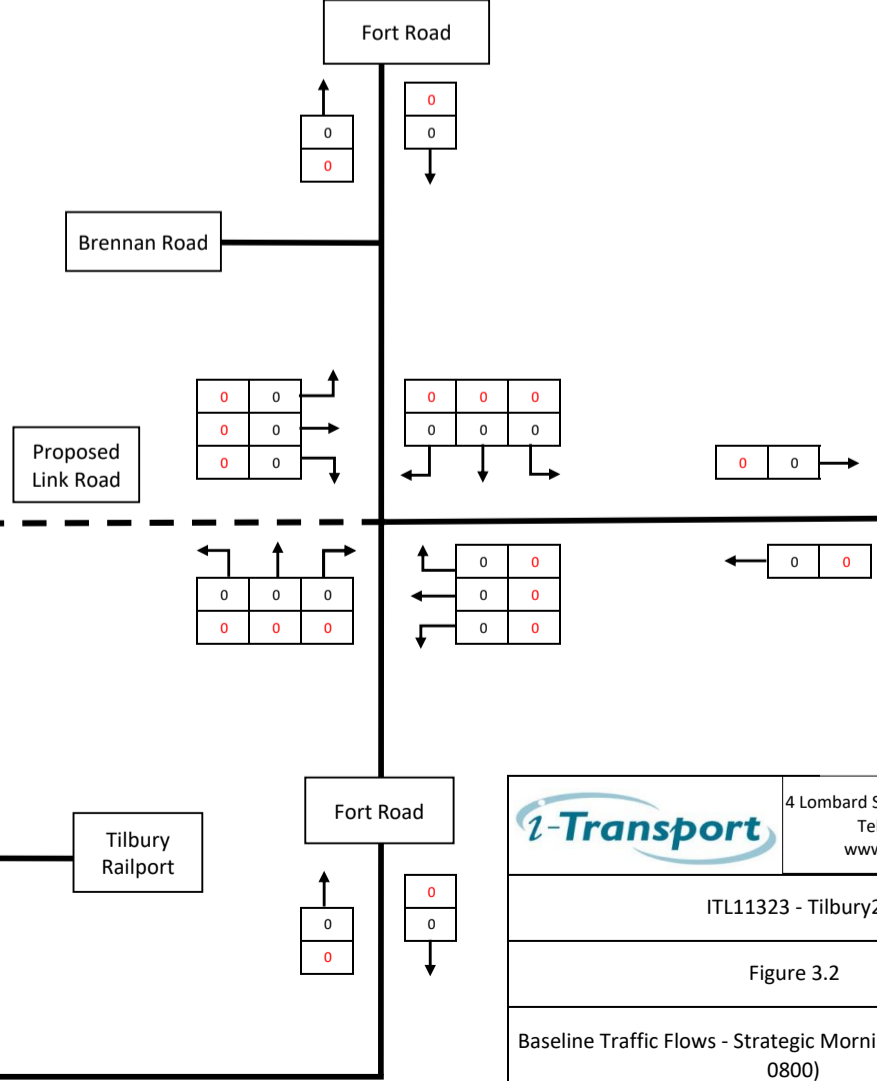
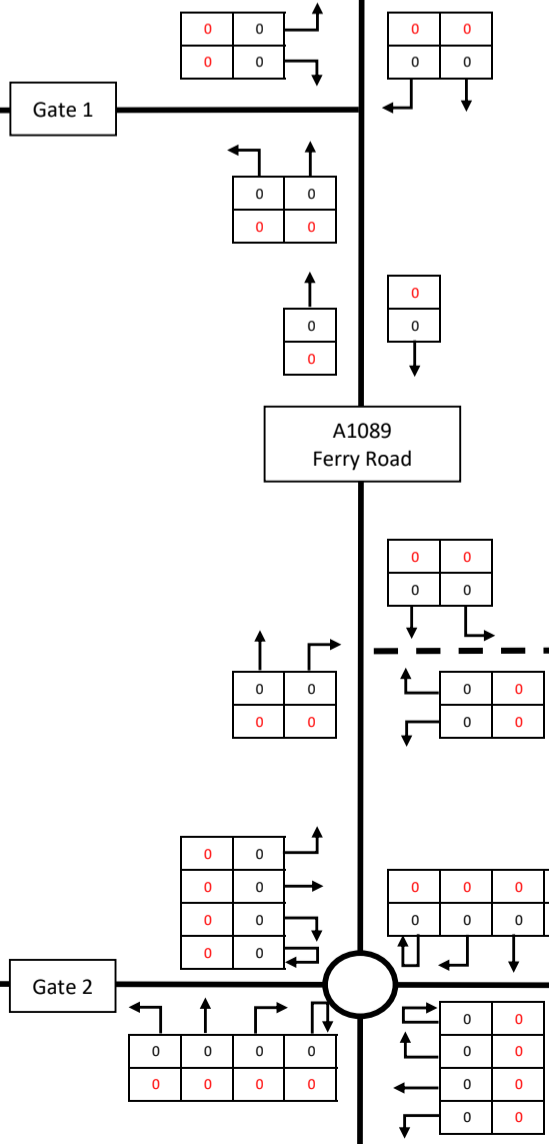
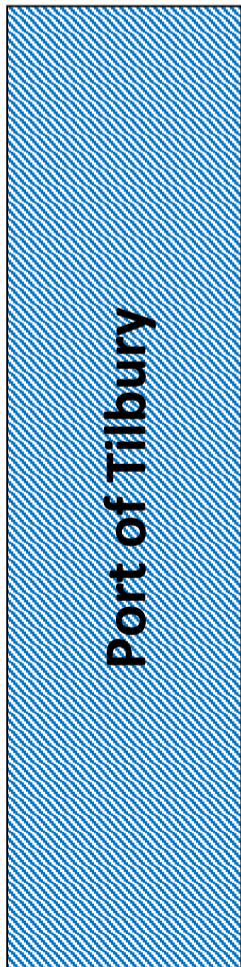
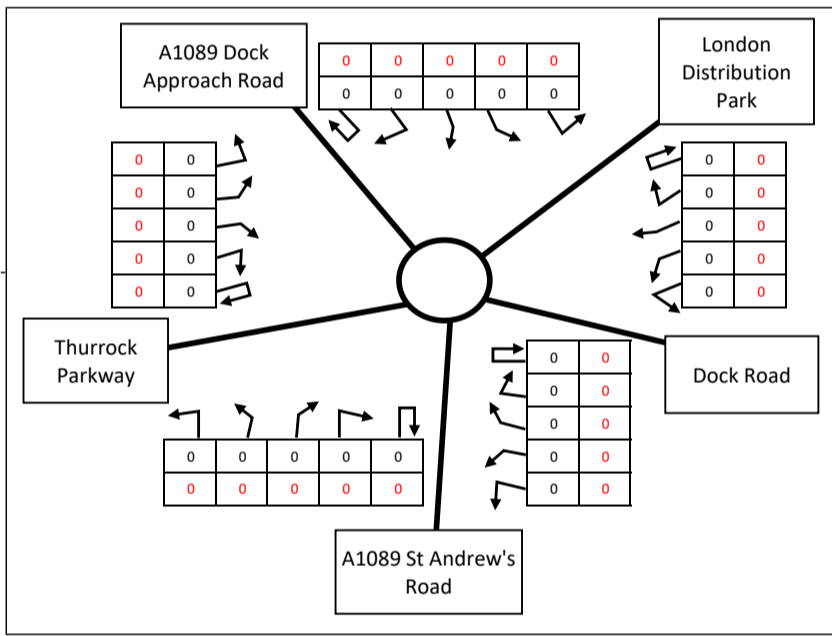
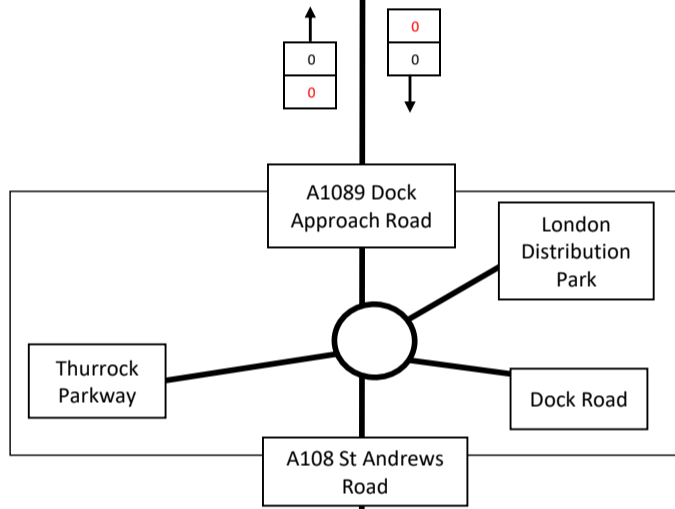
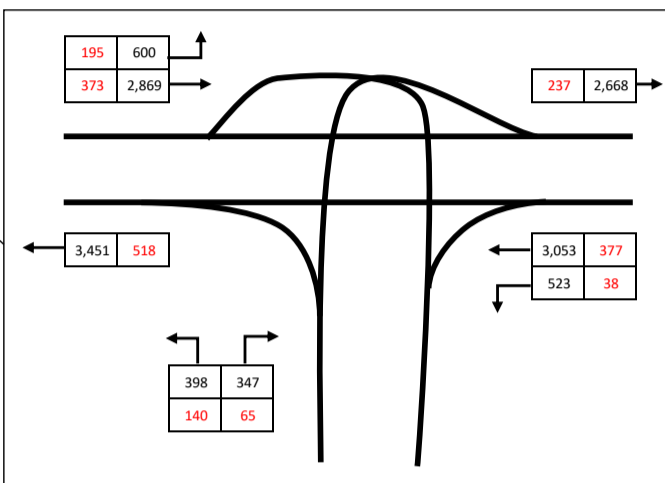
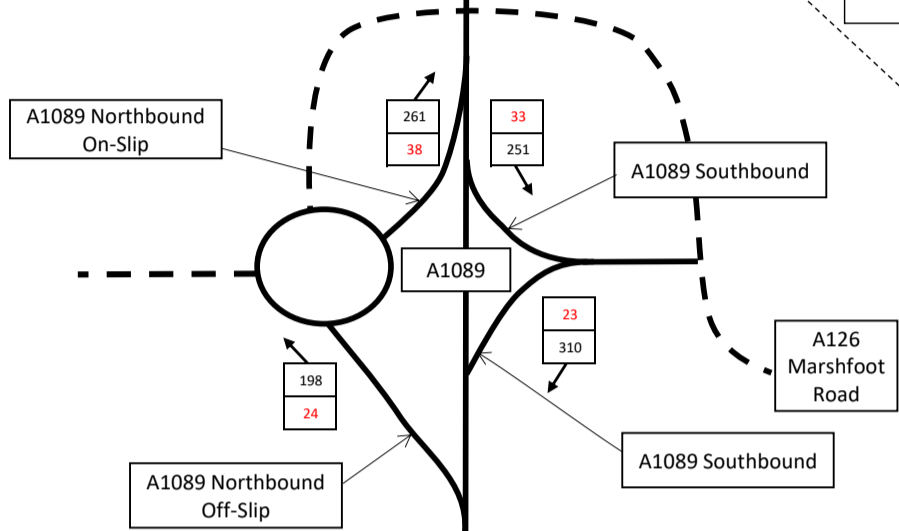
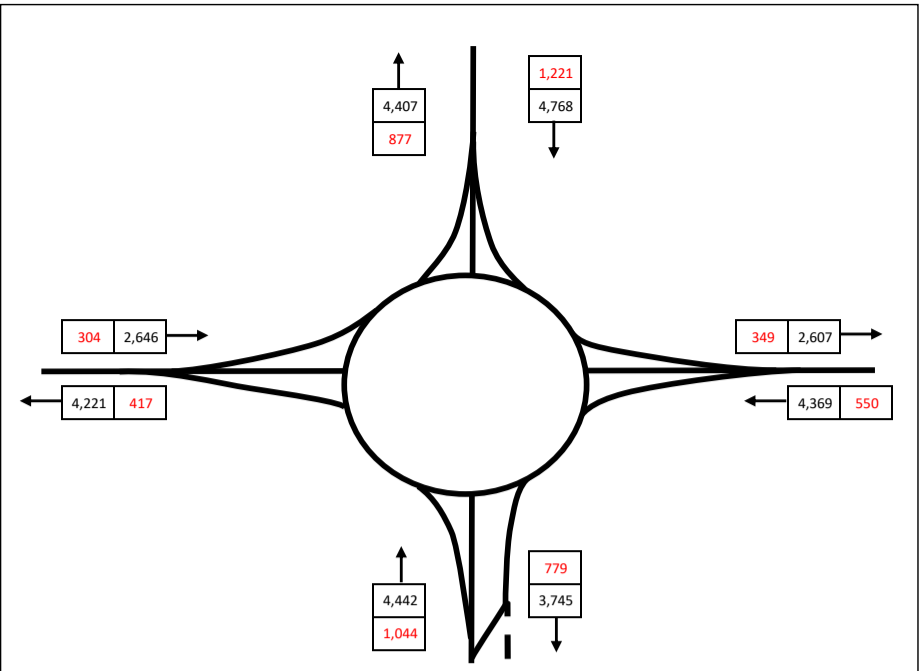
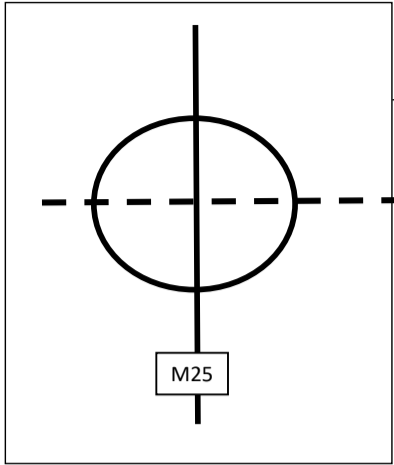
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KEY	
20	= TOTAL VEHICLES
8	= HGVS

Strategic Highway Network
Morning Period 07:00 - 08:00



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ITL11323 - Tilbury2

Figure 3.2

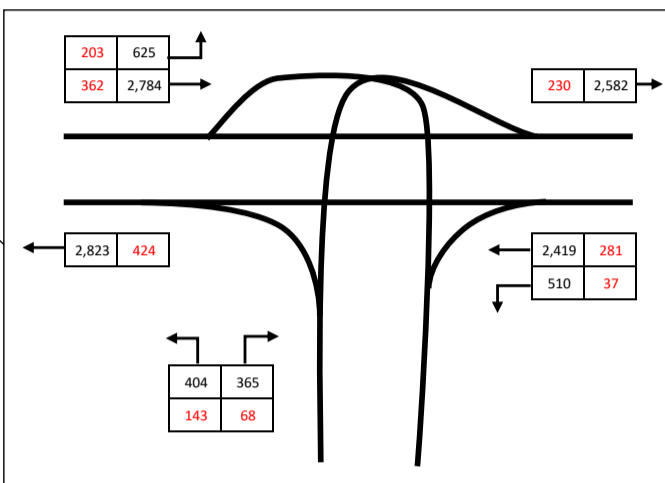
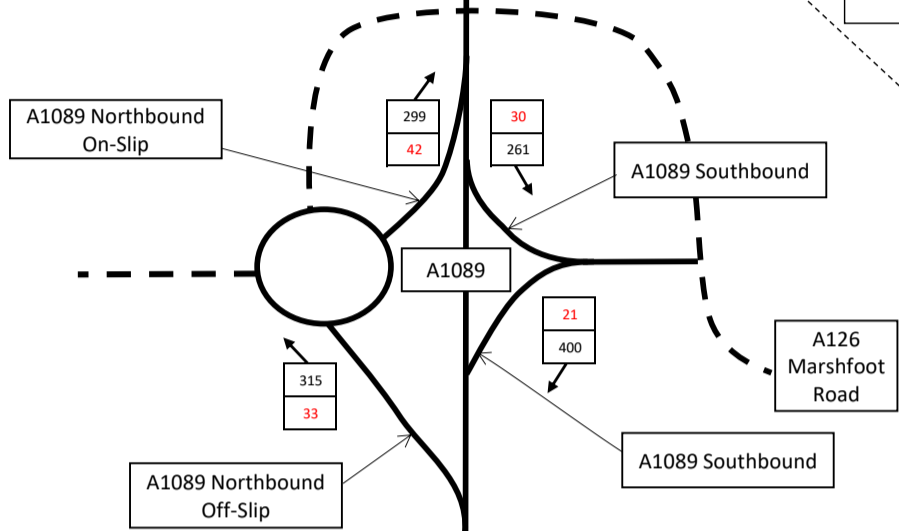
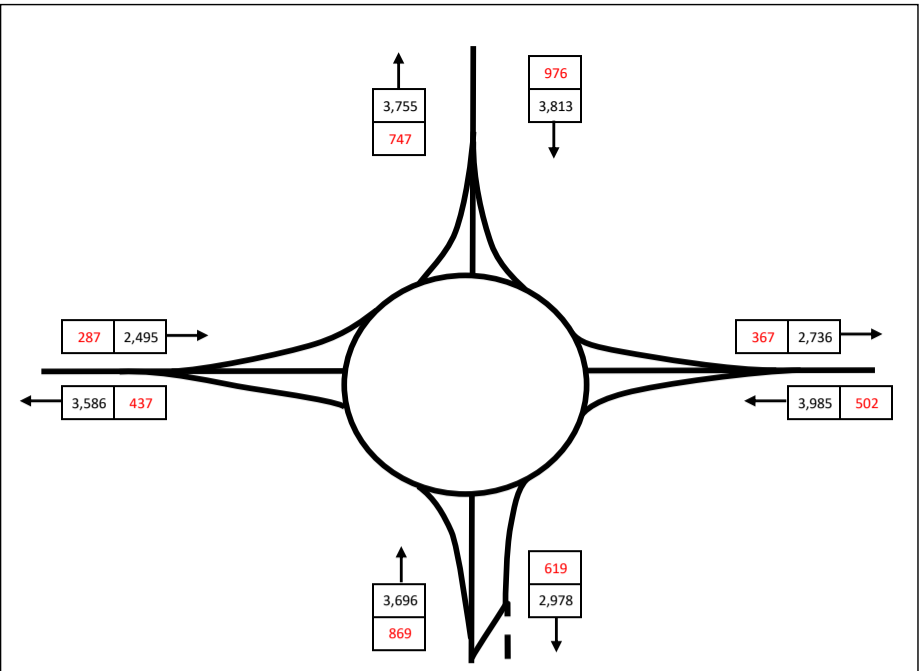
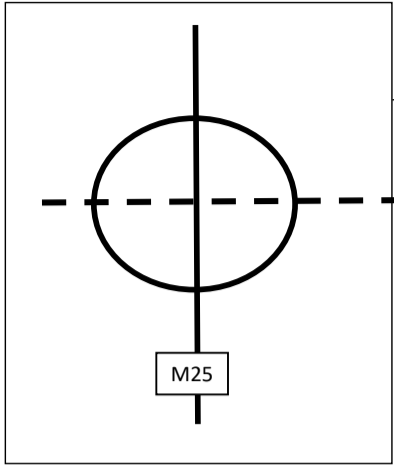
Baseline Traffic Flows - Strategic Morning Peak Hour (0700 - 0800)



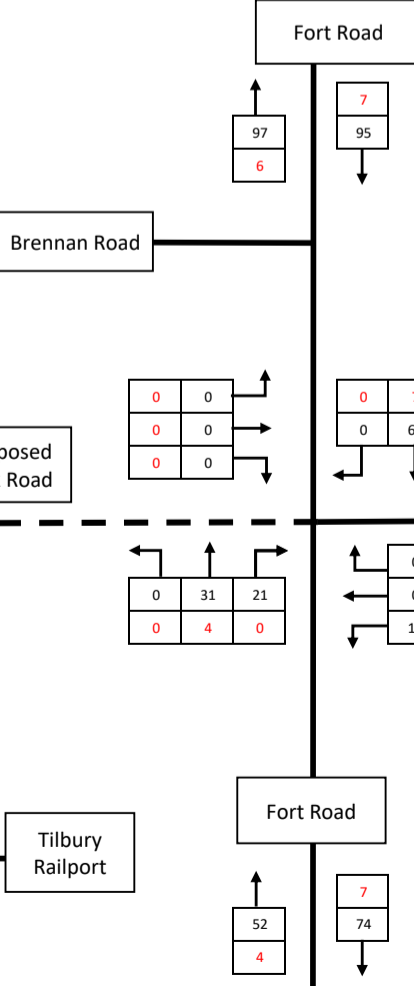
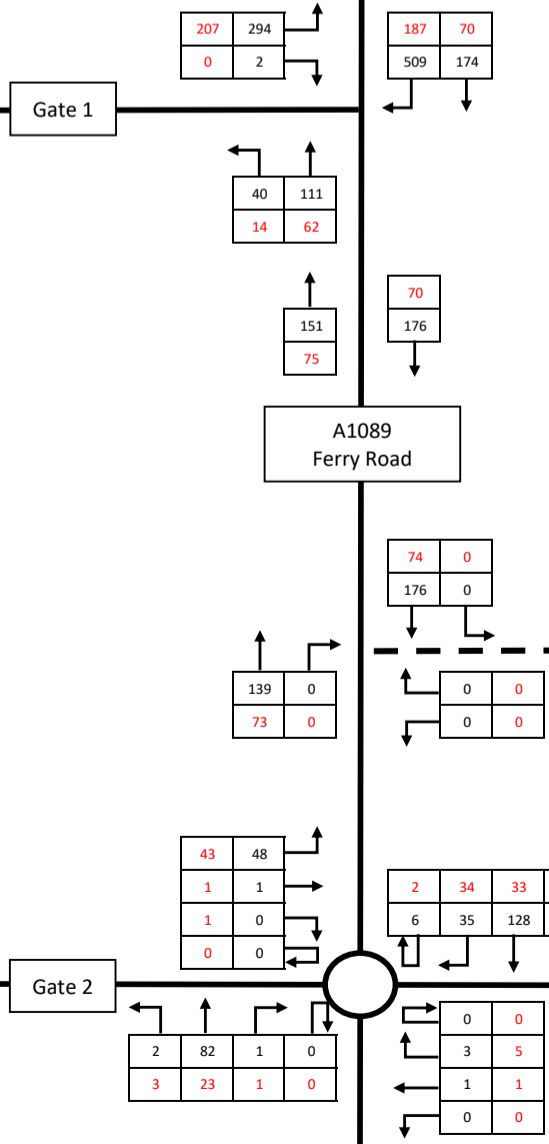
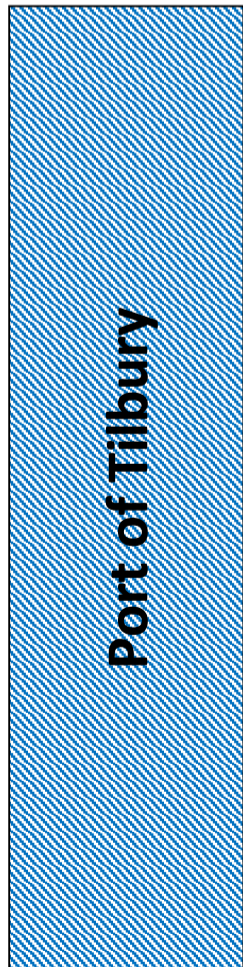
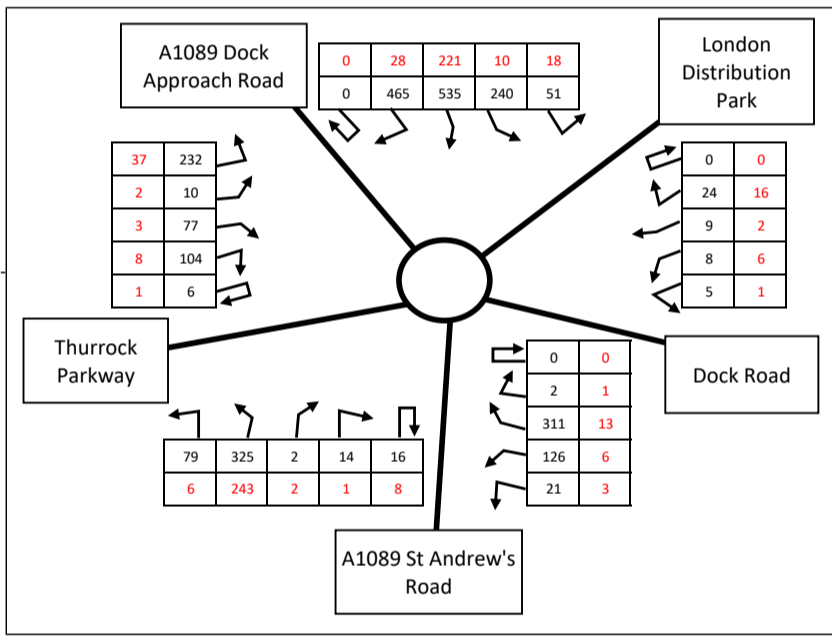
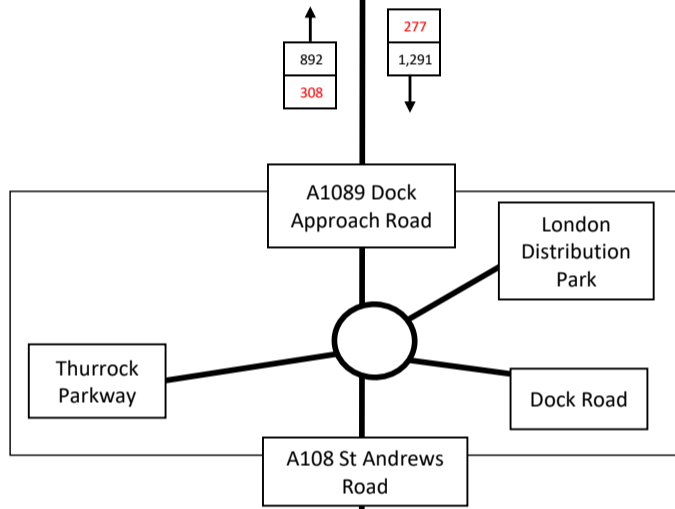
KEY

20	= TOTAL VEHICLES
8	= HGVS

Strategic Highway Network
Morning Period 08:00 - 09:00



Local Highway Network
Morning Peak 08:15 - 09:15



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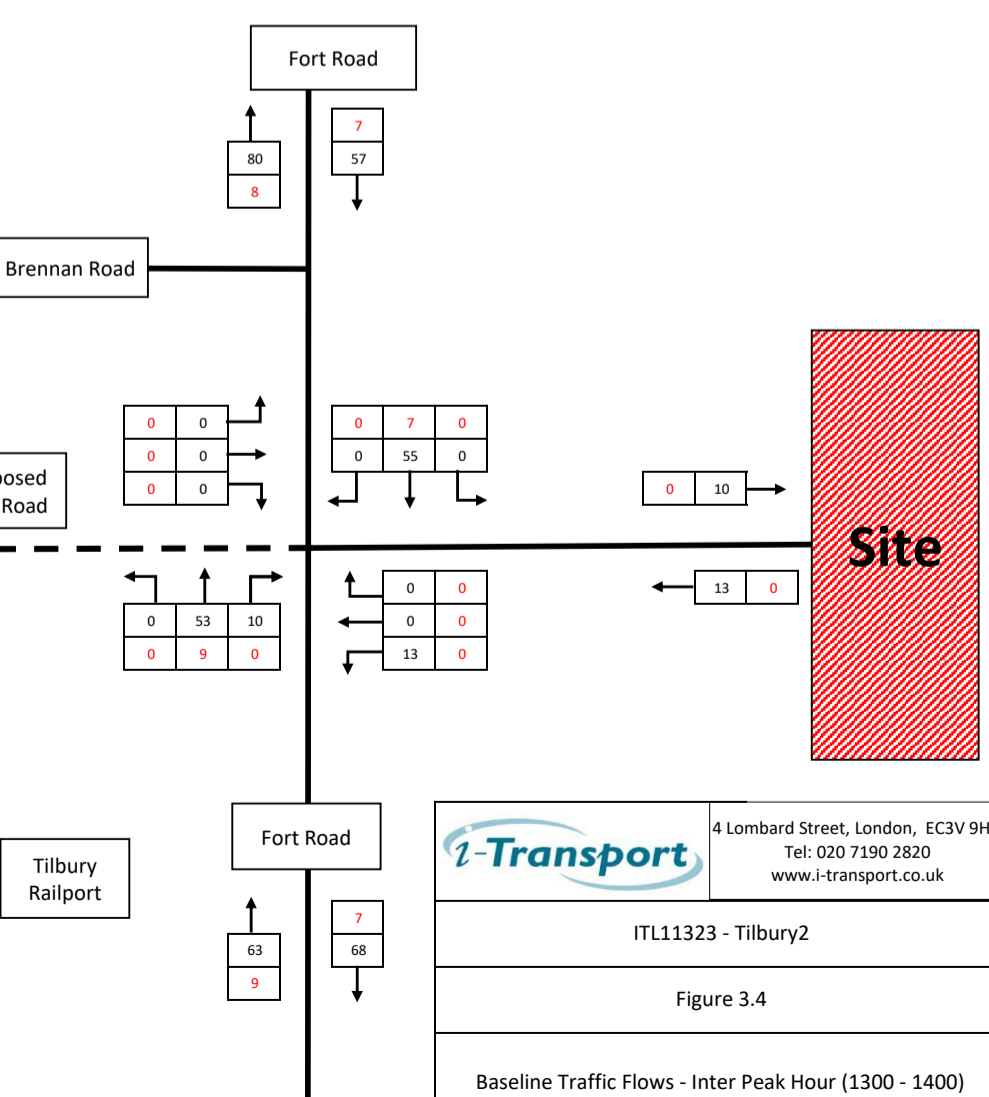
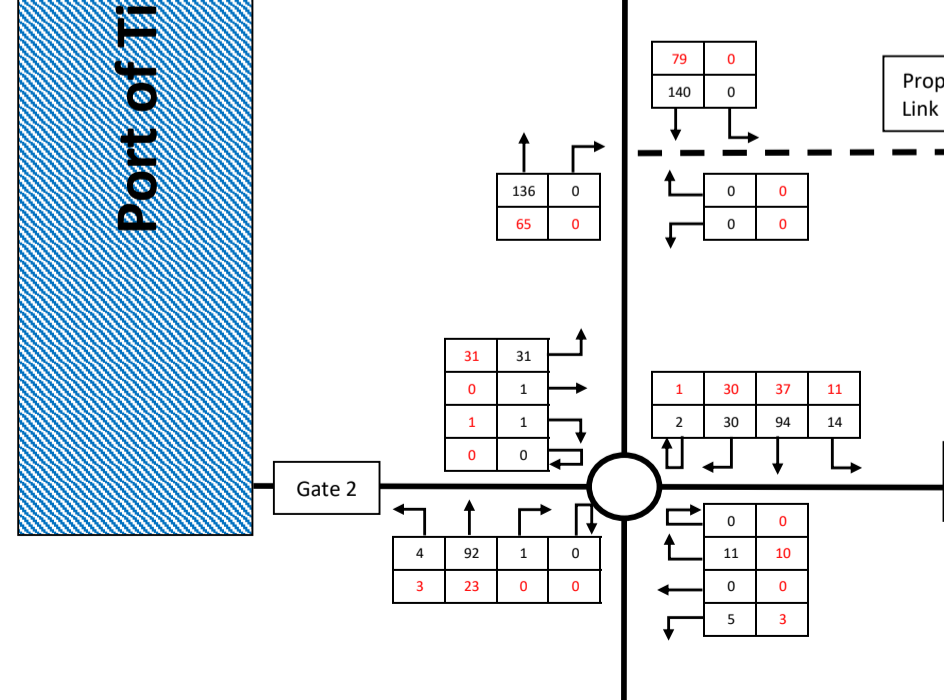
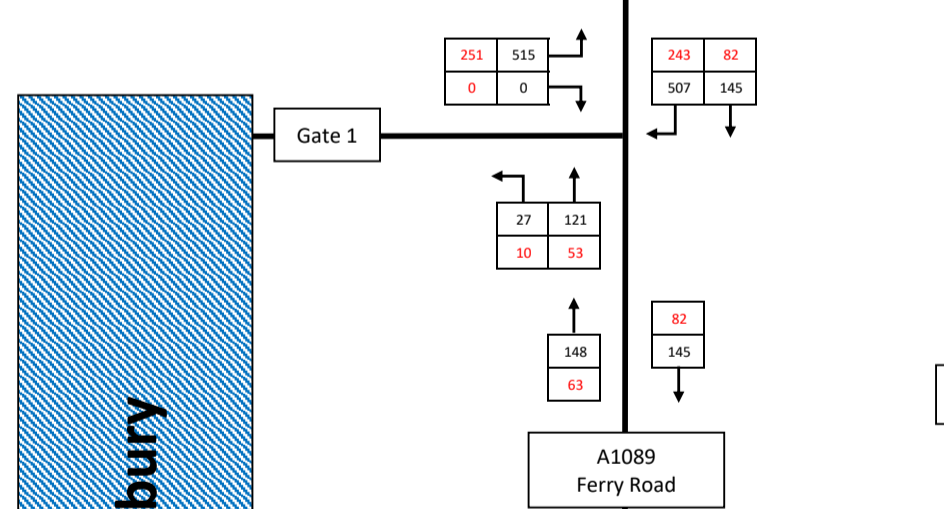
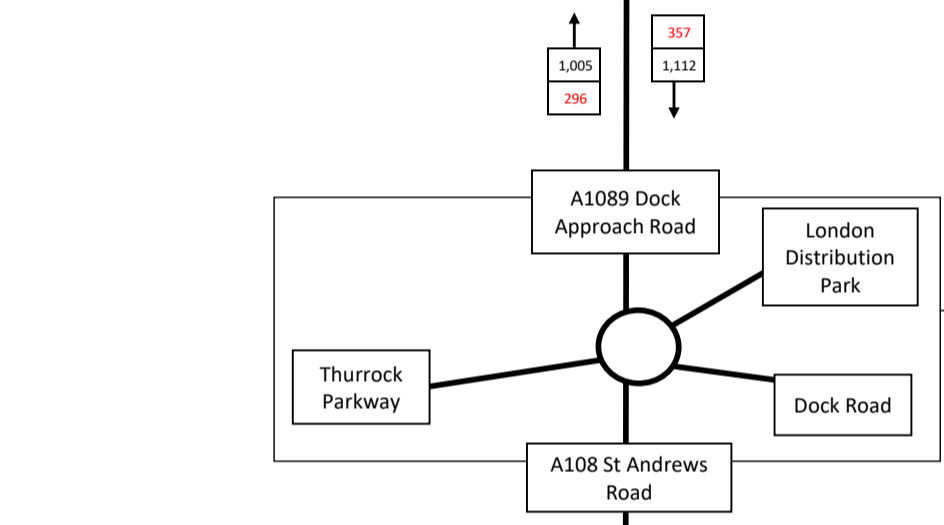
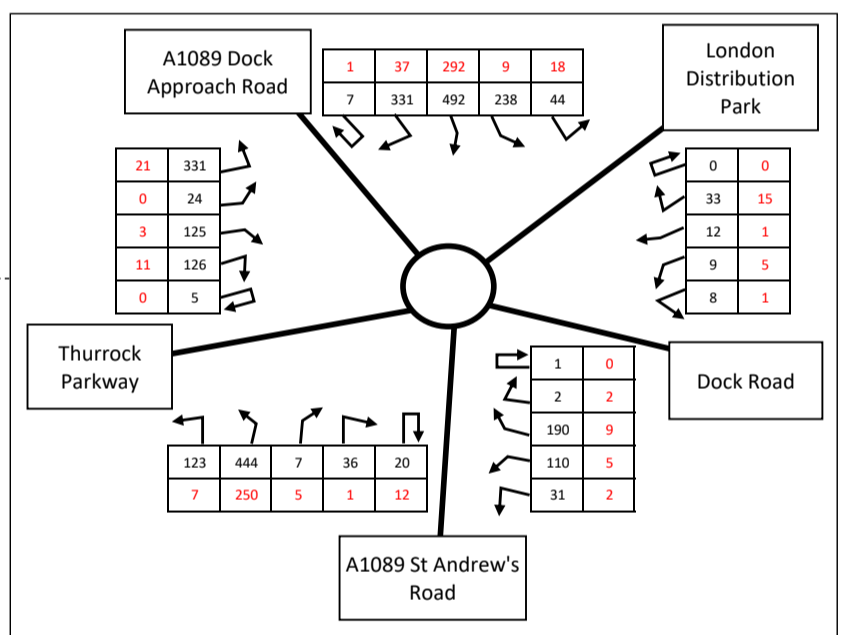
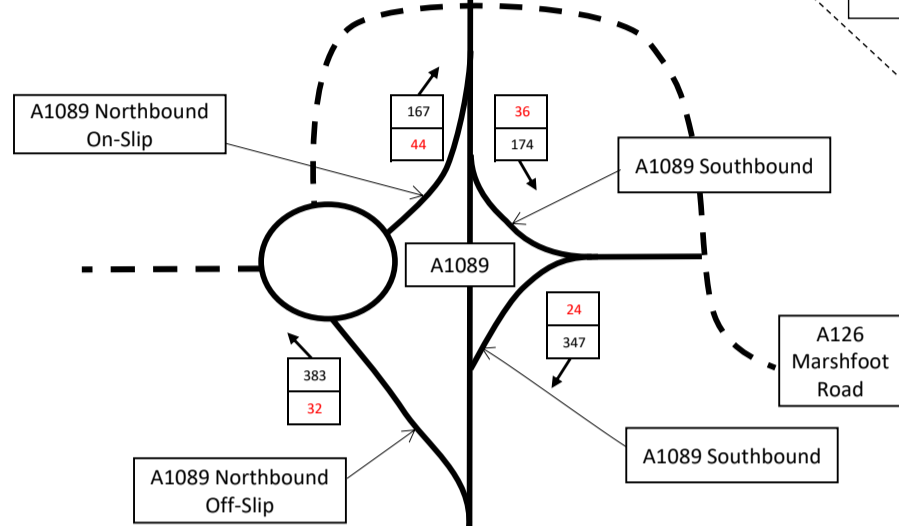
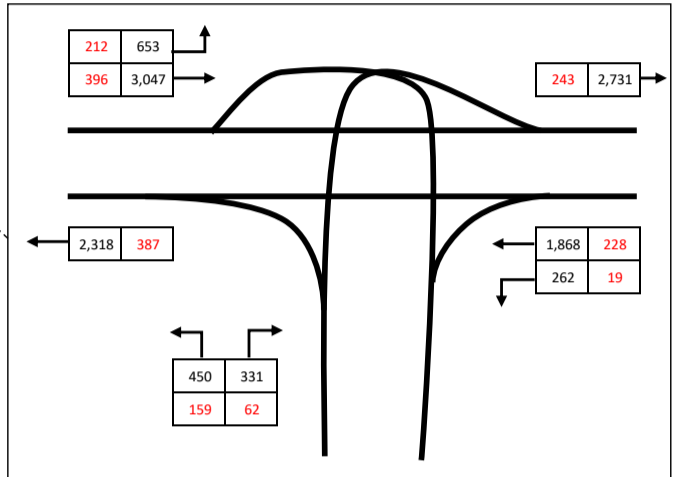
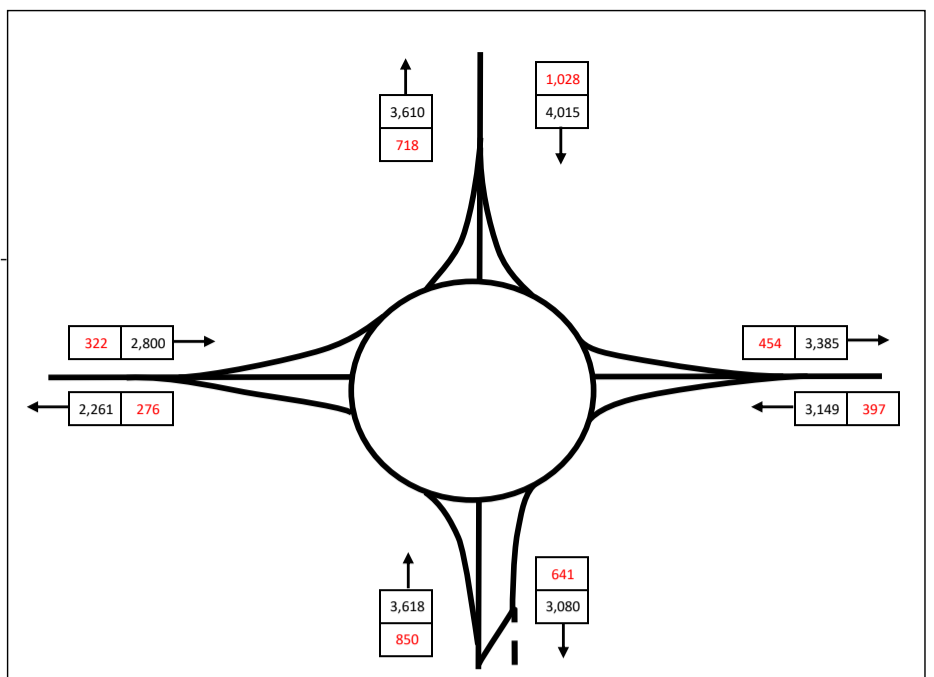
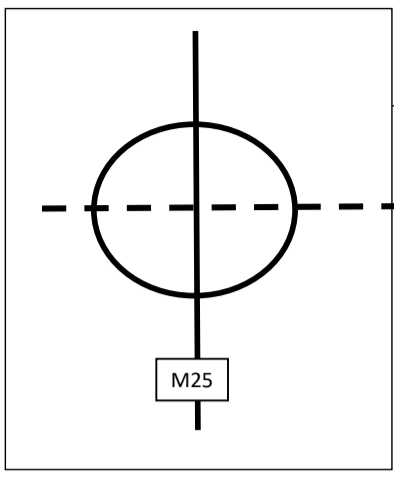
ITL11323 - Tilbury2

Figure 3.3

Baseline Traffic Flows - Strategic (0800 - 0900) & Local Highway (0815 - 0915)



KEY	
20	= TOTAL VEHICLES
8	= HGVS



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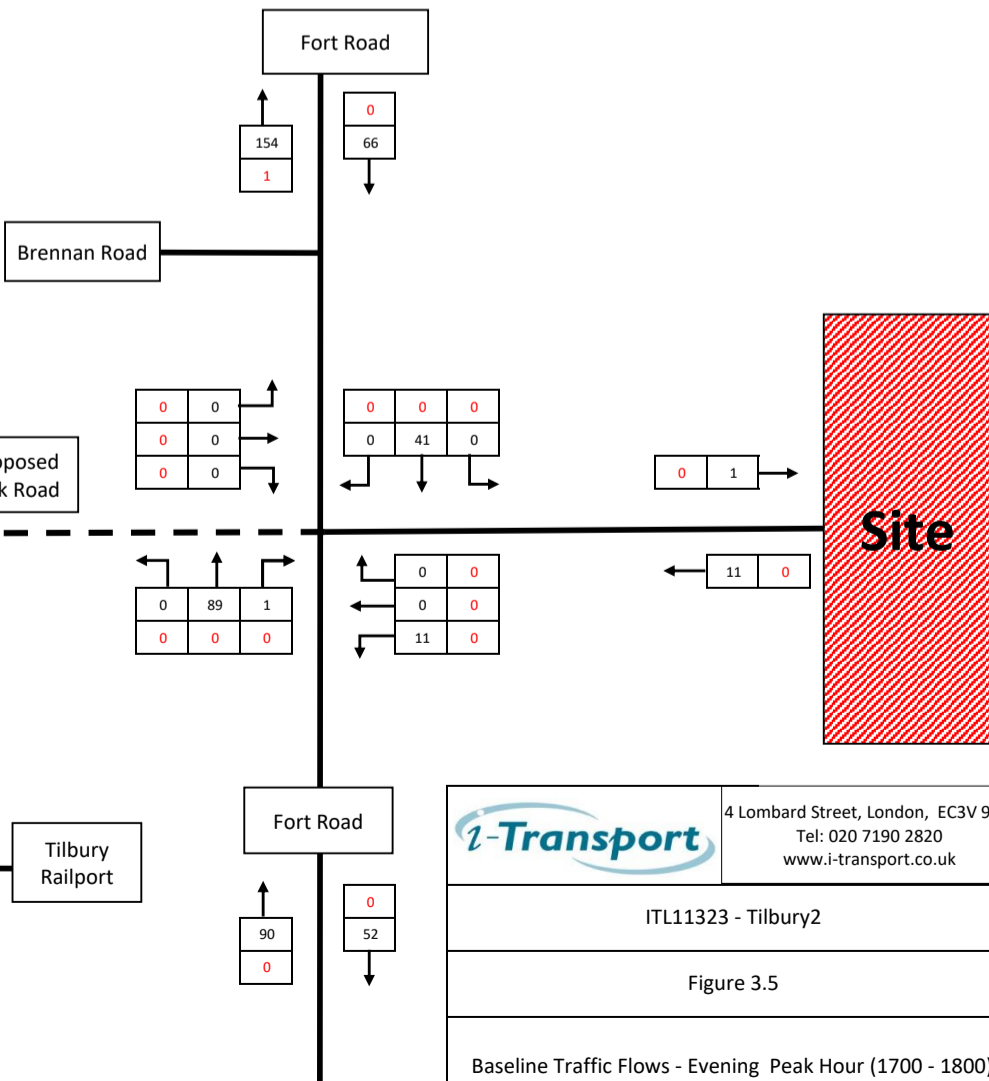
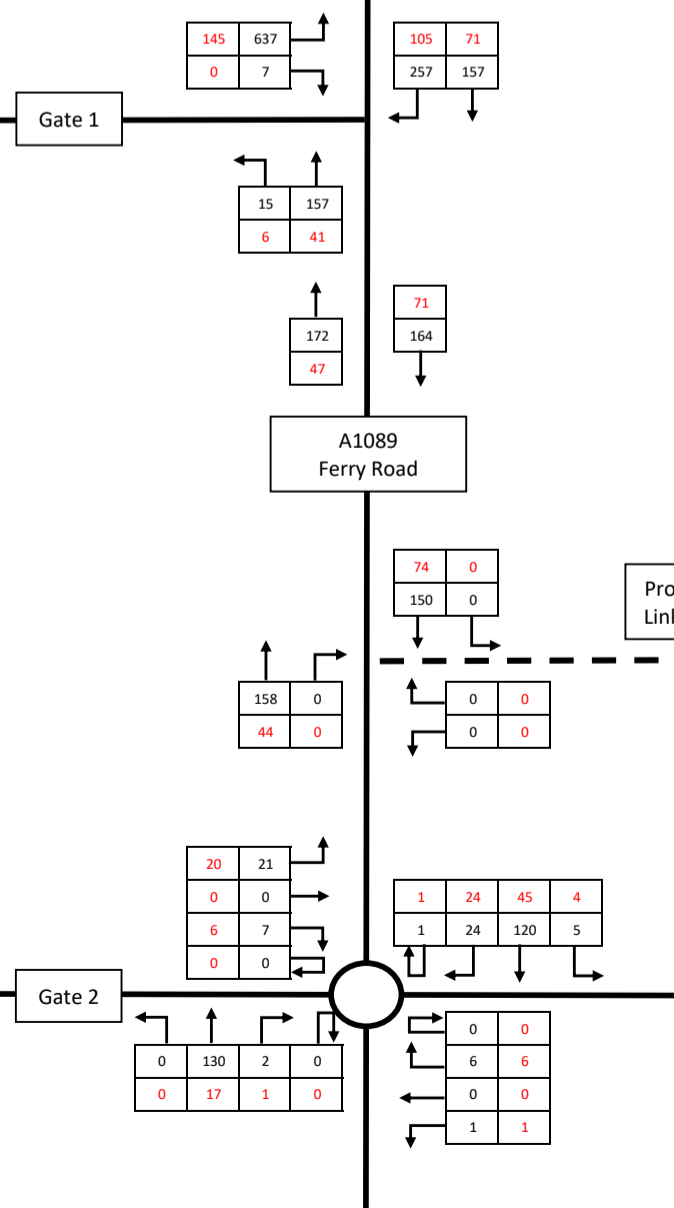
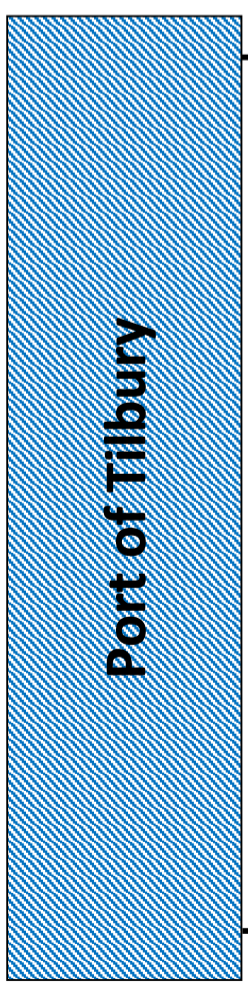
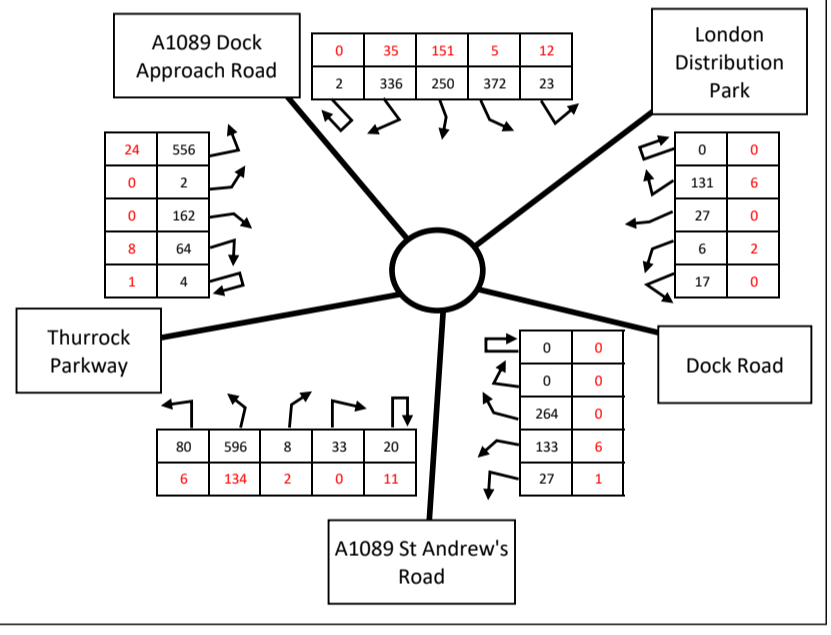
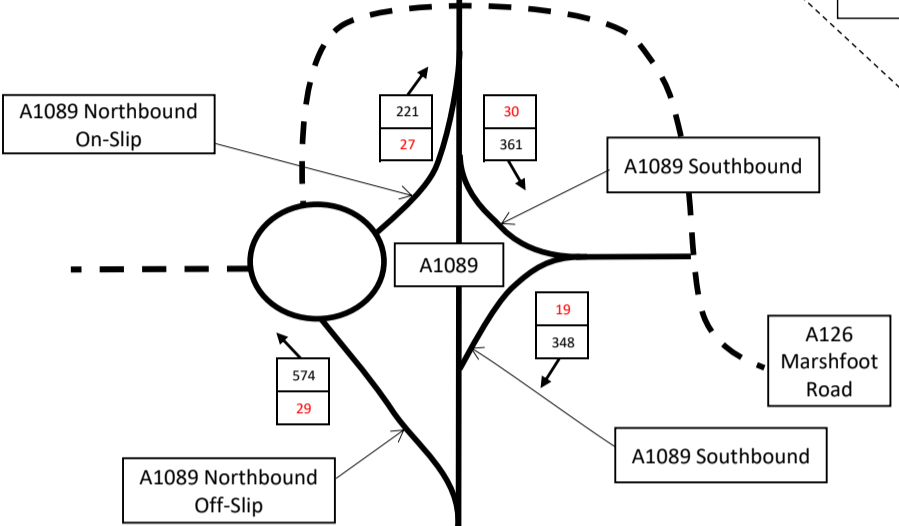
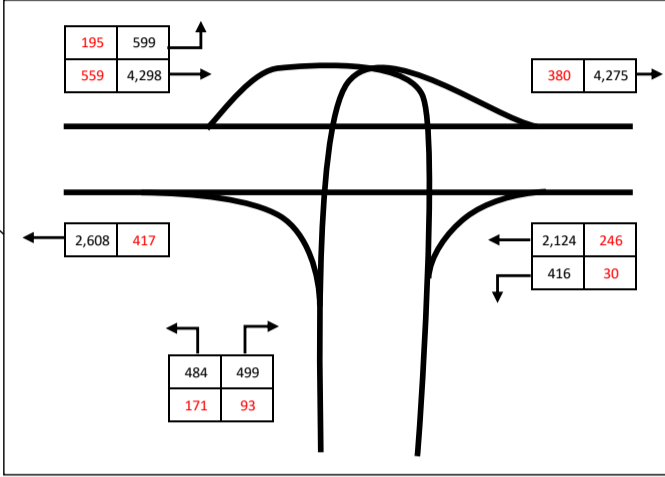
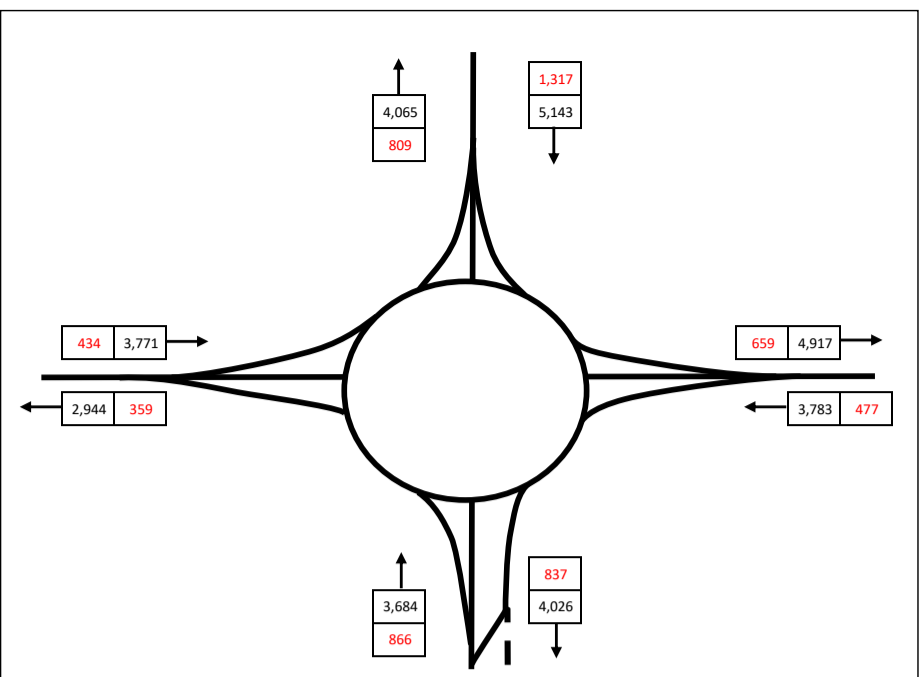
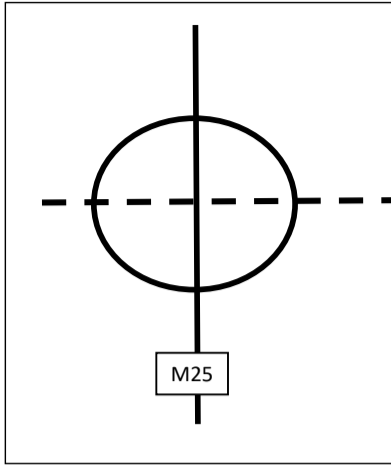
ITL11323 - Tilbury2

Figure 3.4

Baseline Traffic Flows - Inter Peak Hour (1300 - 1400)

KEY

20 = TOTAL VEHICLES
 8 = HGVS



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ITL11323 - Tilbury2

Figure 3.5

Baseline Traffic Flows - Evening Peak Hour (1700 - 1800)



Key:

- TILBURY2
- STUDY AREA



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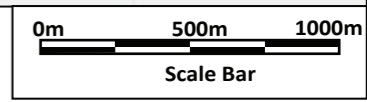
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STUDY NETWORK PLAN**

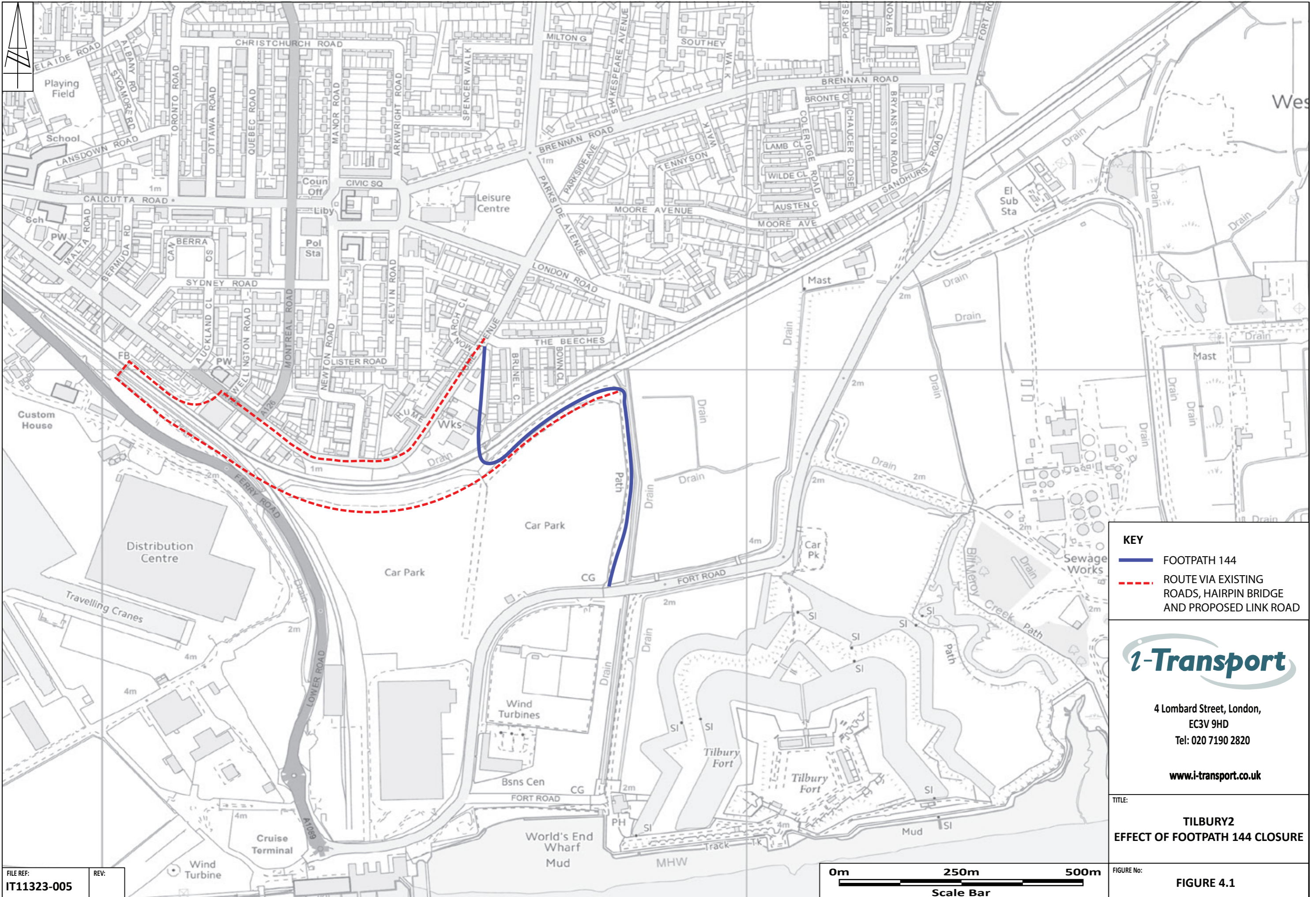
FIGURE No:
FIGURE 3.6

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ITL11323-005A

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- KEY**
- FOOTPATH 144
 - - - ROUTE VIA EXISTING ROADS, HAIRPIN BRIDGE AND PROPOSED LINK ROAD



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EC3V 9HD
Tel: 020 7190 2820

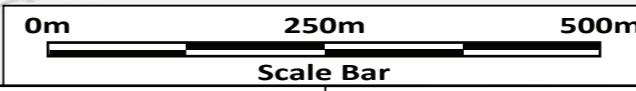
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TITLE:
**TILBURY2
EFFECT OF FOOTPATH 144 CLOSURE**

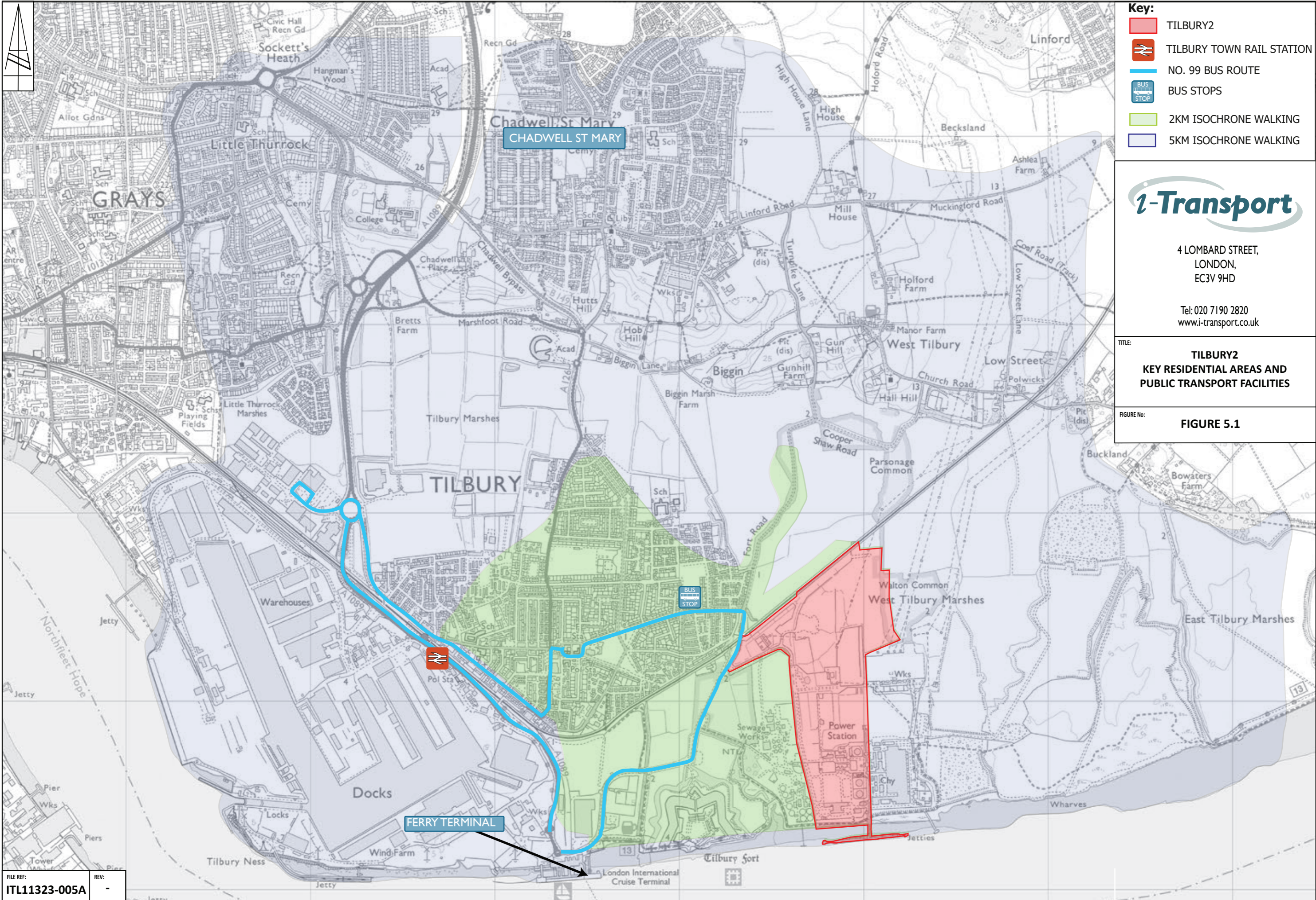
FIGURE No:
FIGURE 4.1

FILE REF:
IT11323-005

REV:



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- Key:**
- TILBURY2
 - TILBURY TOWN RAIL STATION
 - NO. 99 BUS ROUTE
 - BUS STOPS
 - 2KM ISOCHRONE WALKING
 - 5KM ISOCHRONE WALKING



4 LOMBARD STREET,
LONDON,
EC3V 9HD

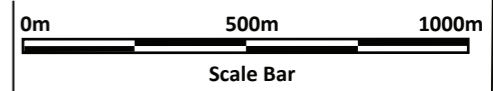
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TITLE:
**TILBURY2
KEY RESIDENTIAL AREAS AND
PUBLIC TRANSPORT FACILITIES**

FIGURE No:
FIGURE 5.1

FILE REF: ITL1323-005A
REV: -

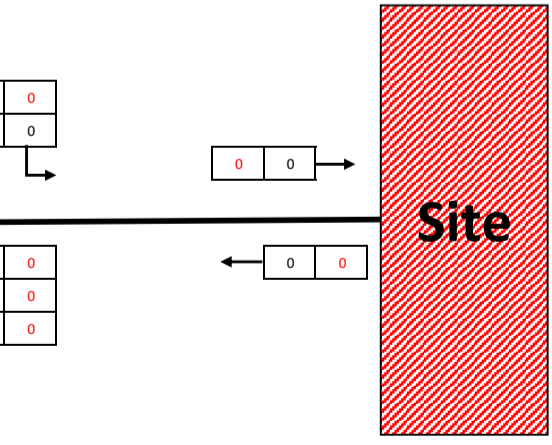
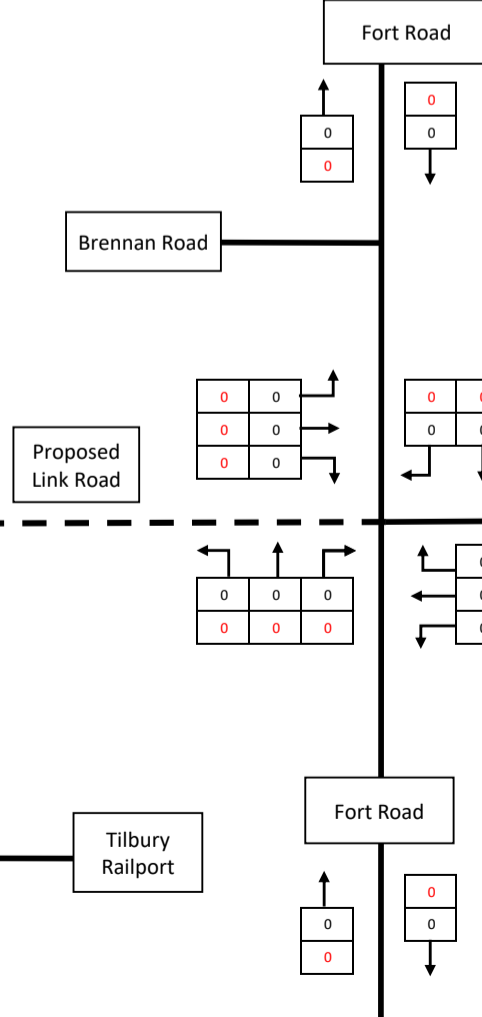
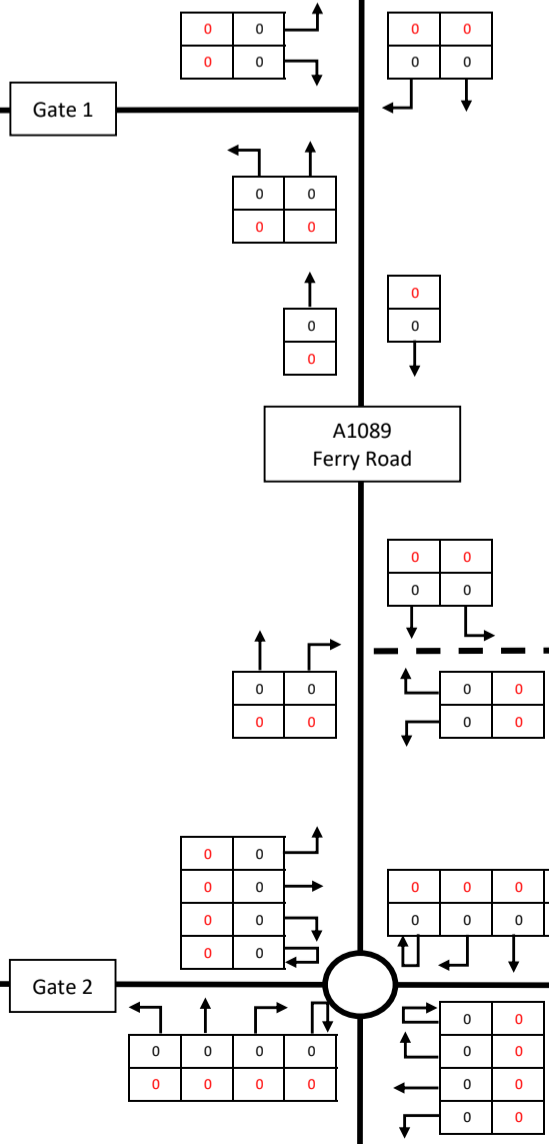
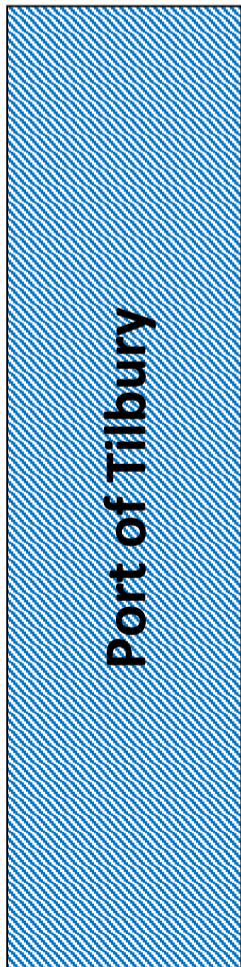
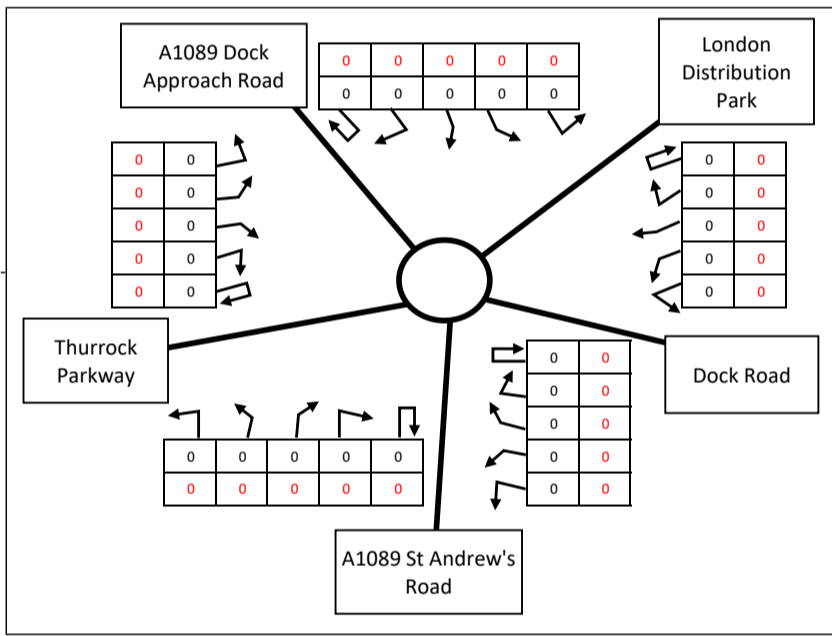
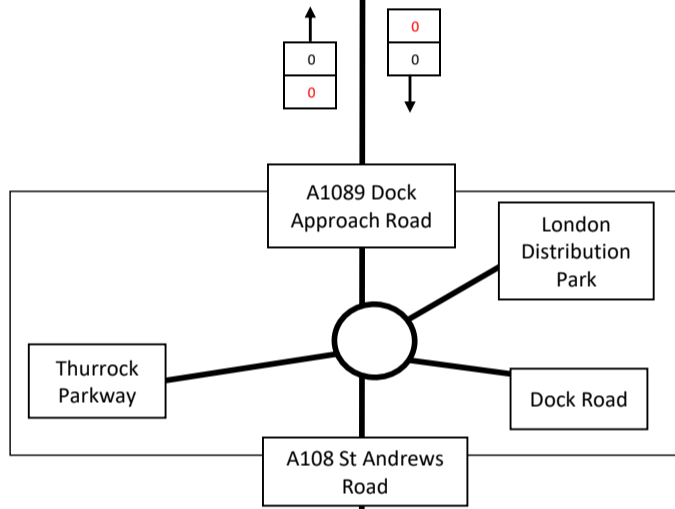
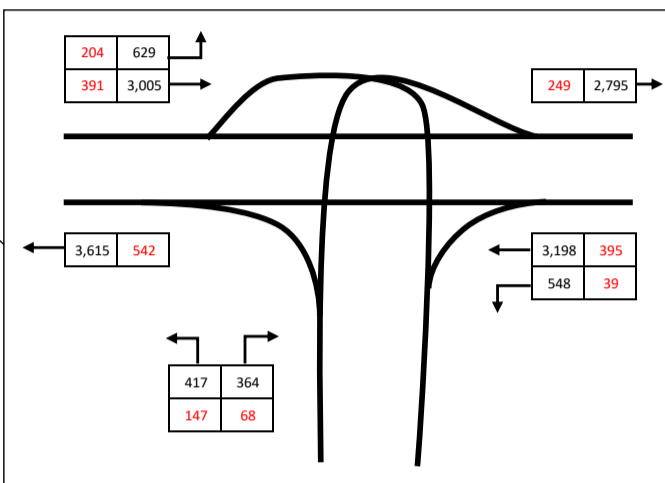
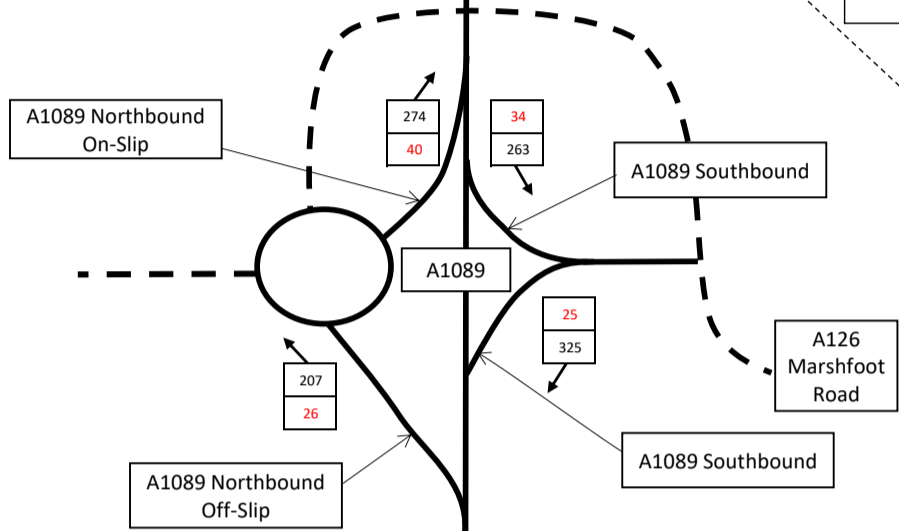
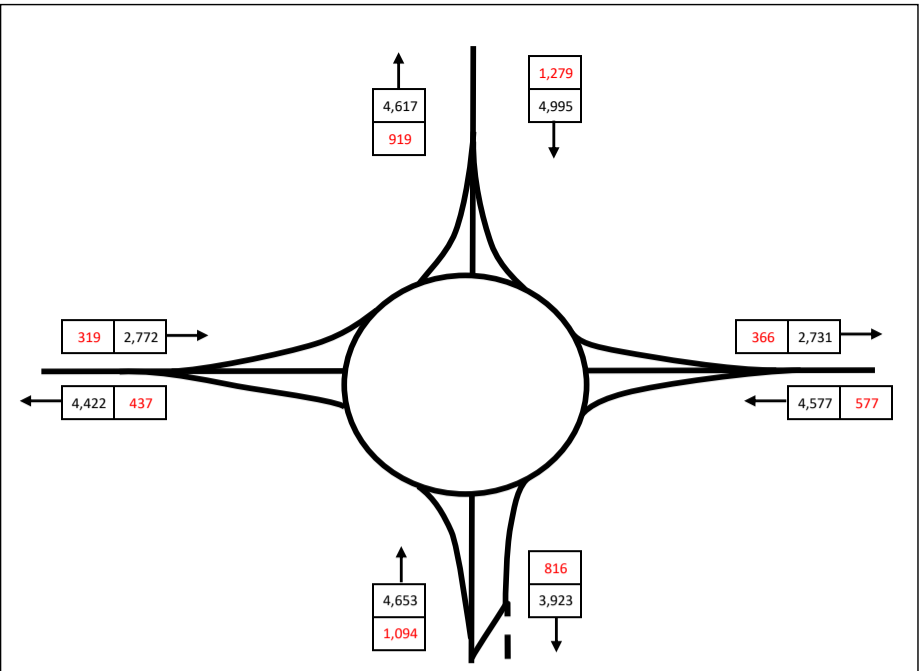
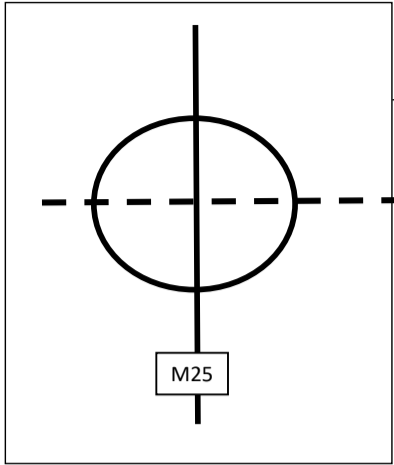
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KEY	
20	= TOTAL VEHICLES
8	= HGVS

Strategic Highway Network
Morning Period 07:00 - 08:00



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www.i-transport.co.uk

ITL11323 - Tilbury2

Figure 6.1

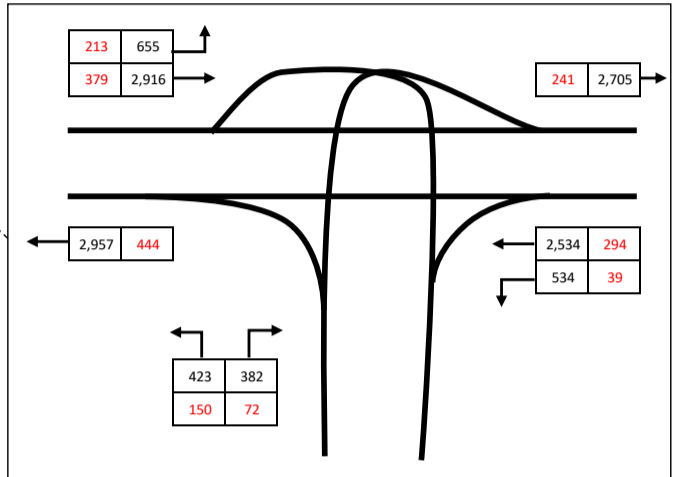
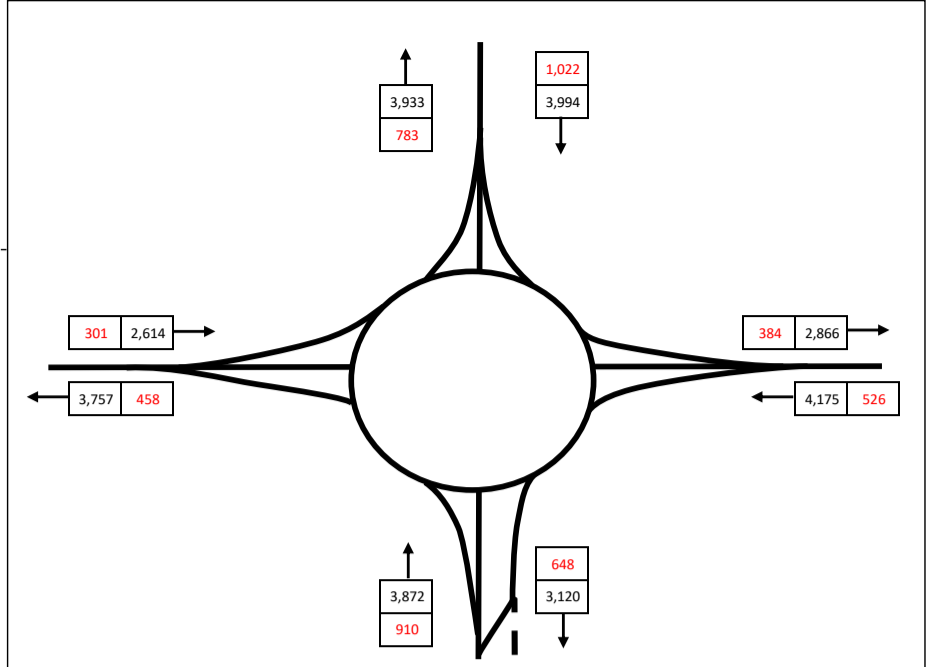
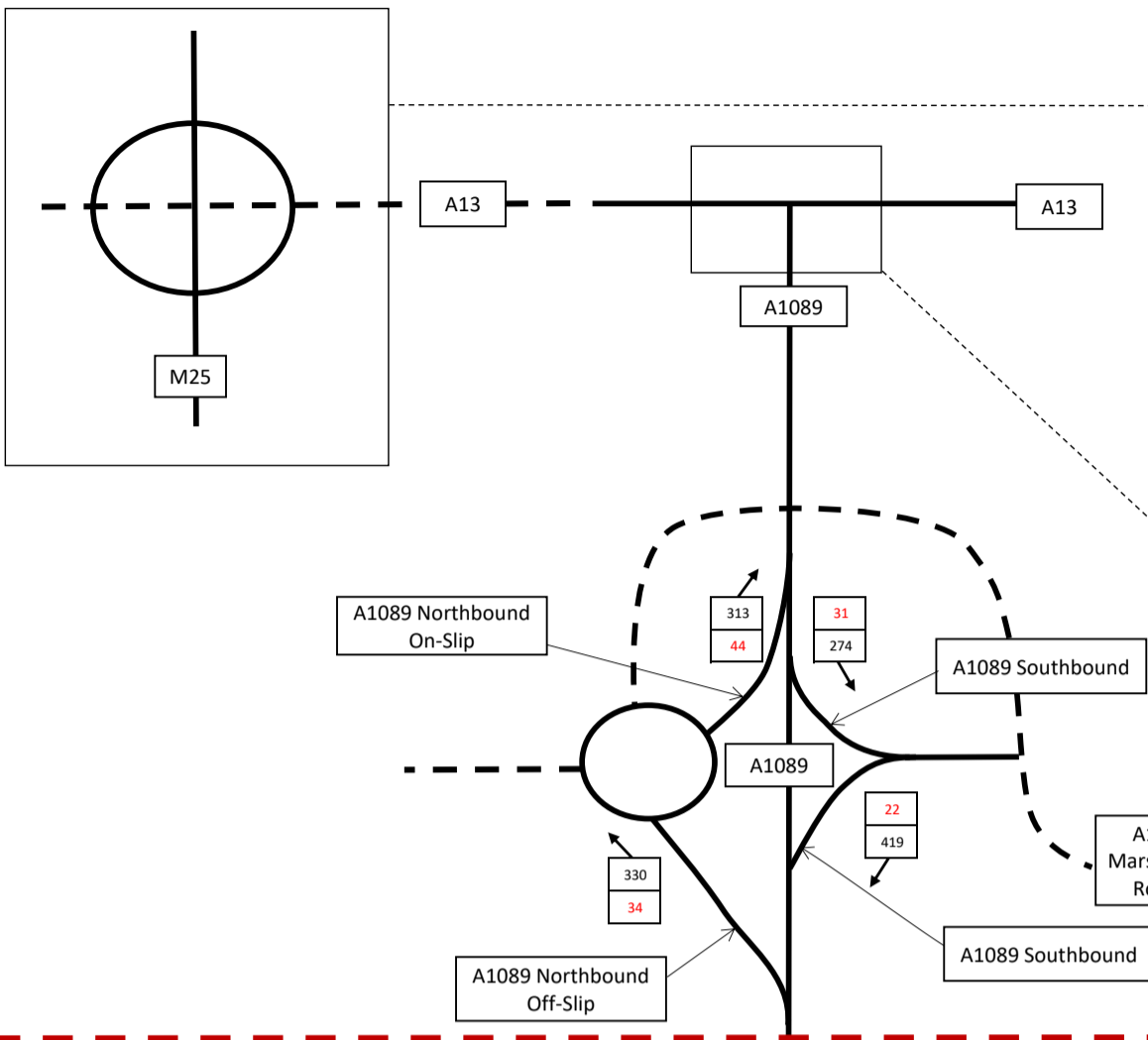
2020 Base Traffic Flows - Strategic Morning Peak Hour (0700-0800)



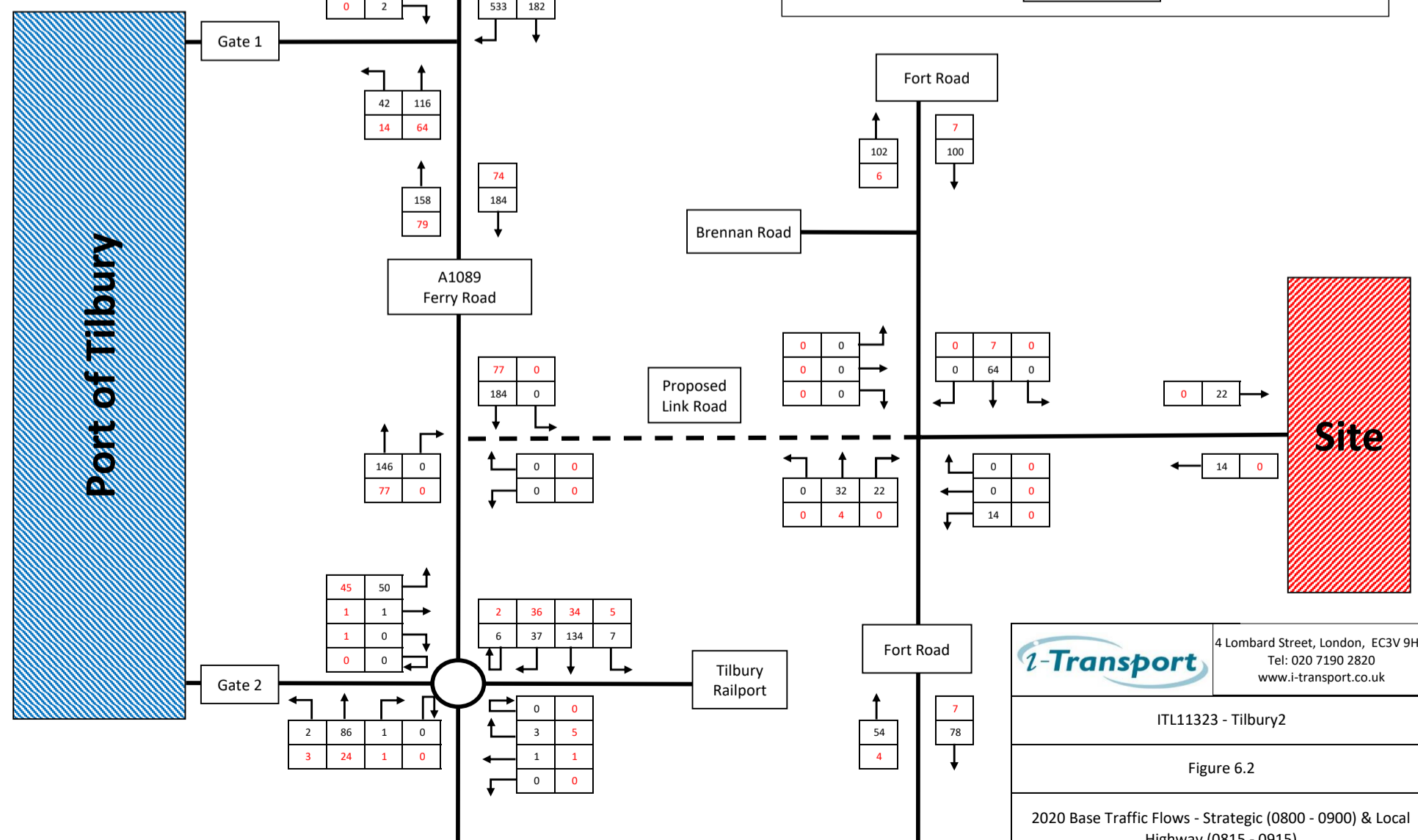
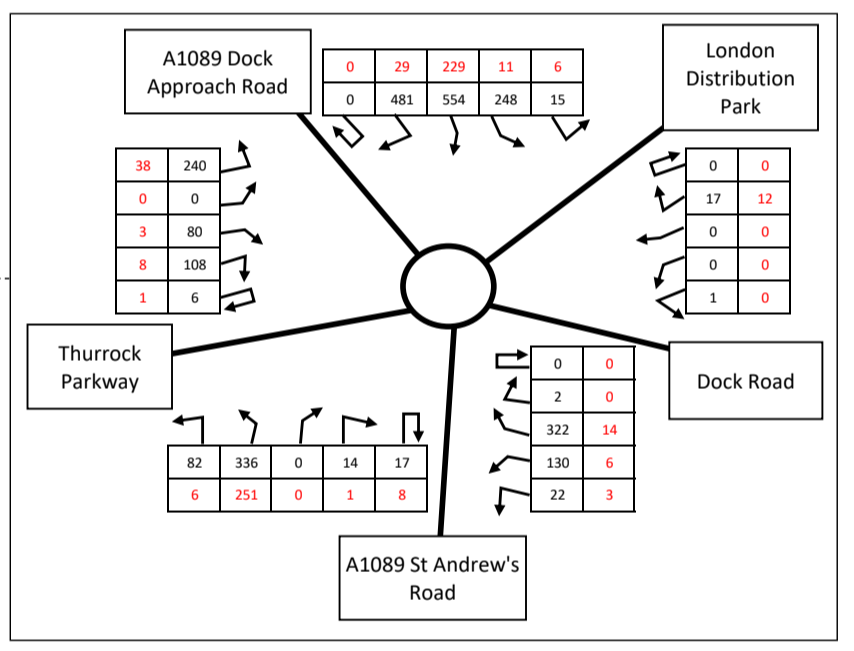
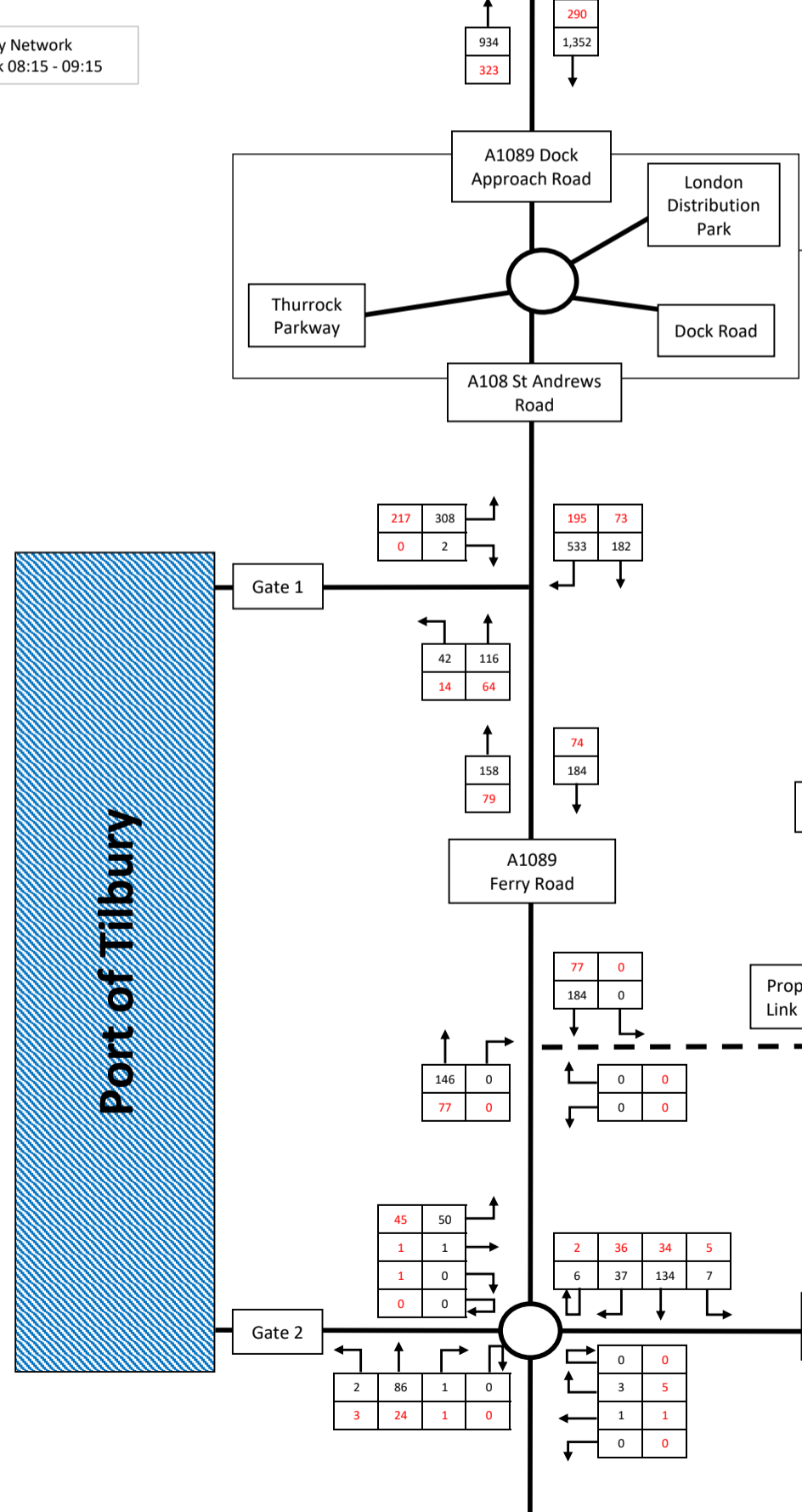
KEY

20	= TOTAL VEHICLES
8	= HGVS

Strategic Highway Network
Morning Period 08:00 - 09:00



Local Highway Network
Morning Peak 08:15 - 09:15



4 Lombard Street, London, EC3V 9HD
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www.i-transport.co.uk

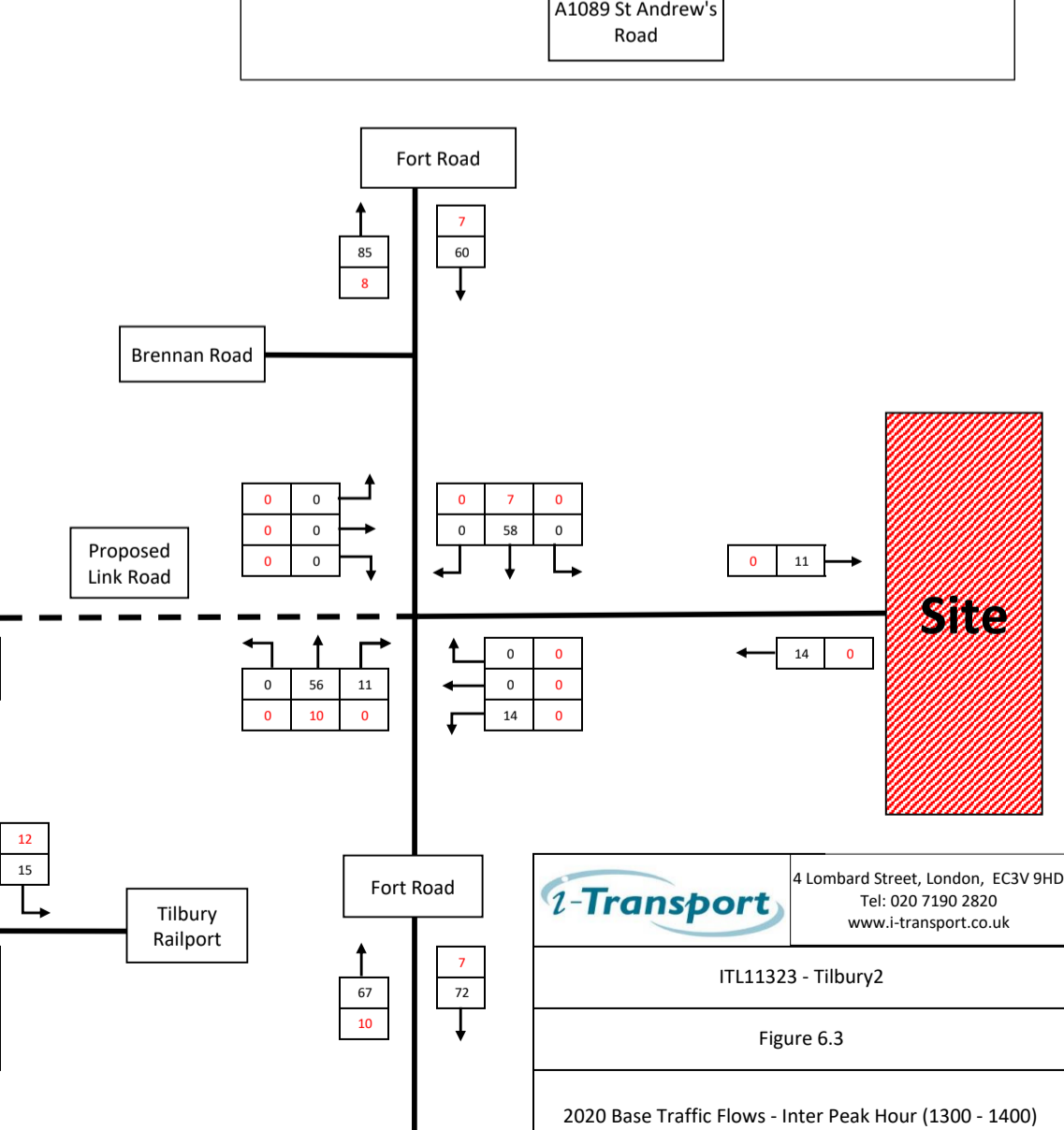
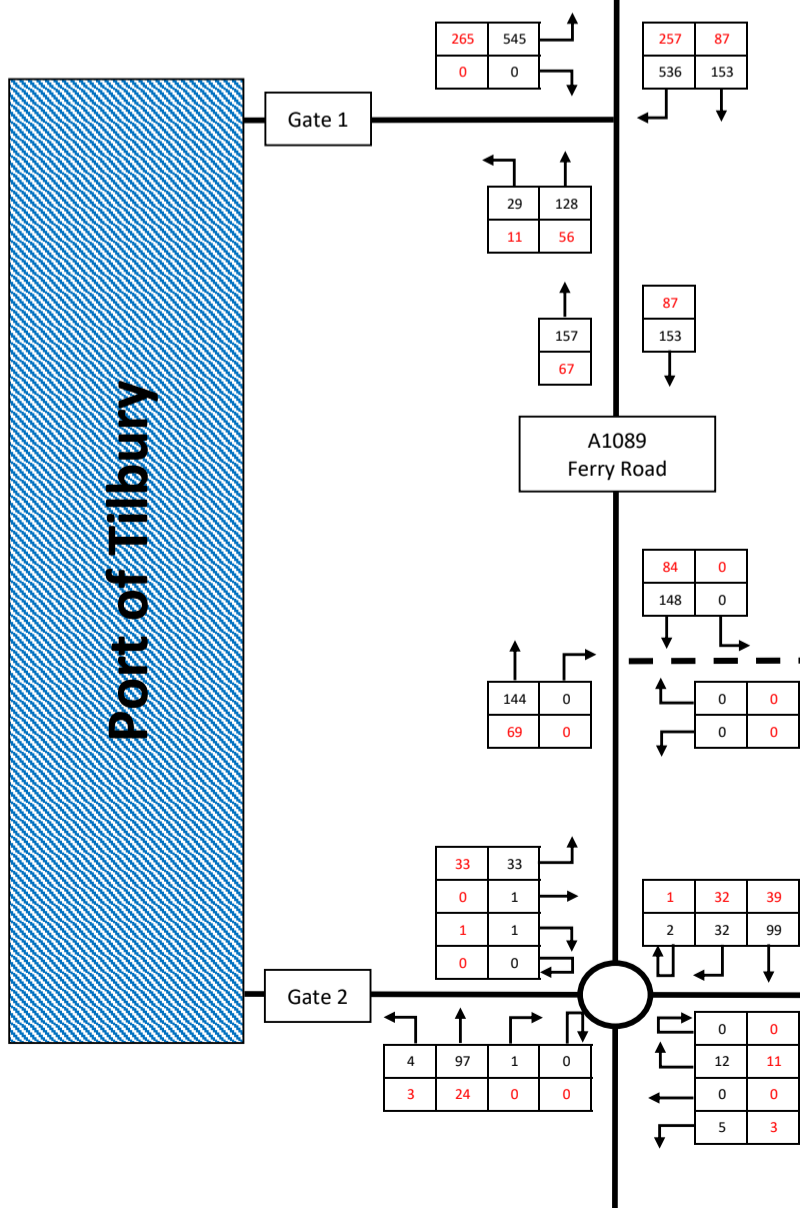
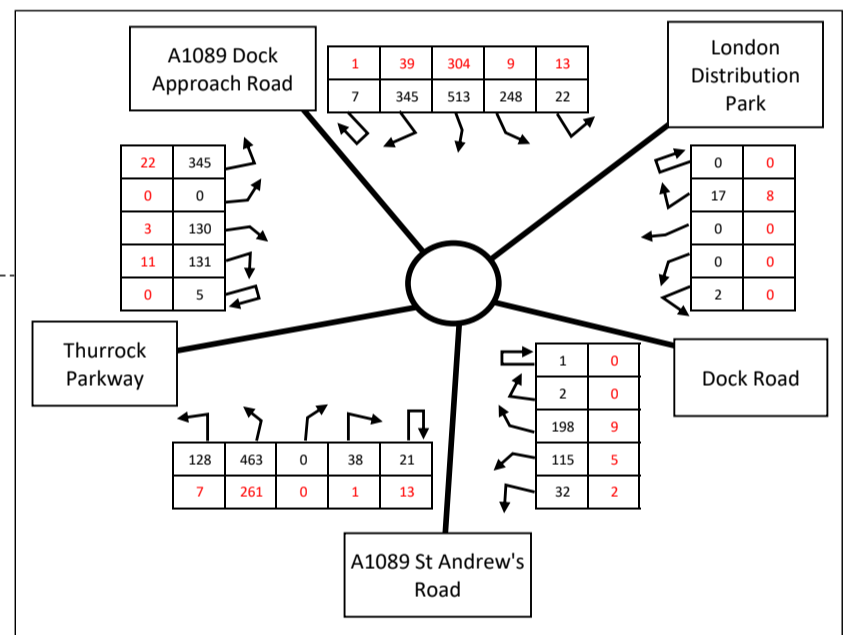
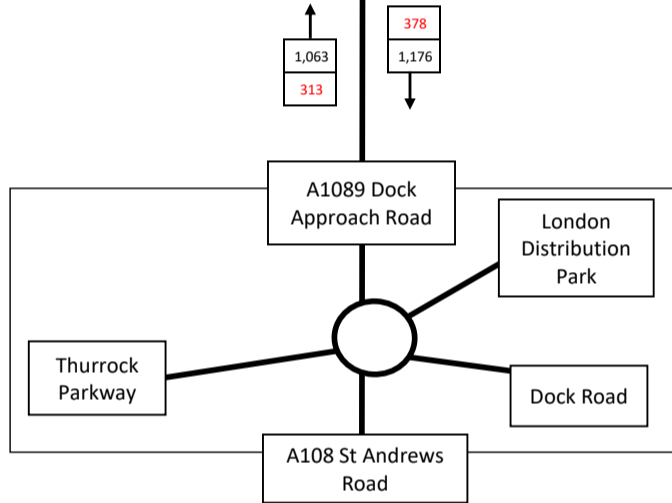
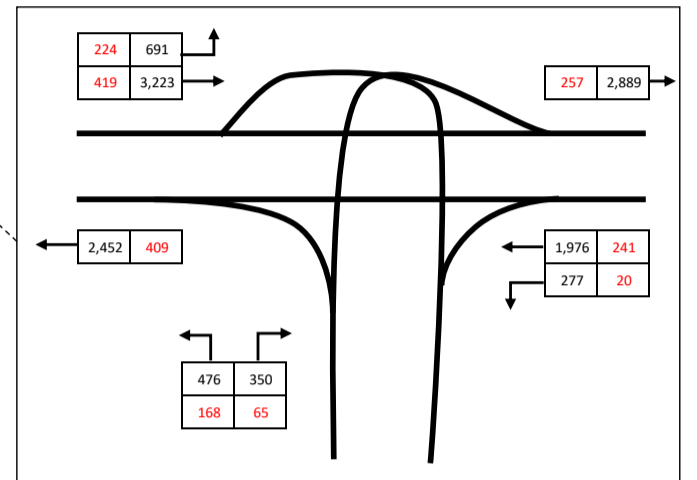
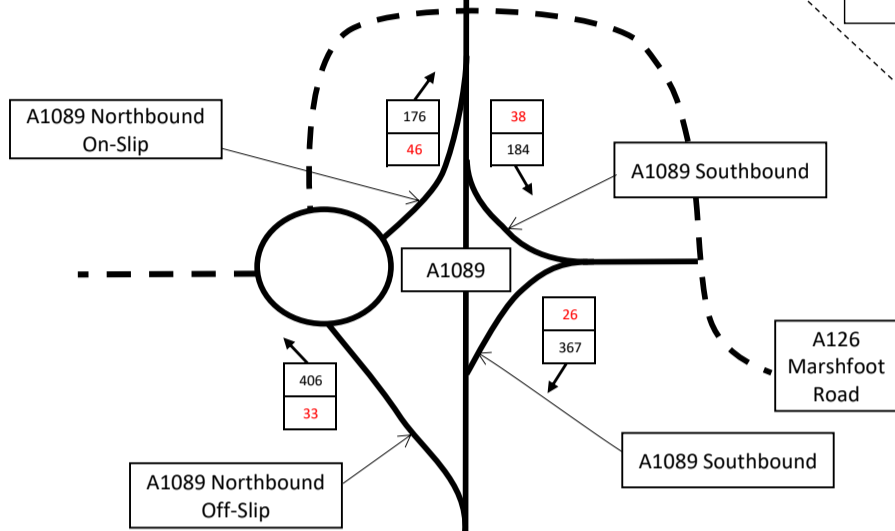
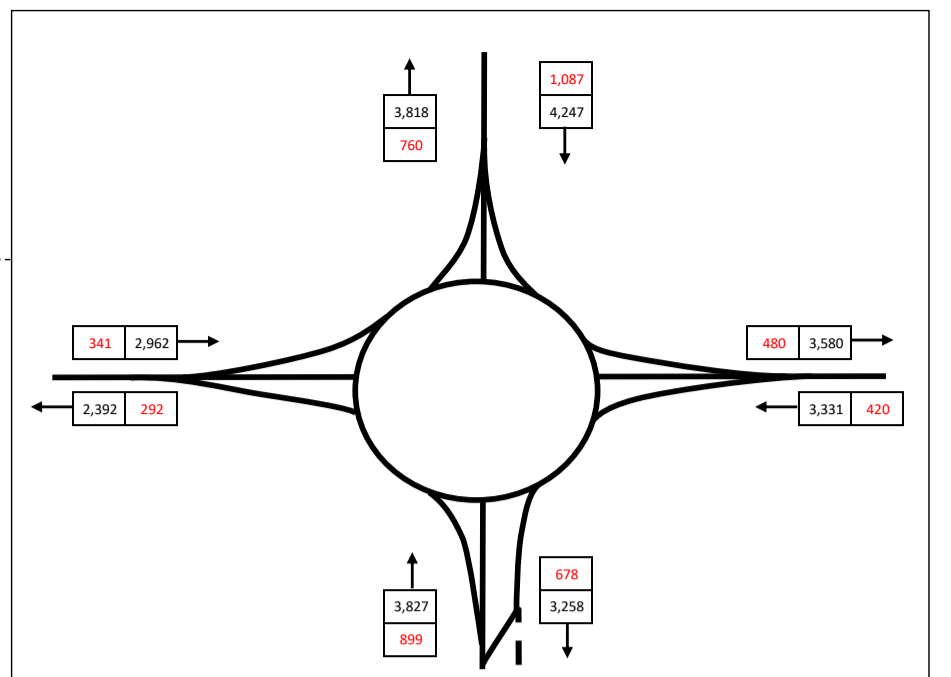
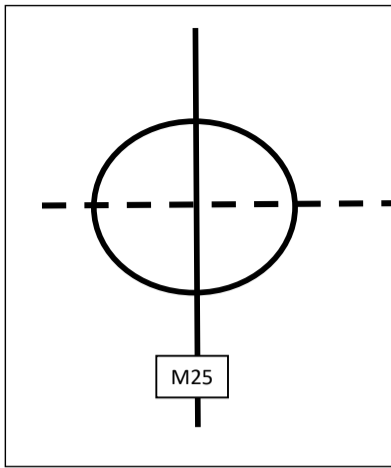
ITL11323 - Tilbury2

Figure 6.2

2020 Base Traffic Flows - Strategic (0800 - 0900) & Local Highway (0815 - 0915)

KEY

20 = TOTAL VEHICLES
8 = HGVS



i-Transport
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Tel: 020 7190 2820
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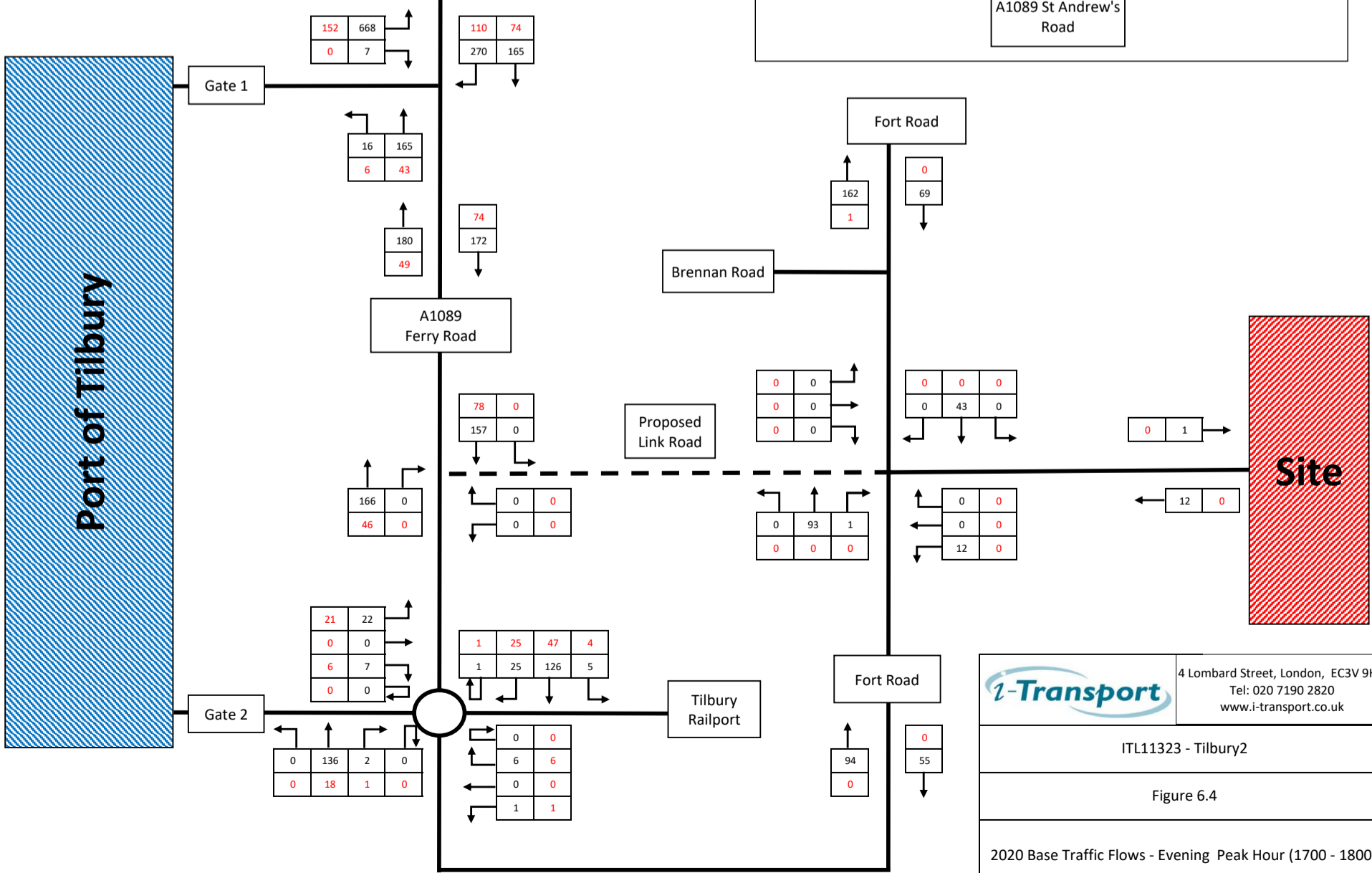
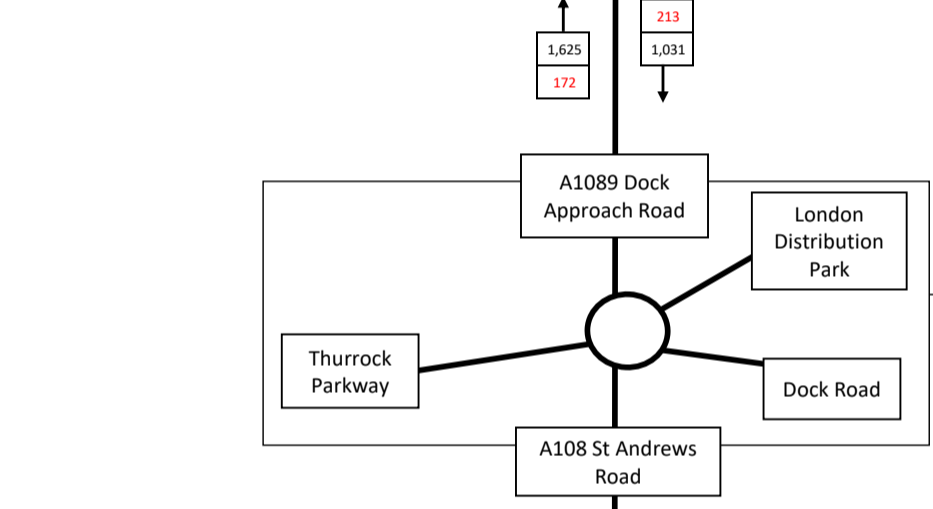
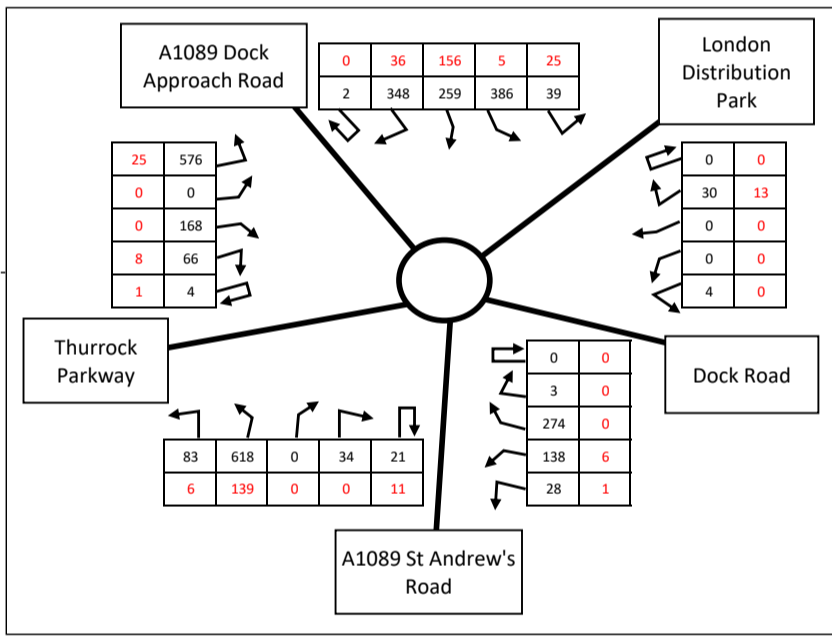
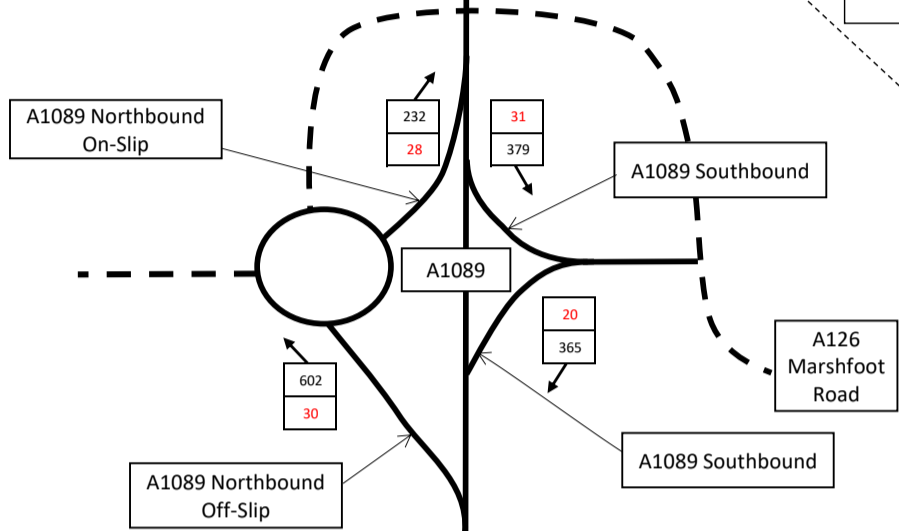
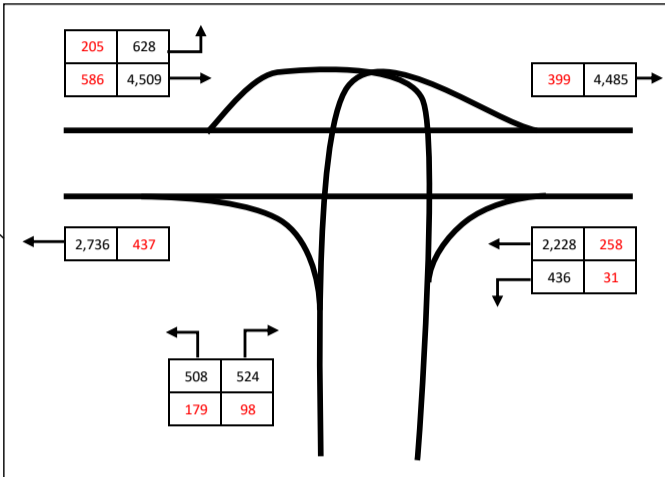
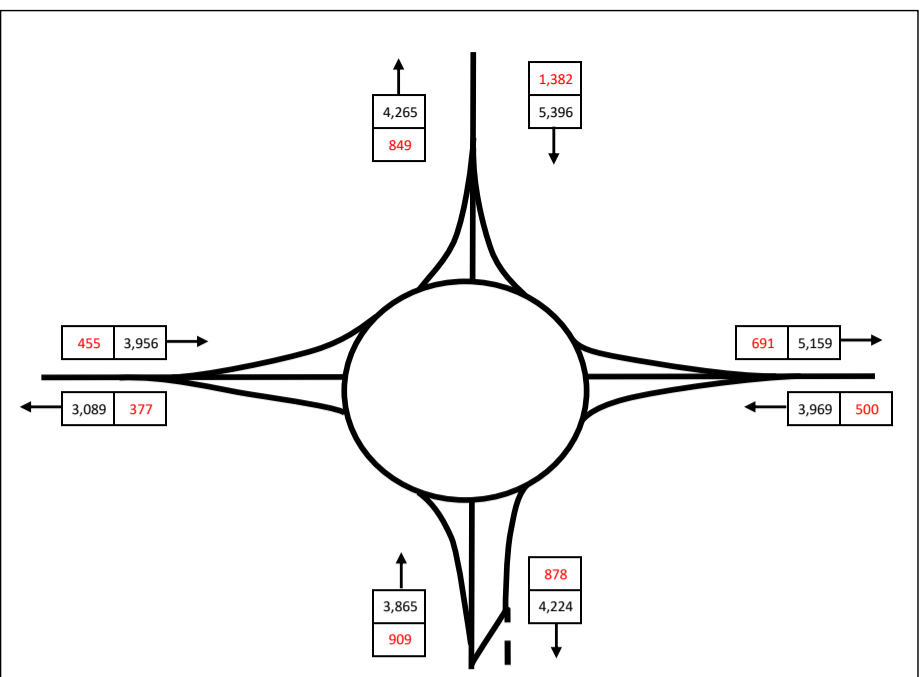
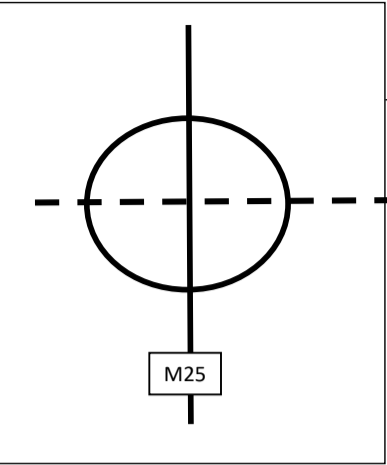
ITL11323 - Tilbury2

Figure 6.3

2020 Base Traffic Flows - Inter Peak Hour (1300 - 1400)



KEY
 20 = TOTAL VEHICLES
 8 = HGVS



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ITL11323 - Tilbury2

Figure 6.4

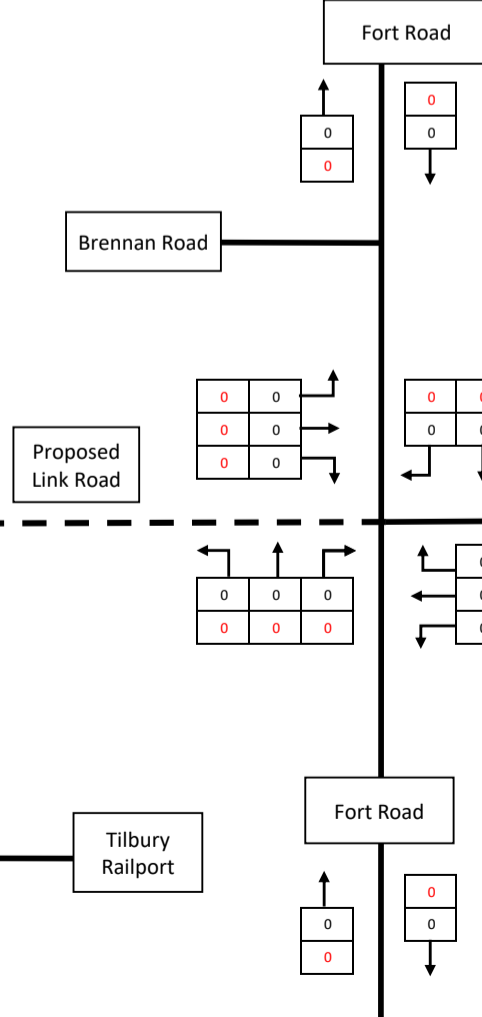
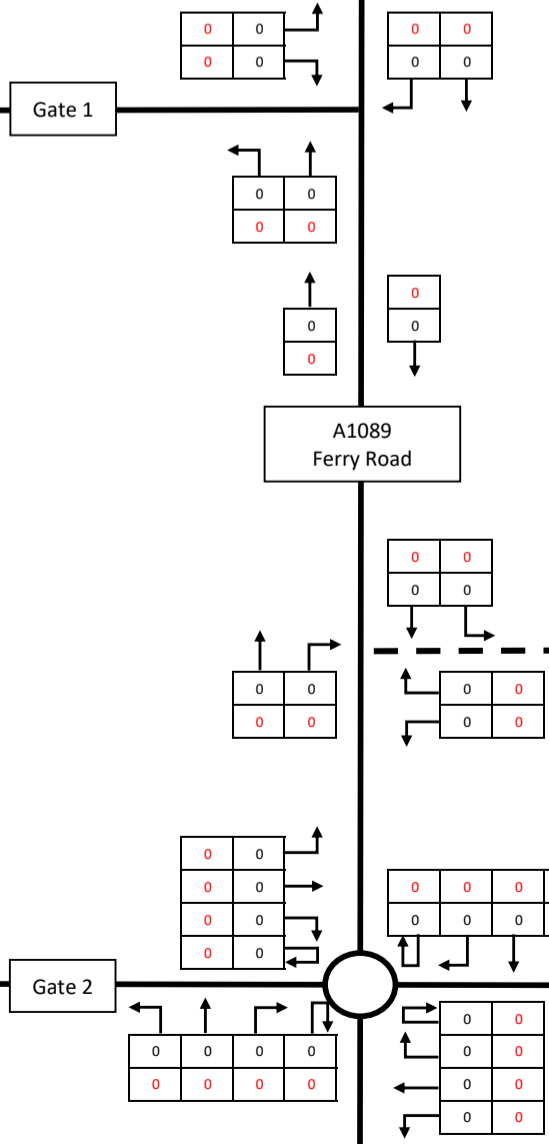
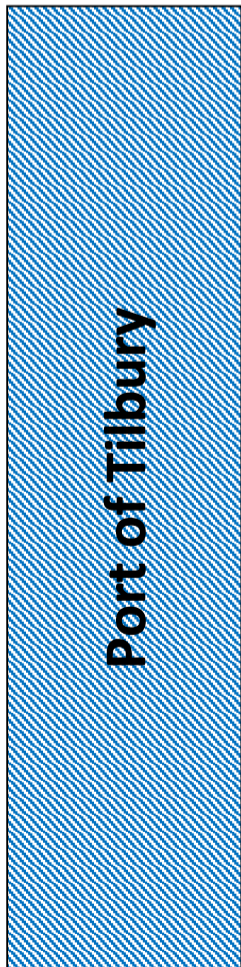
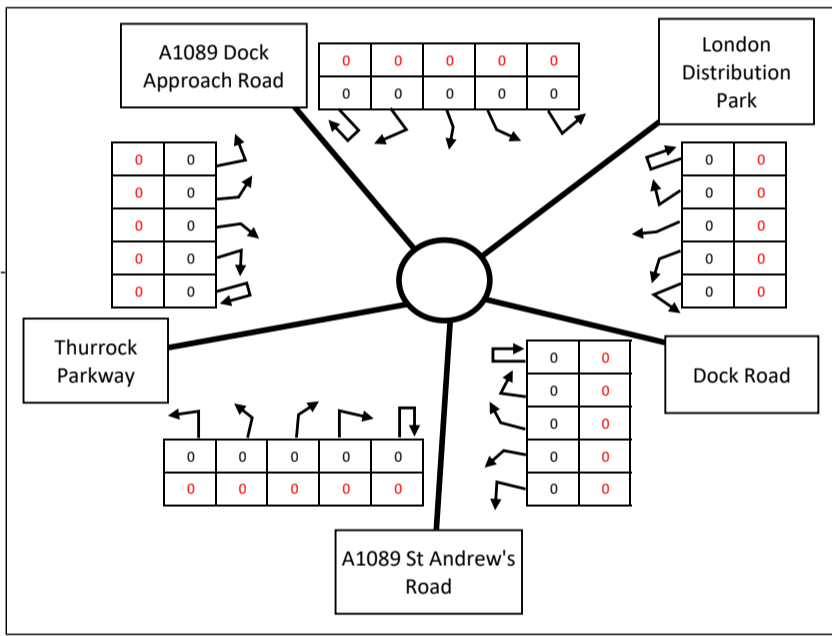
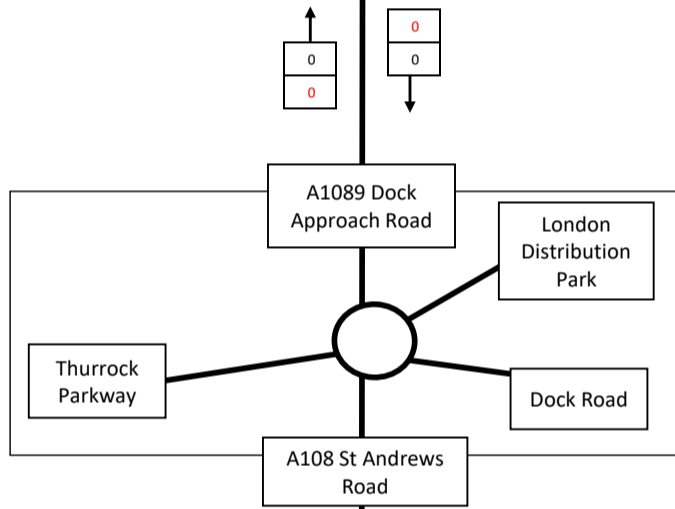
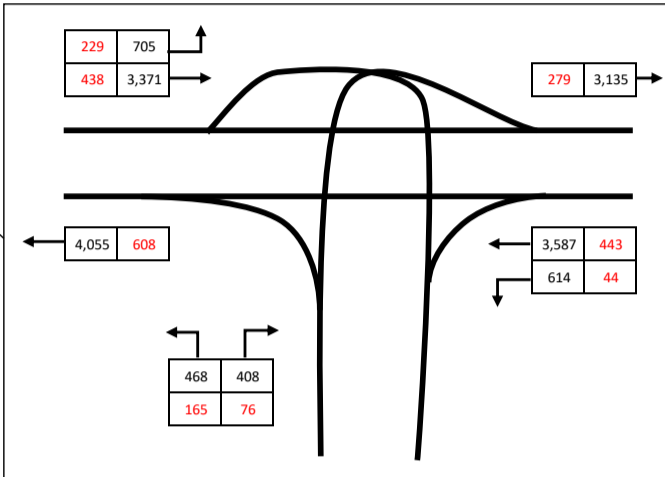
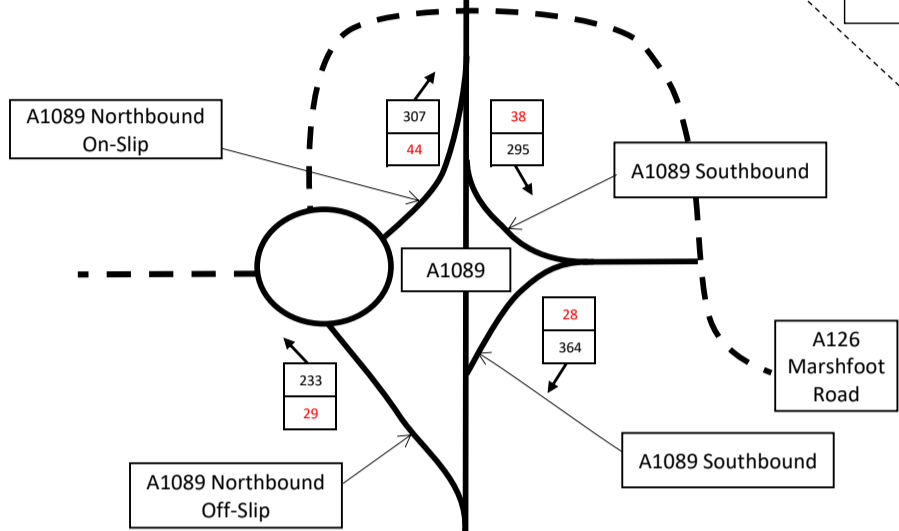
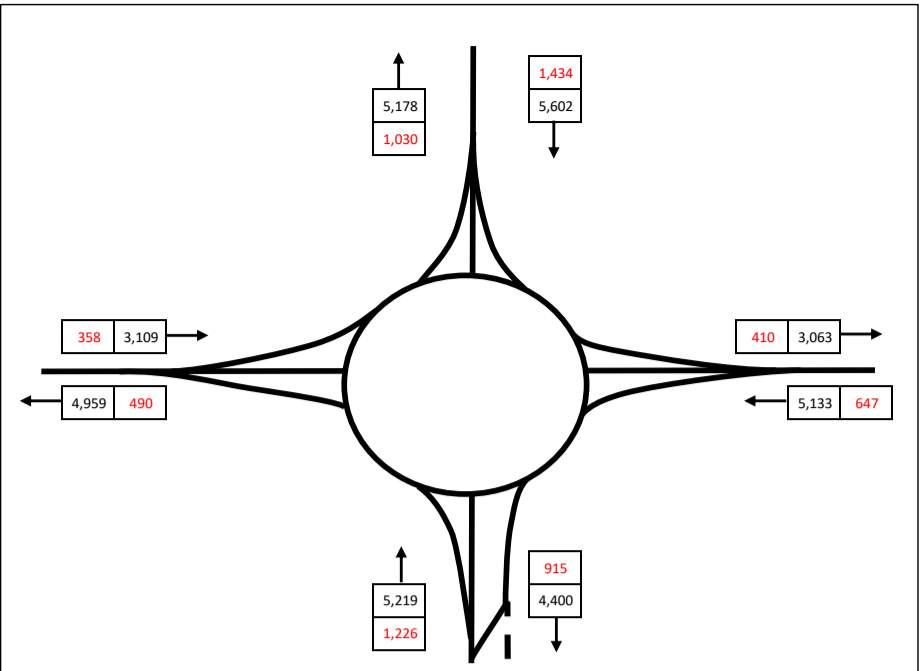
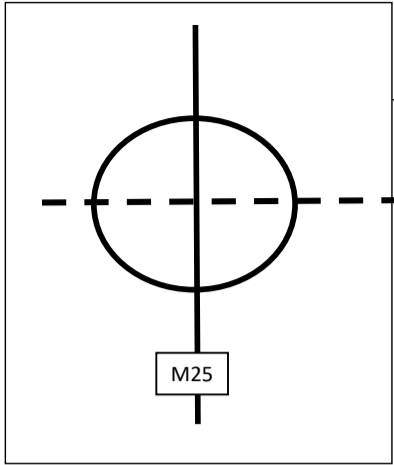
2020 Base Traffic Flows - Evening Peak Hour (1700 - 1800)



KEY

20	= TOTAL VEHICLES
8	= HGVS

Strategic Highway Network
Morning Period 07:00 - 08:00



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ITL11323 - Tilbury2

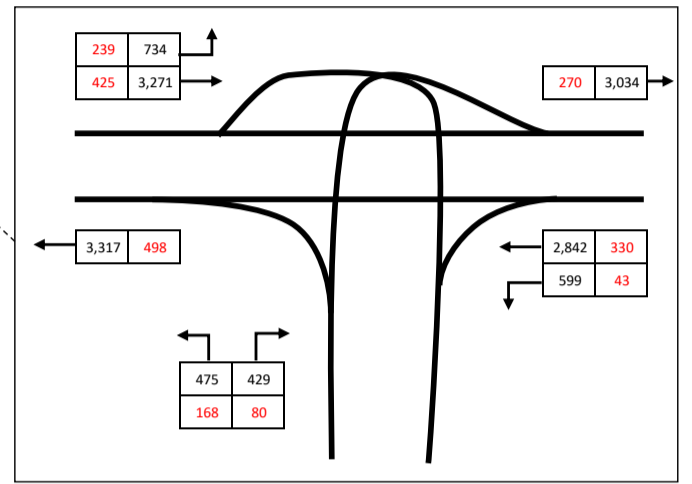
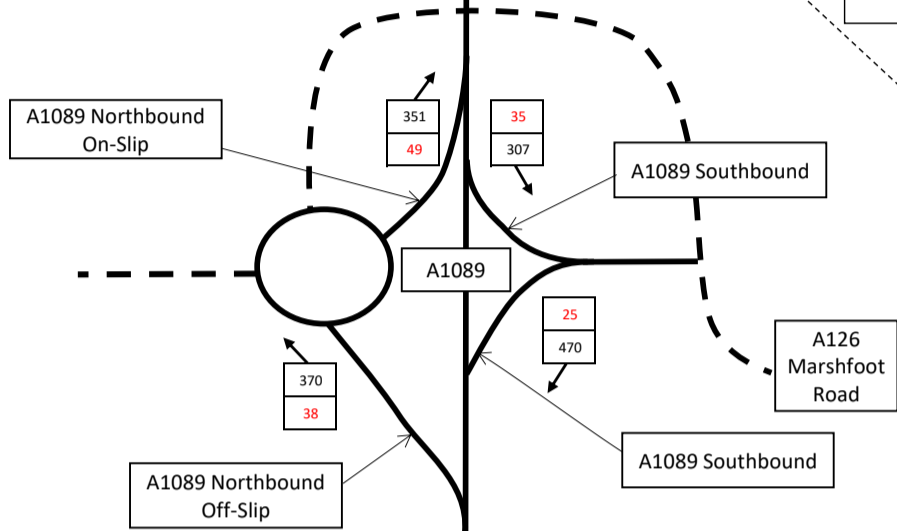
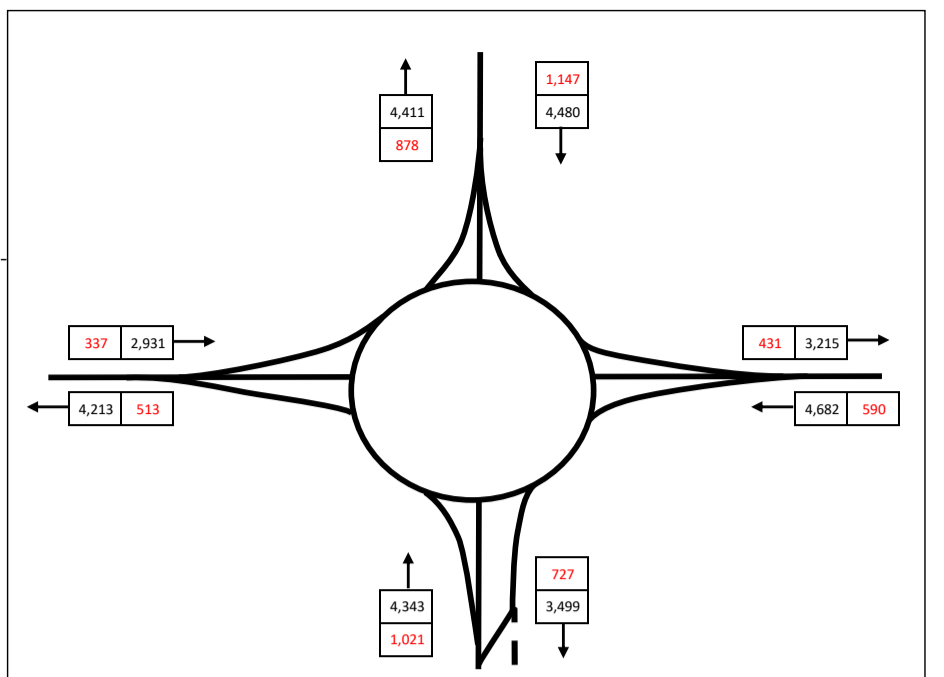
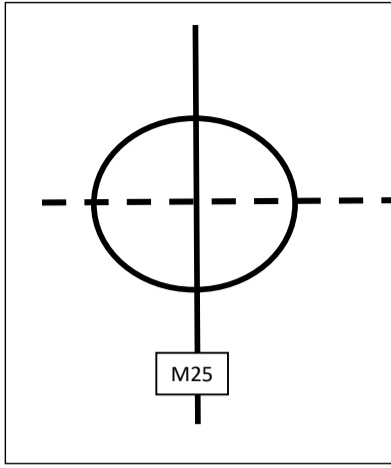
Figure 6.5

2027 Base Traffic Flows - Strategic Morning Peak Hour (0700-0800)

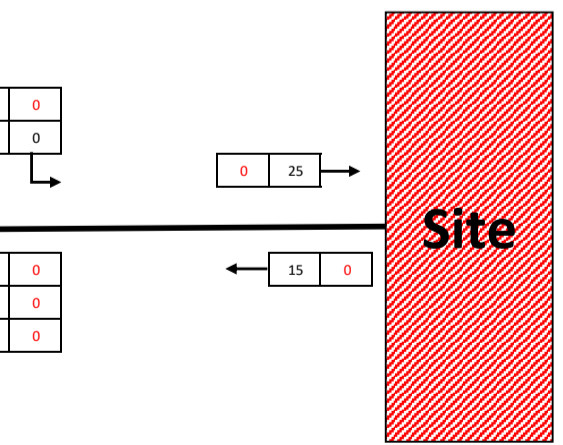
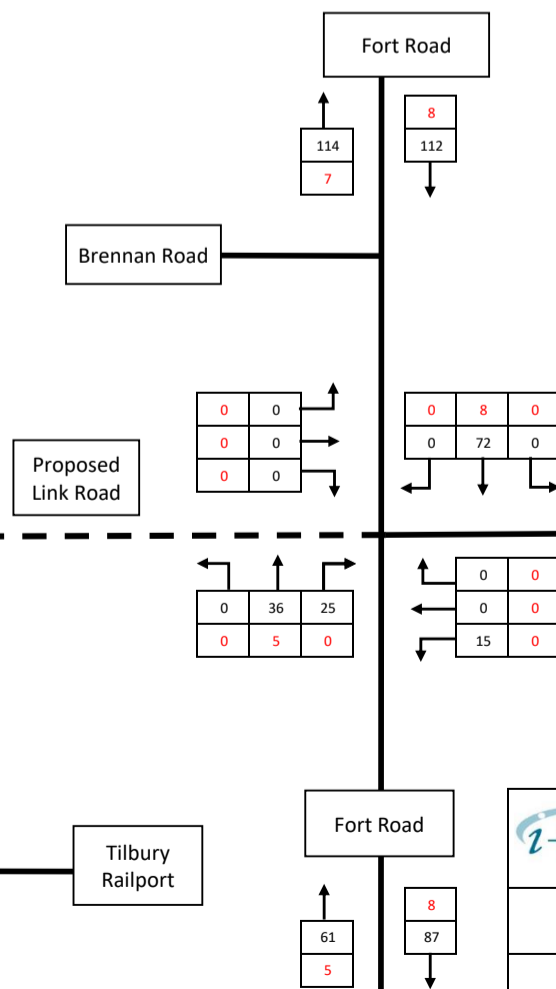
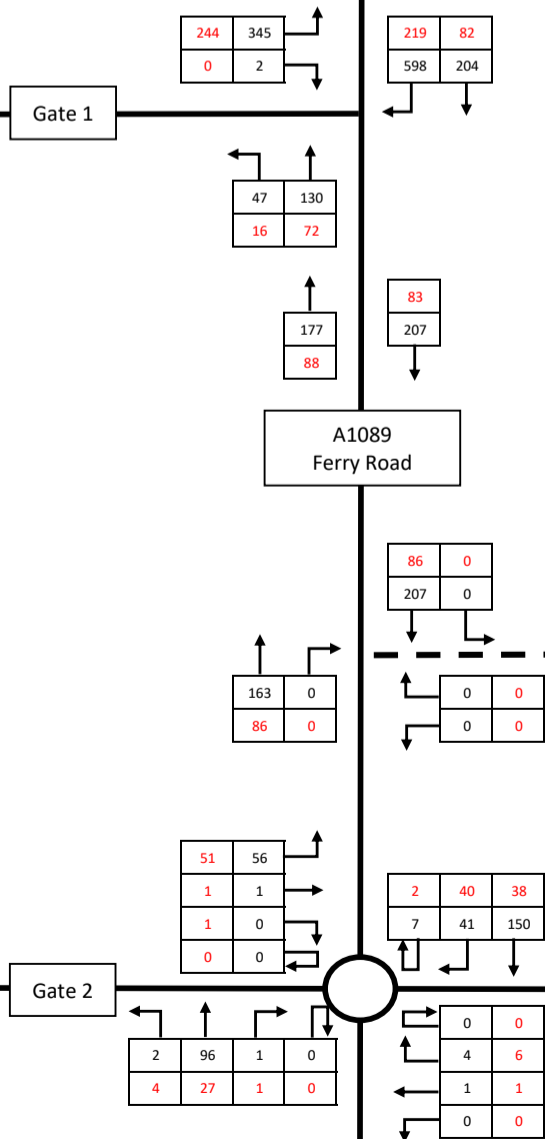
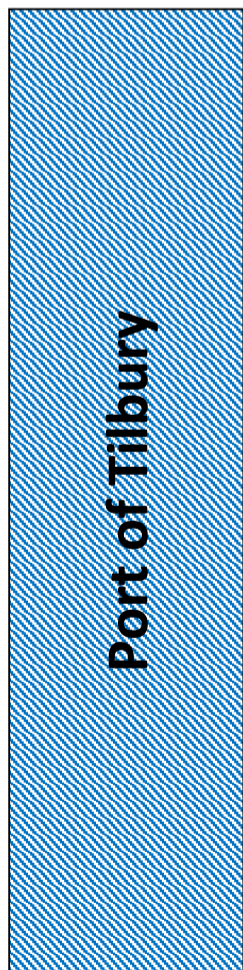
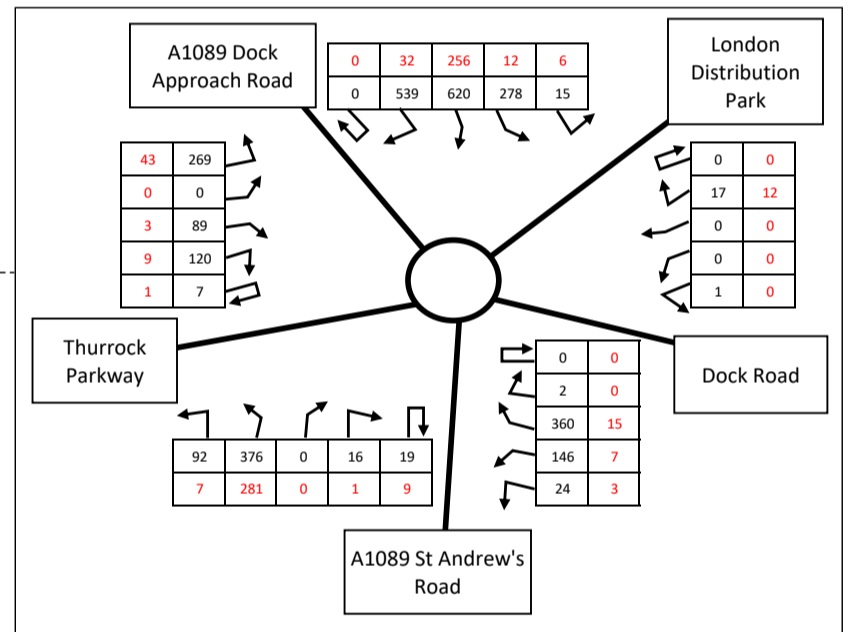
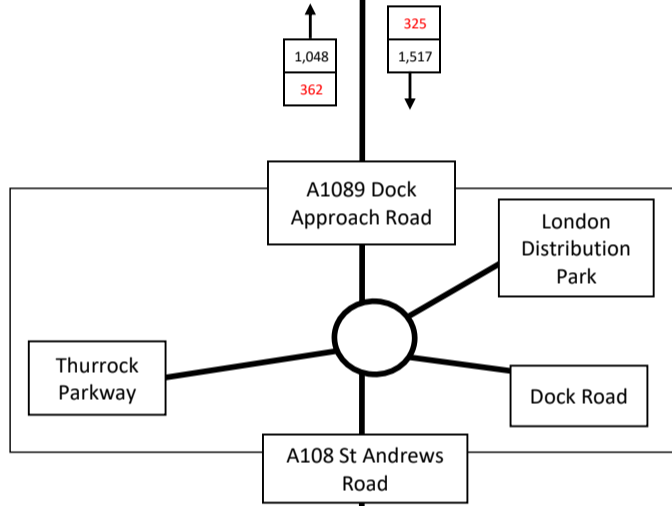


KEY	
20	= TOTAL VEHICLES
8	= HGVS

Strategic Highway Network
Morning Period 08:00 - 09:00



Local Highway Network
Morning Peak 08:15 - 09:15



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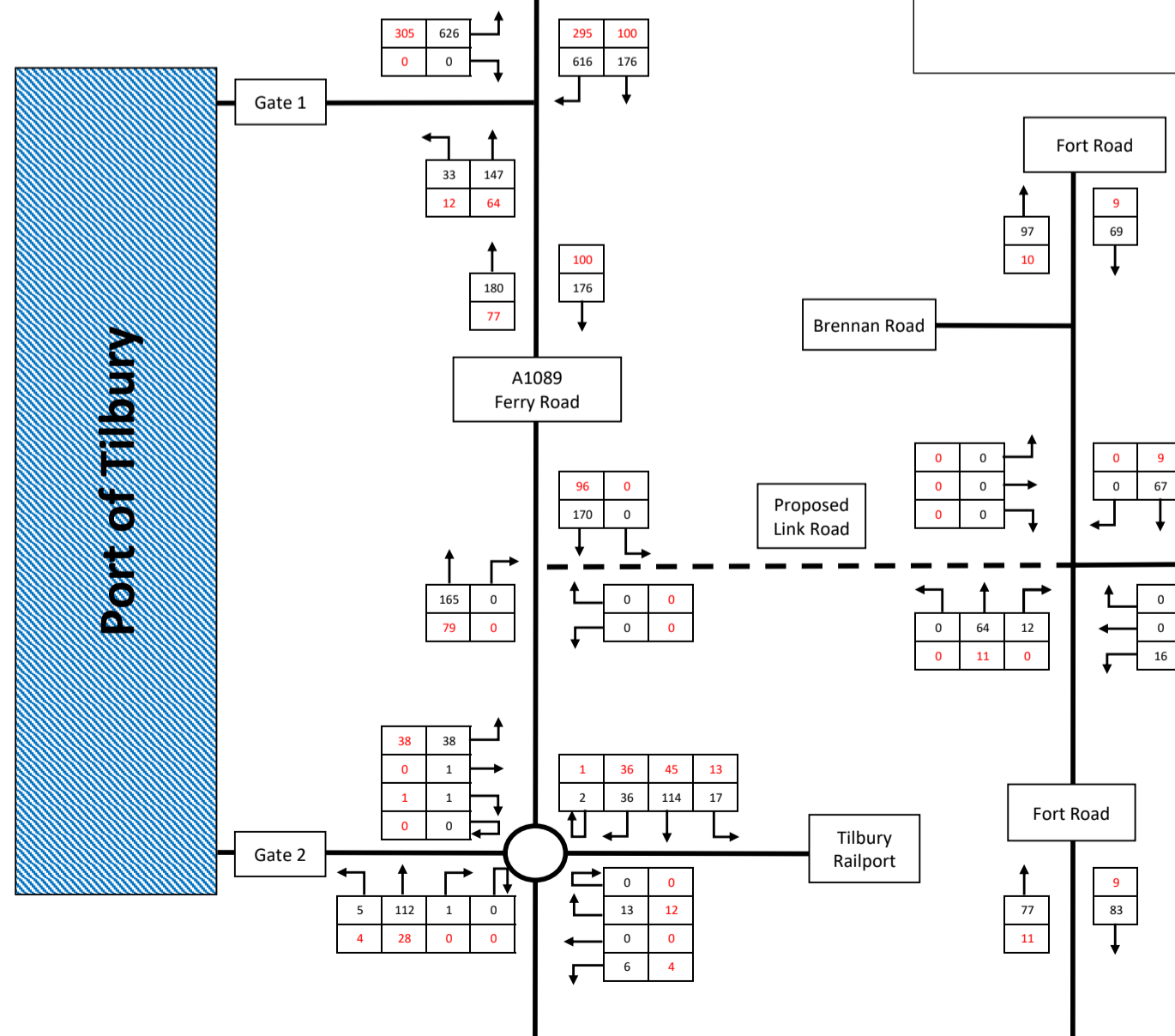
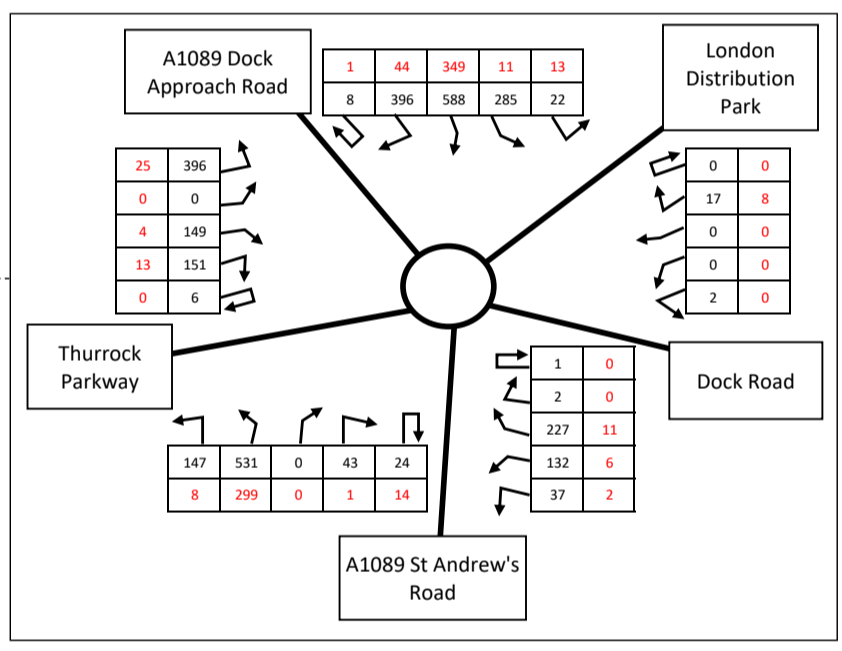
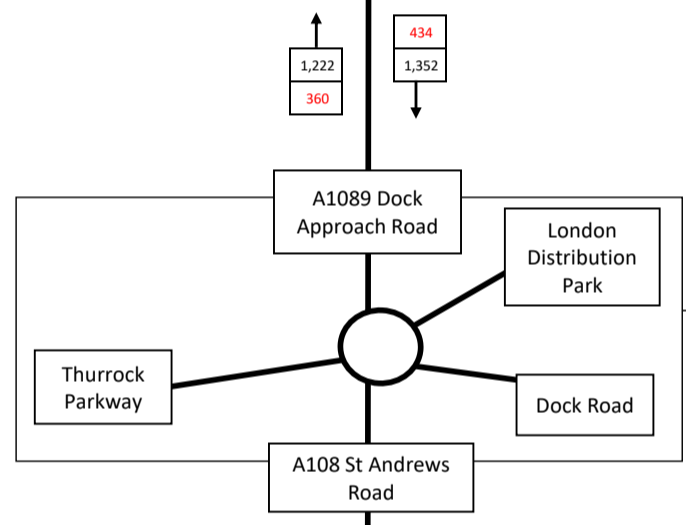
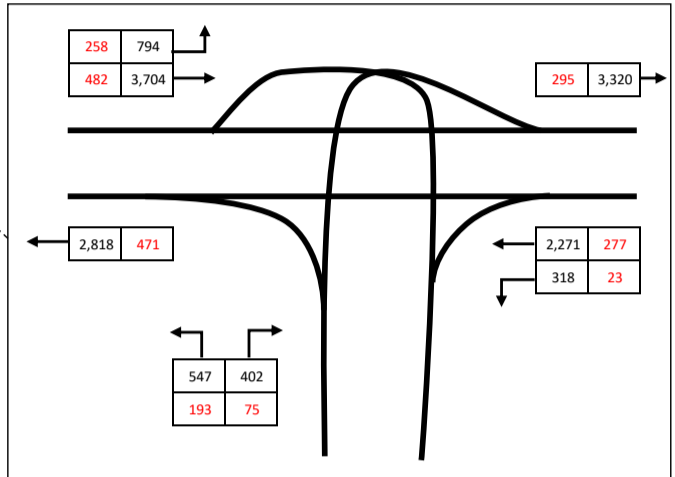
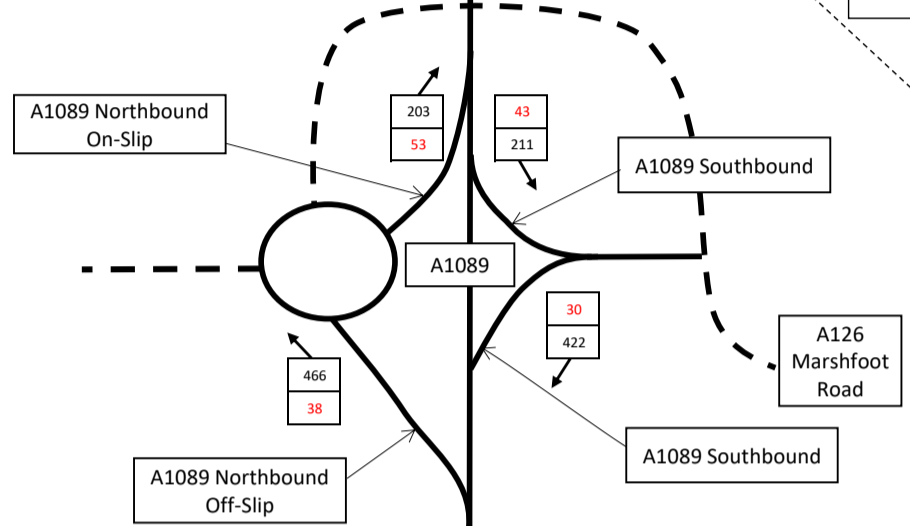
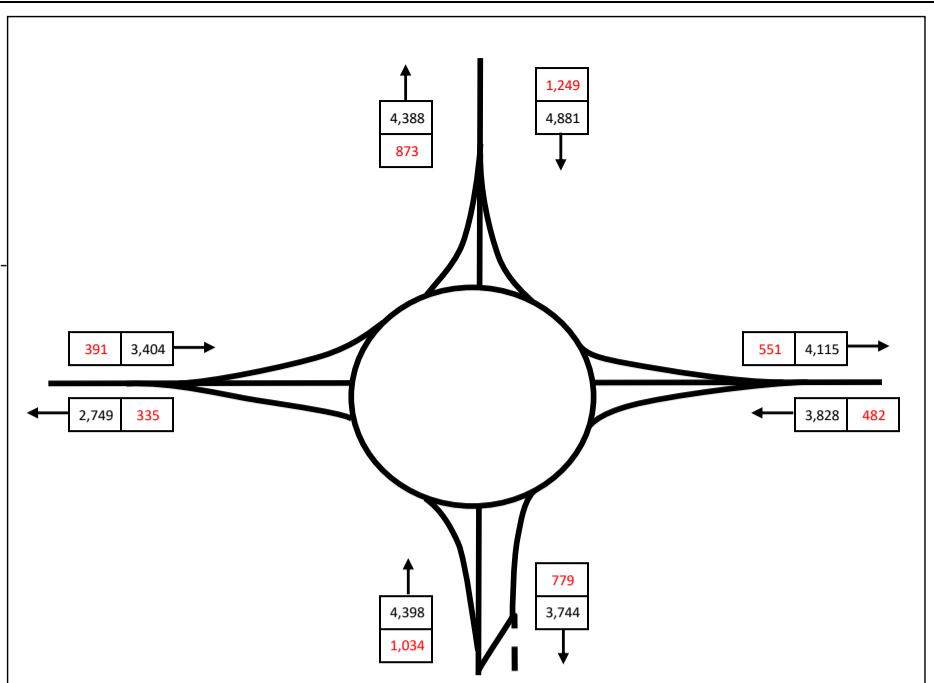
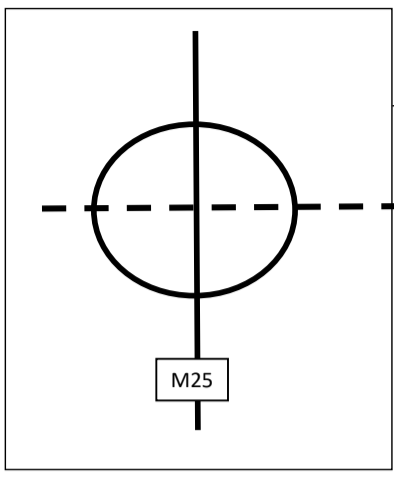
ITL11323 - Tilbury2

Figure 6.6

2027 Base Traffic Flows - Strategic (0800 - 0900) & Local Highway (0815 - 0915)

KEY

20 = TOTAL VEHICLES
 8 = HGVS



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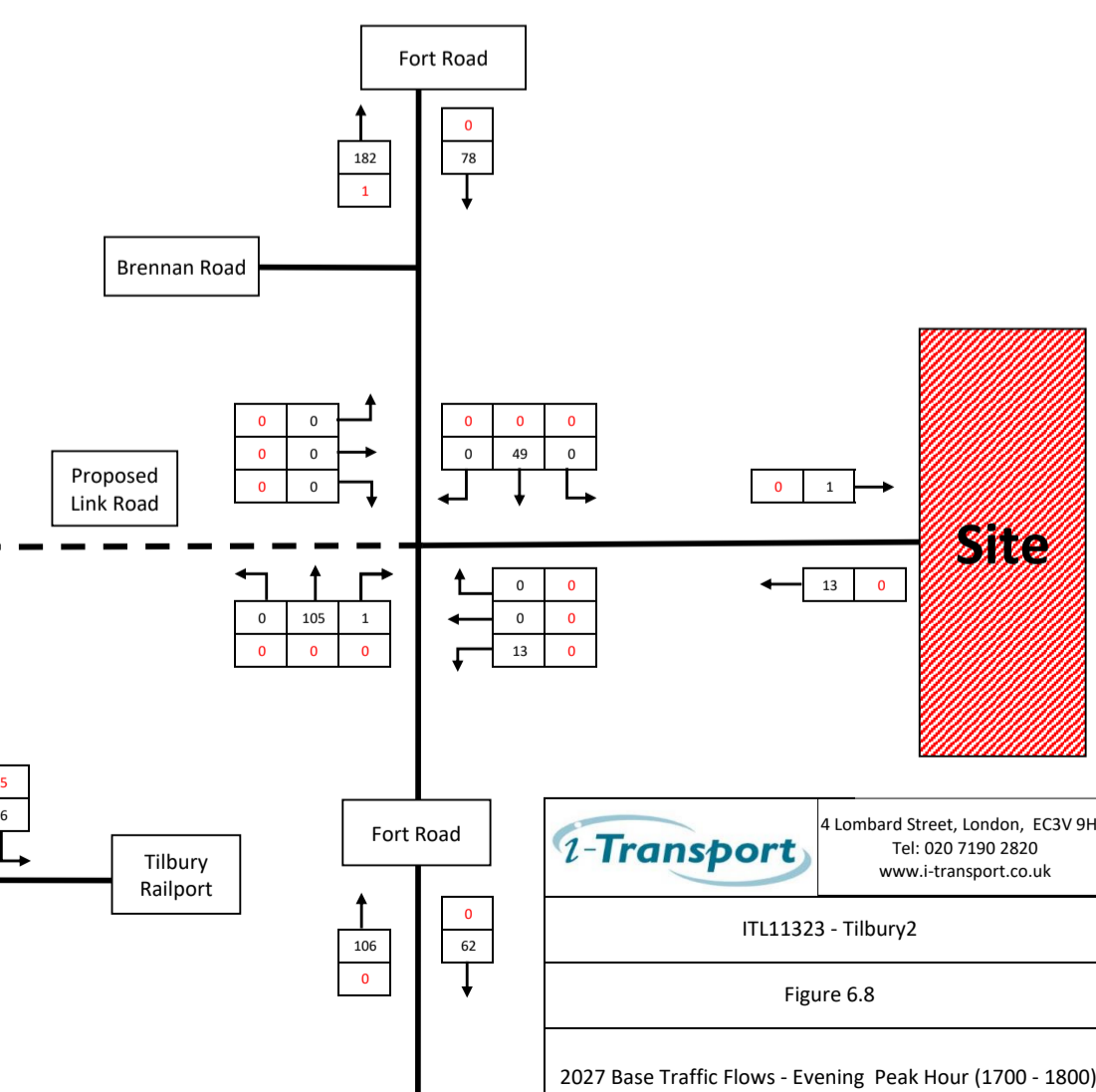
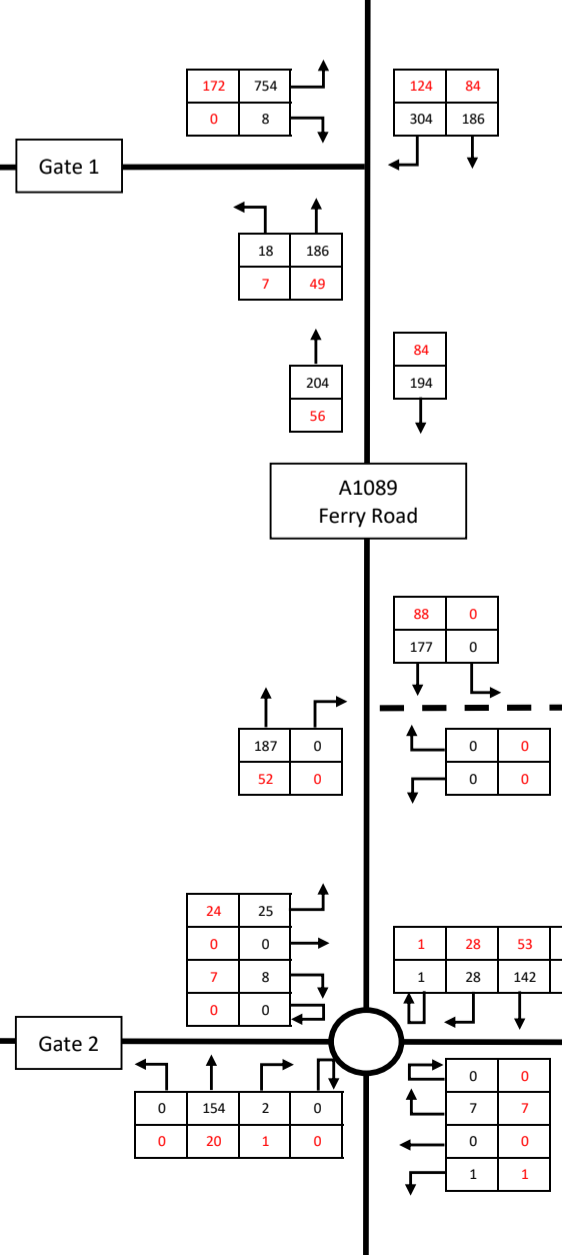
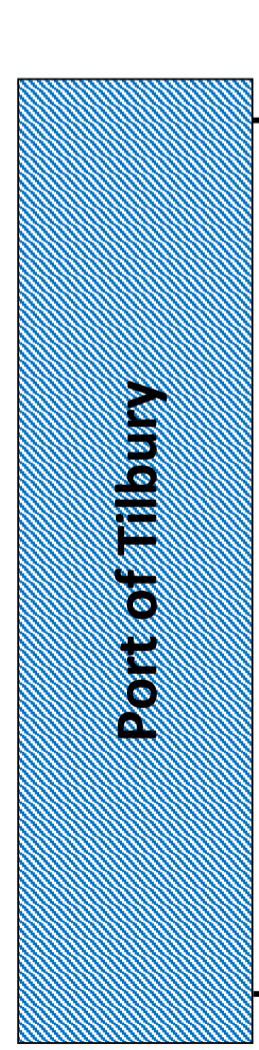
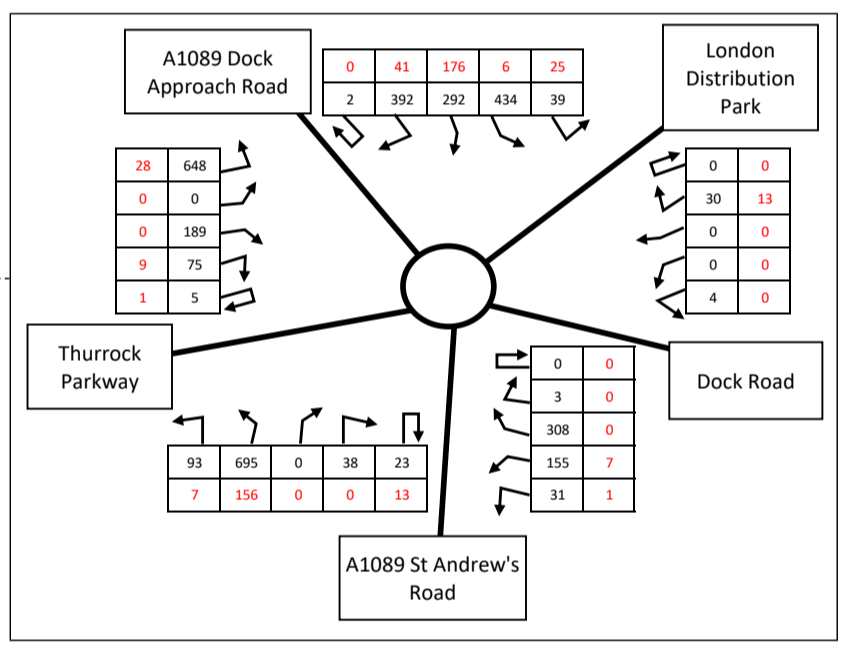
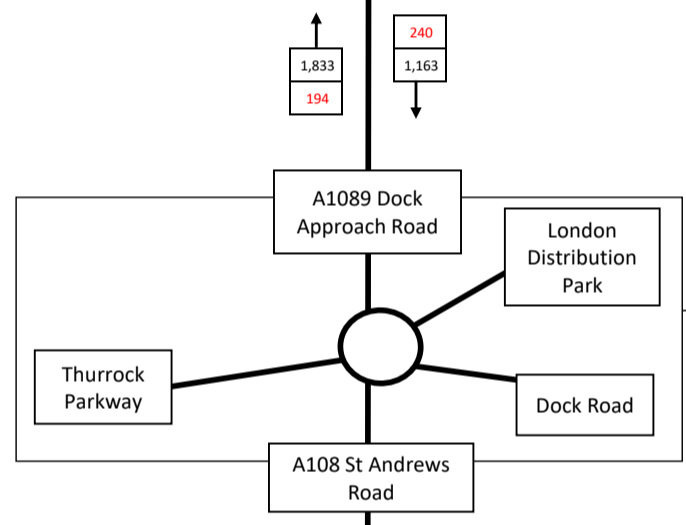
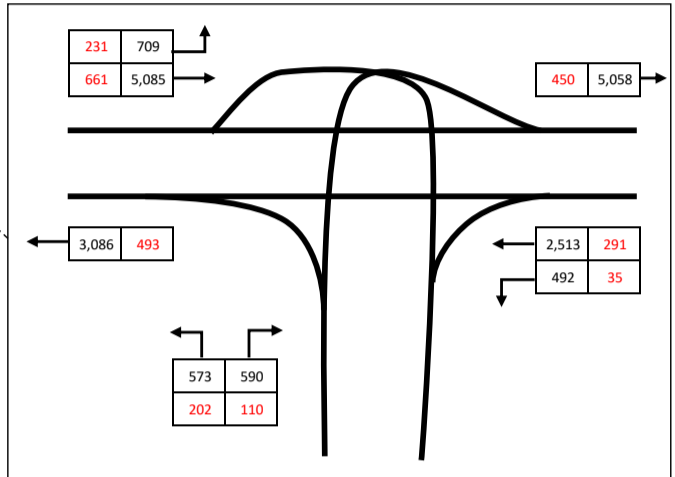
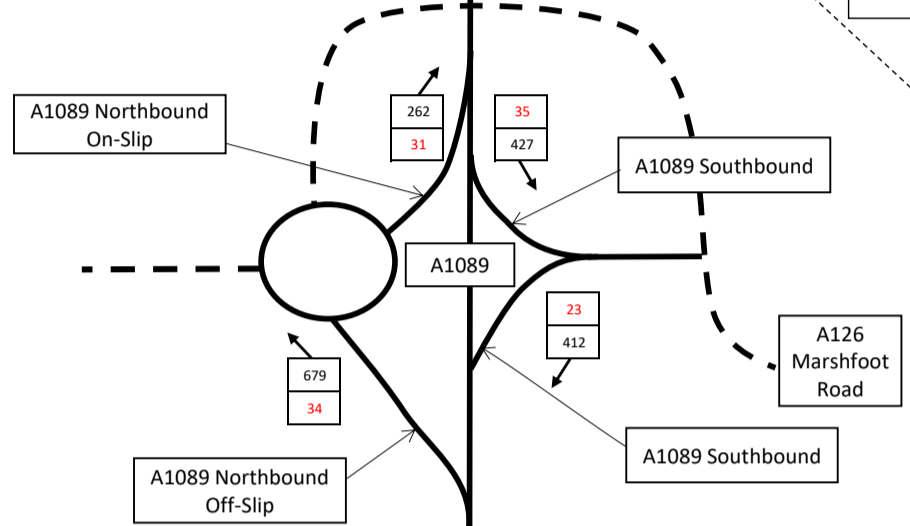
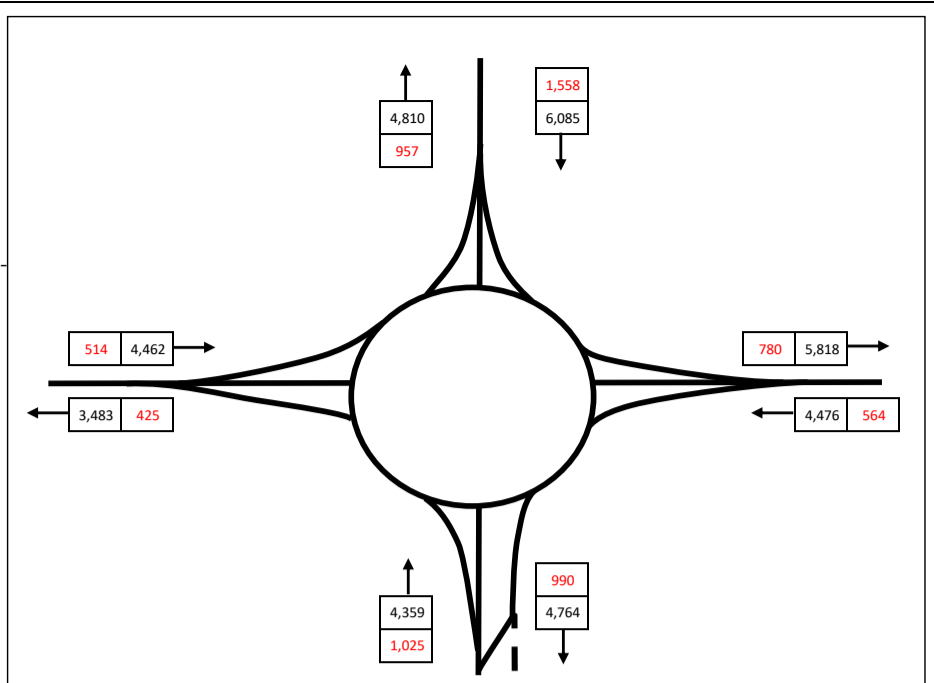
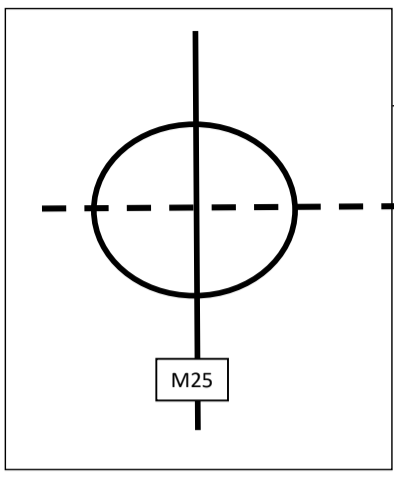
ITL11323 - Tilbury2

Figure 6.7

2027 Base Traffic Flows - Inter Peak Hour (1300 - 1400)

KEY

20 = TOTAL VEHICLES
 8 = HGVS



i-Transport 4 Lombard Street, London, EC3V 9HD
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ITL11323 - Tilbury2

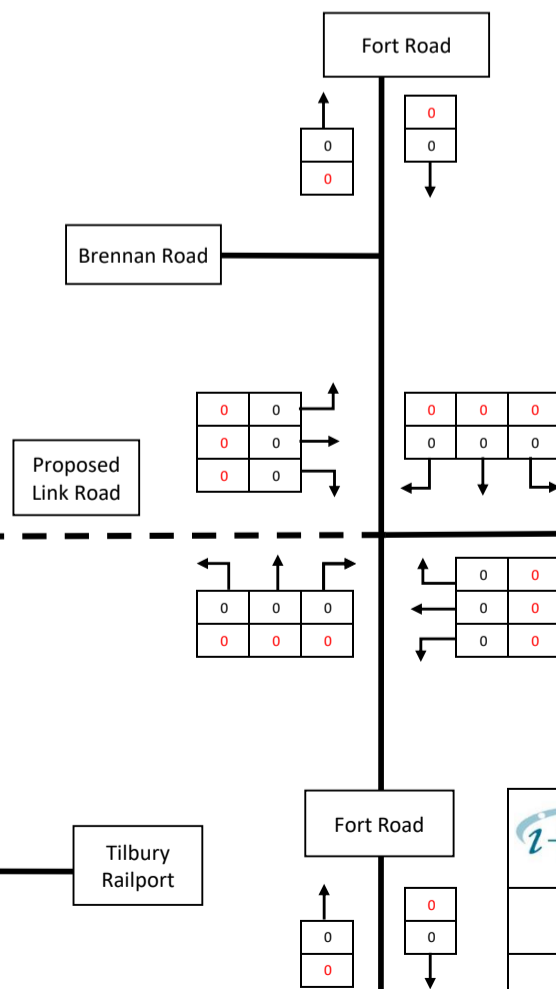
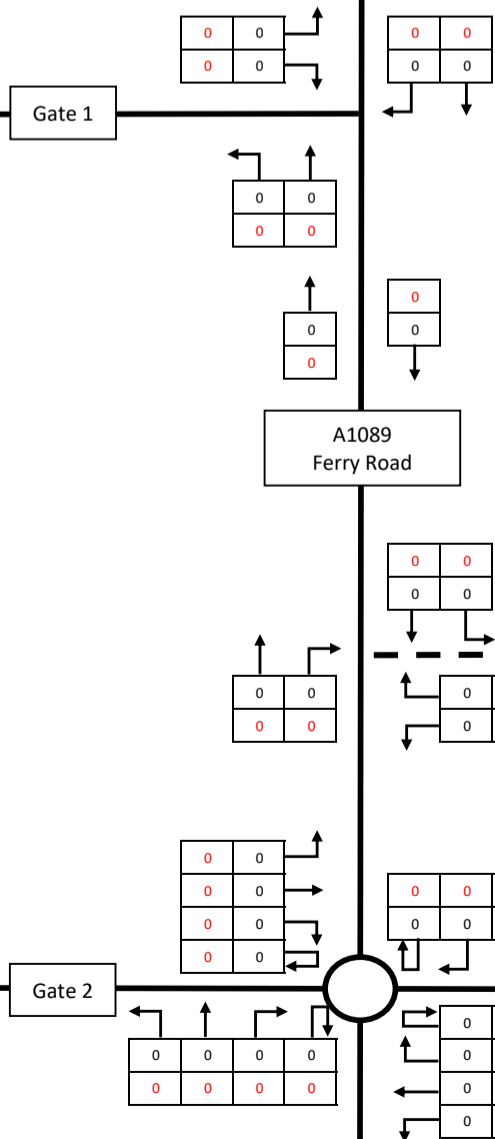
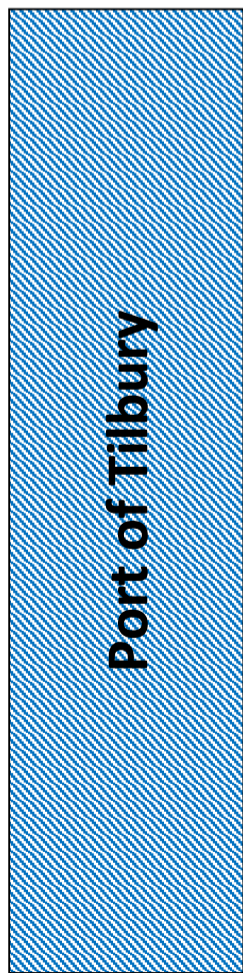
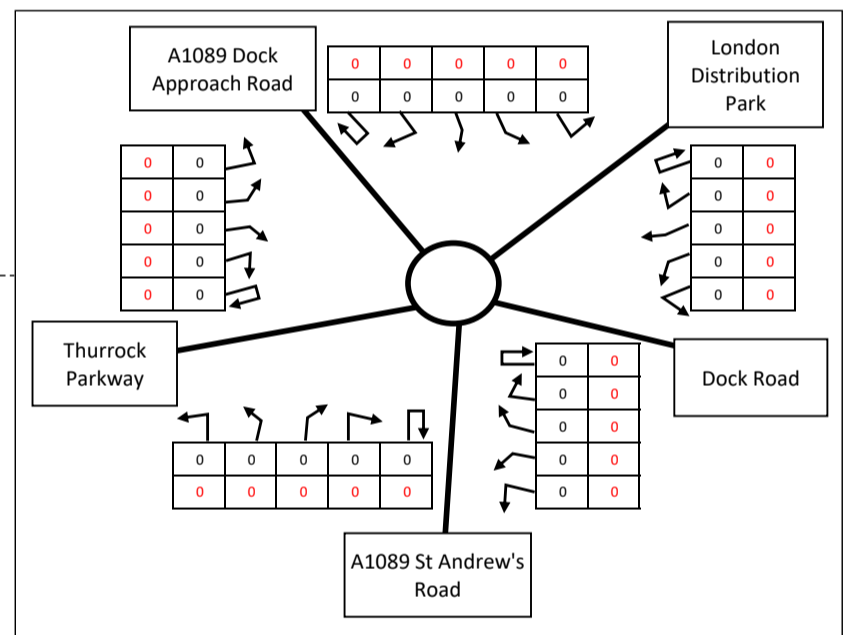
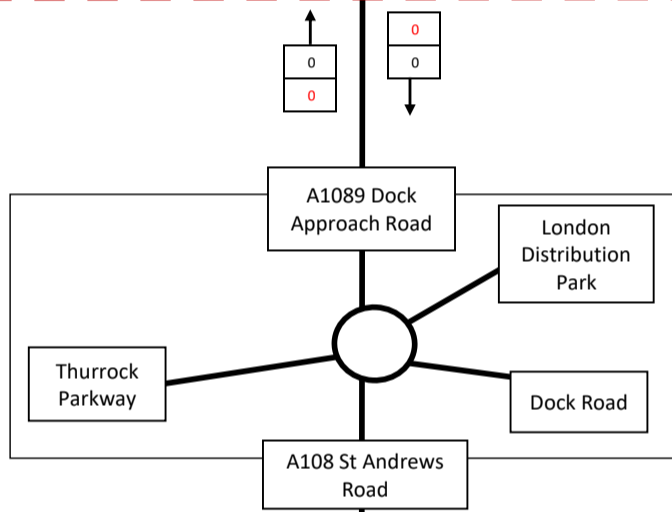
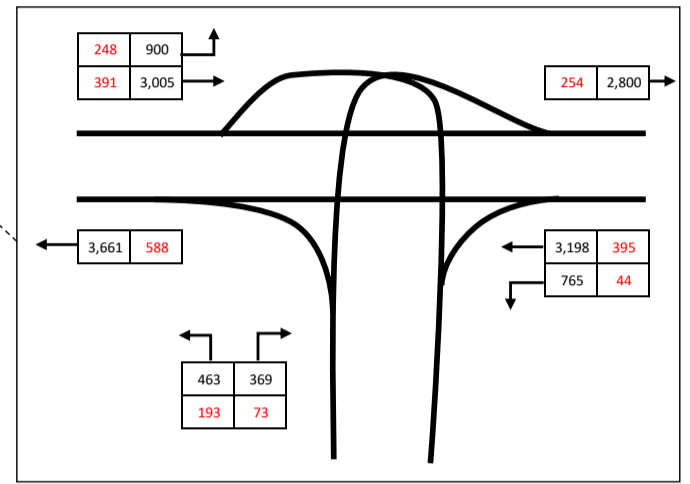
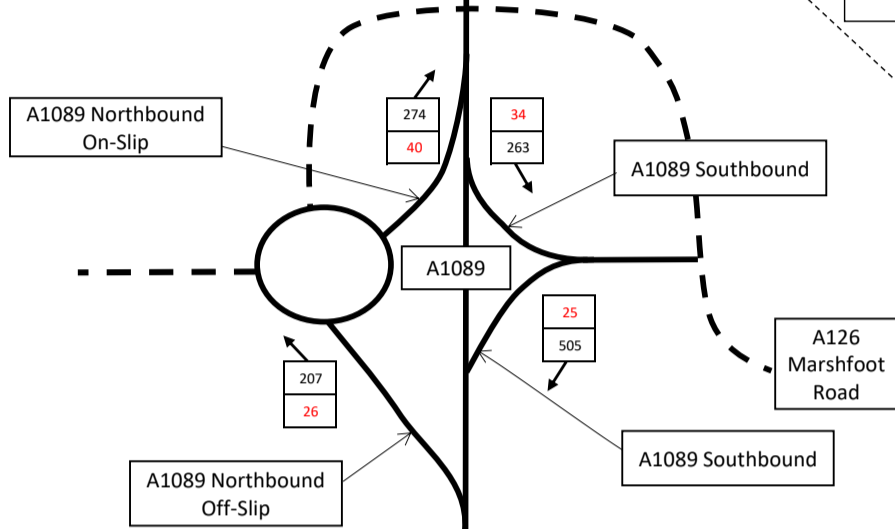
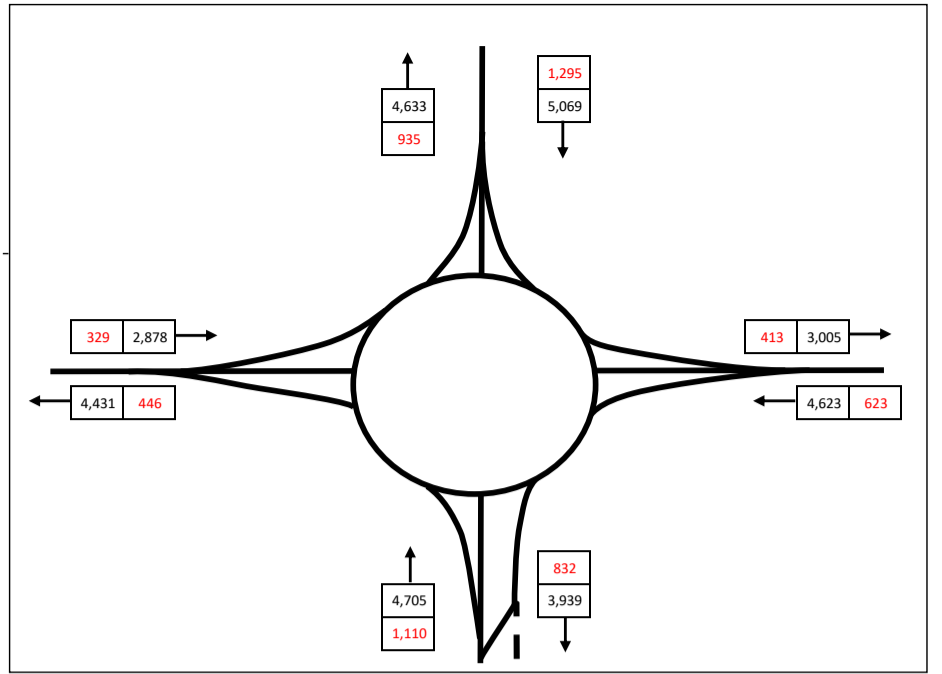
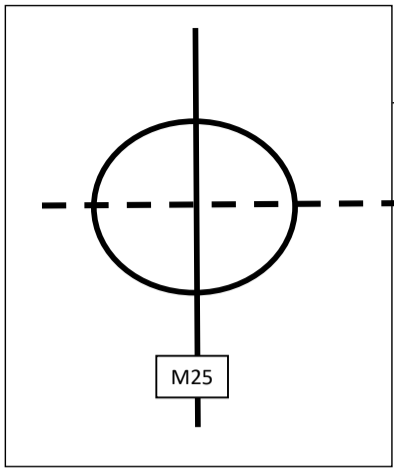
Figure 6.8

2027 Base Traffic Flows - Evening Peak Hour (1700 - 1800)



KEY	
20	= TOTAL VEHICLES
8	= HGVS

Strategic Highway Network
Morning Period 07:00 - 08:00



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ITL11323 - Tilbury2

Figure 6.9

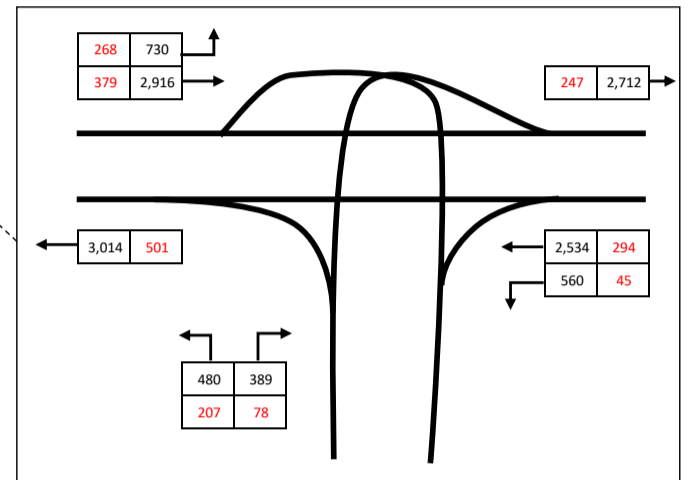
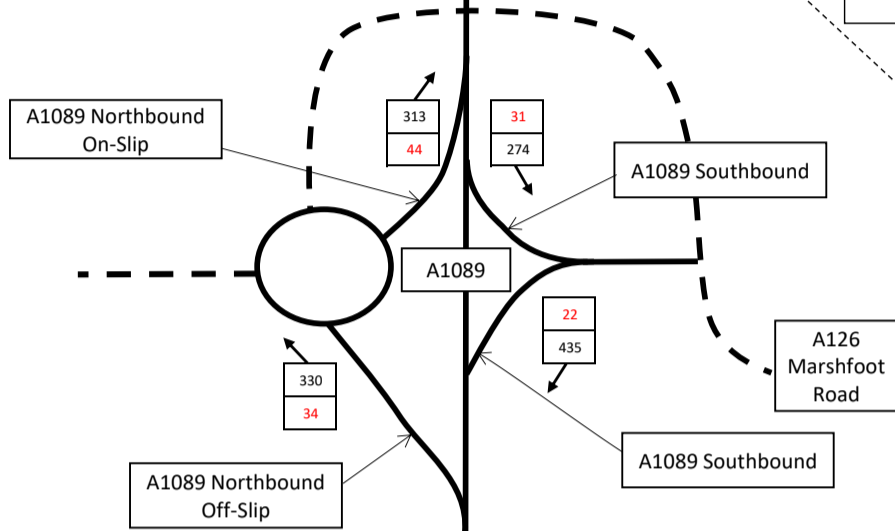
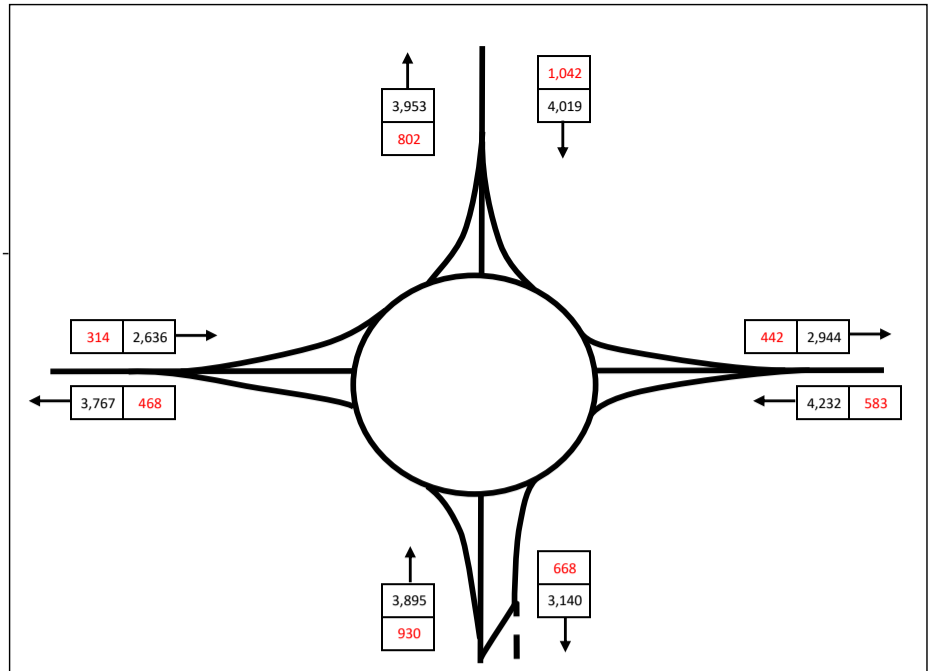
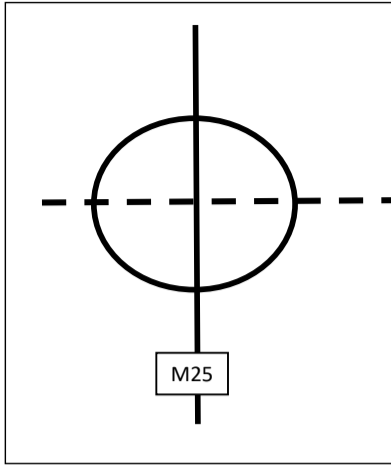
2020 Base with Committed Development Traffic Flows - Strategic Morning Peak Hour (0700 - 0800)



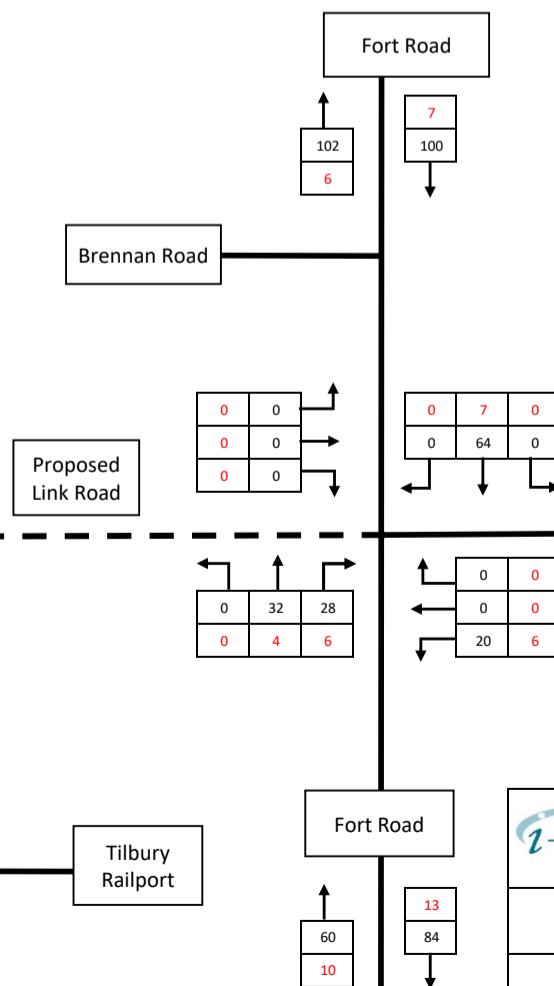
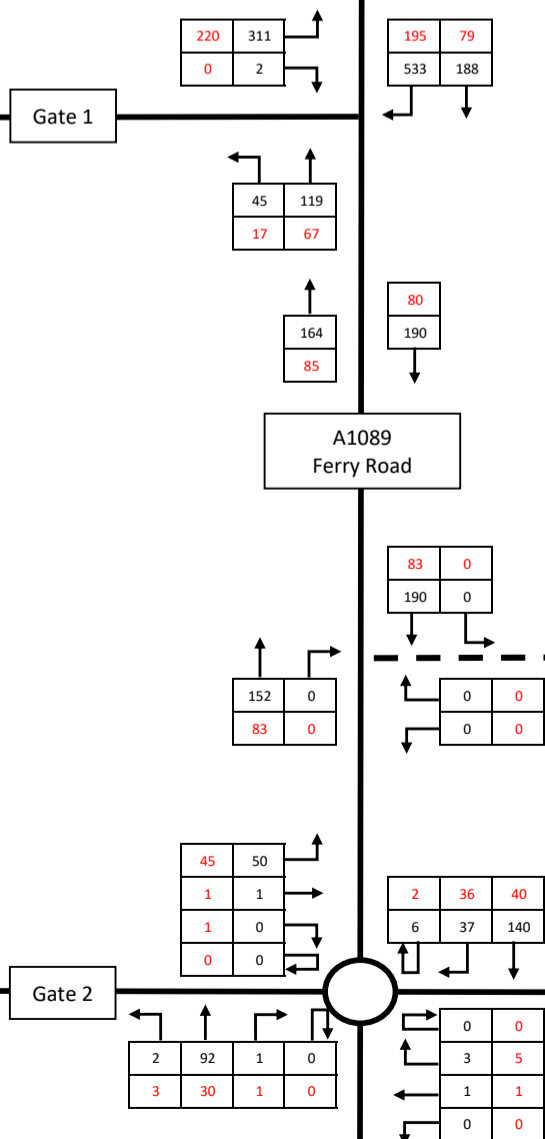
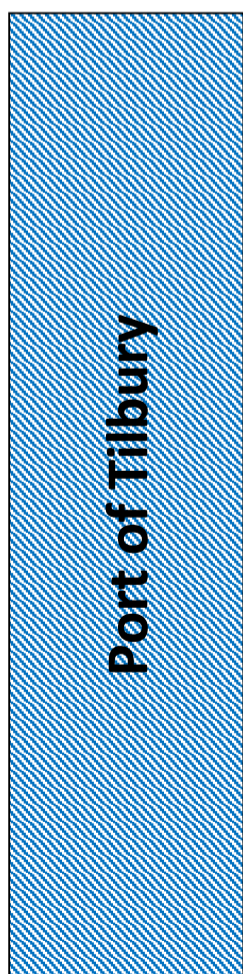
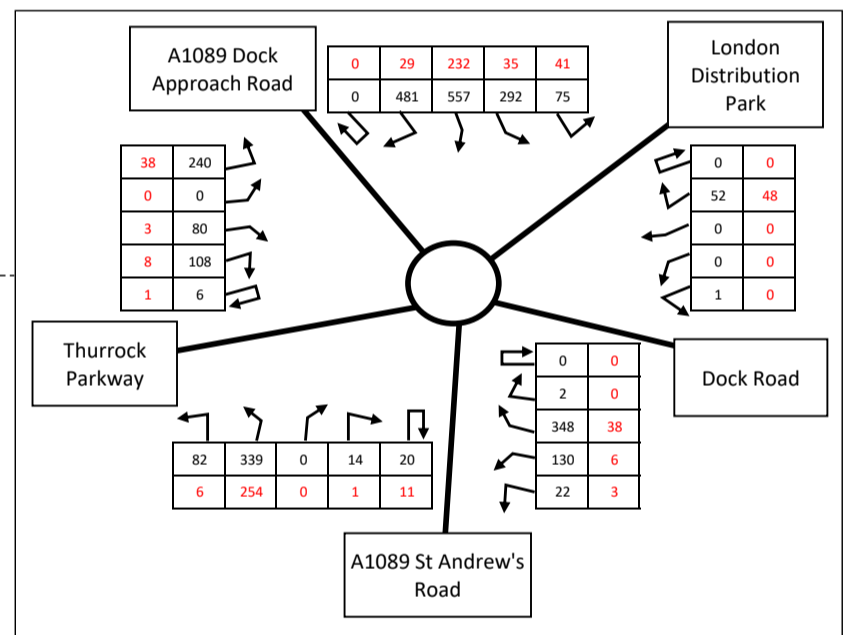
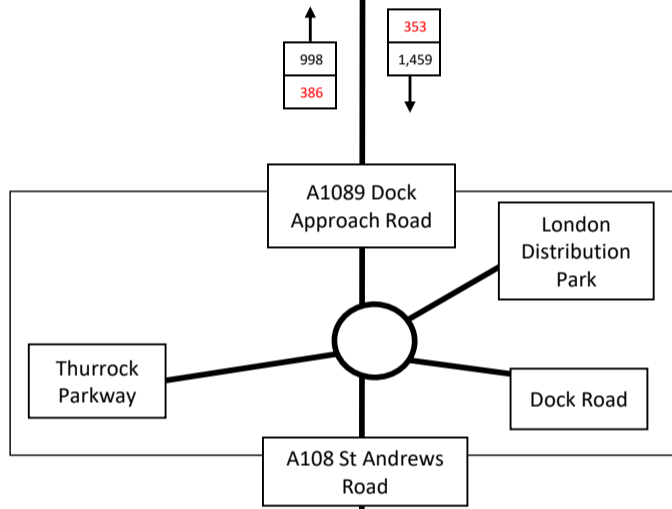
KEY

20	= TOTAL VEHICLES
8	= HGVS

Strategic Highway Network
Morning Period 08:00 - 09:00



Local Highway Network
Morning Peak 08:15 - 09:15



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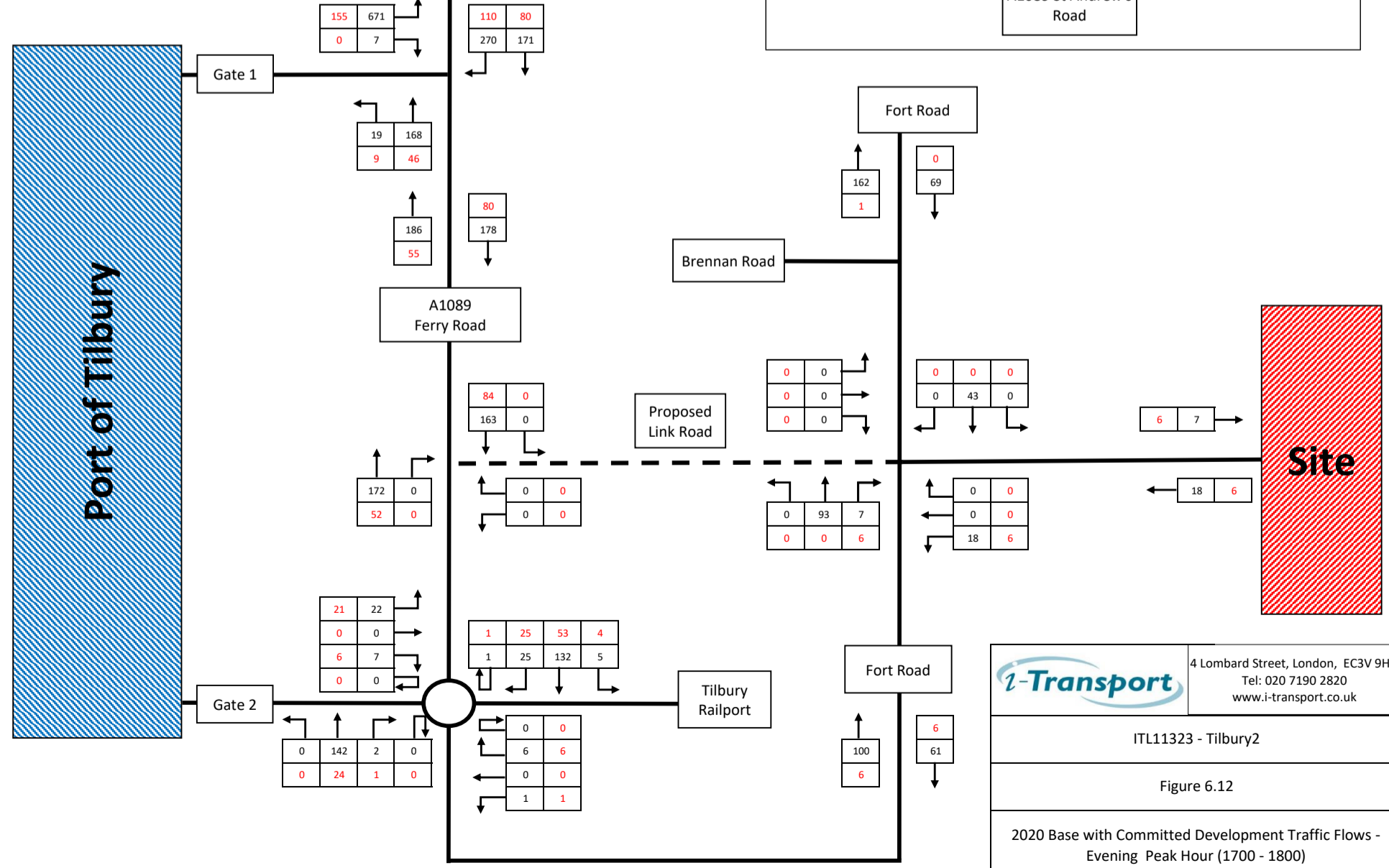
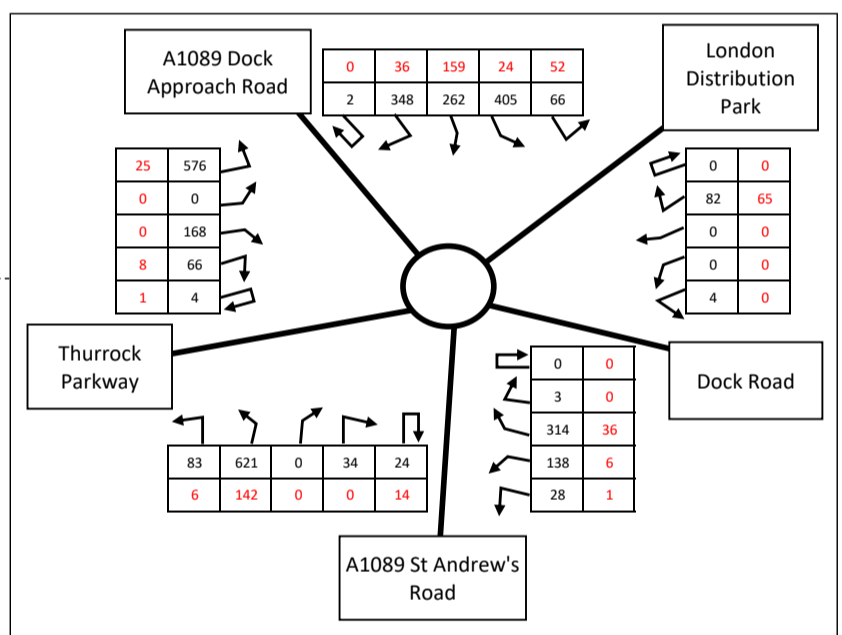
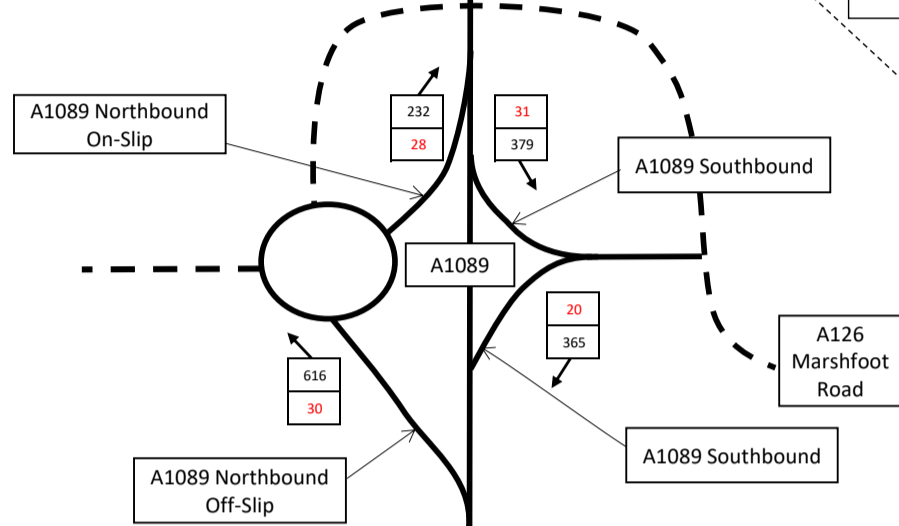
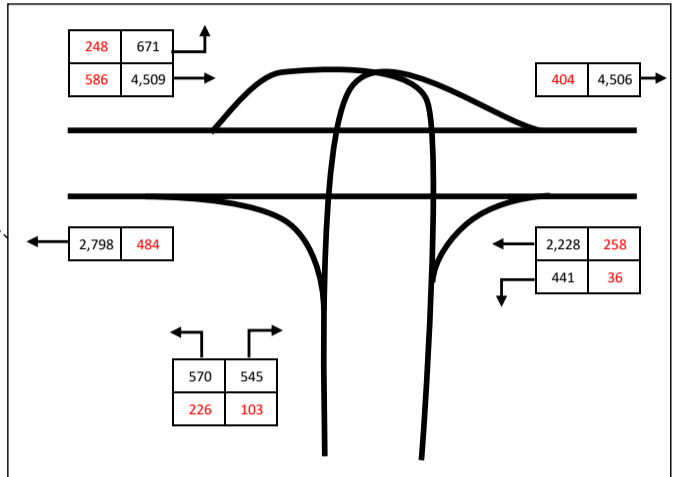
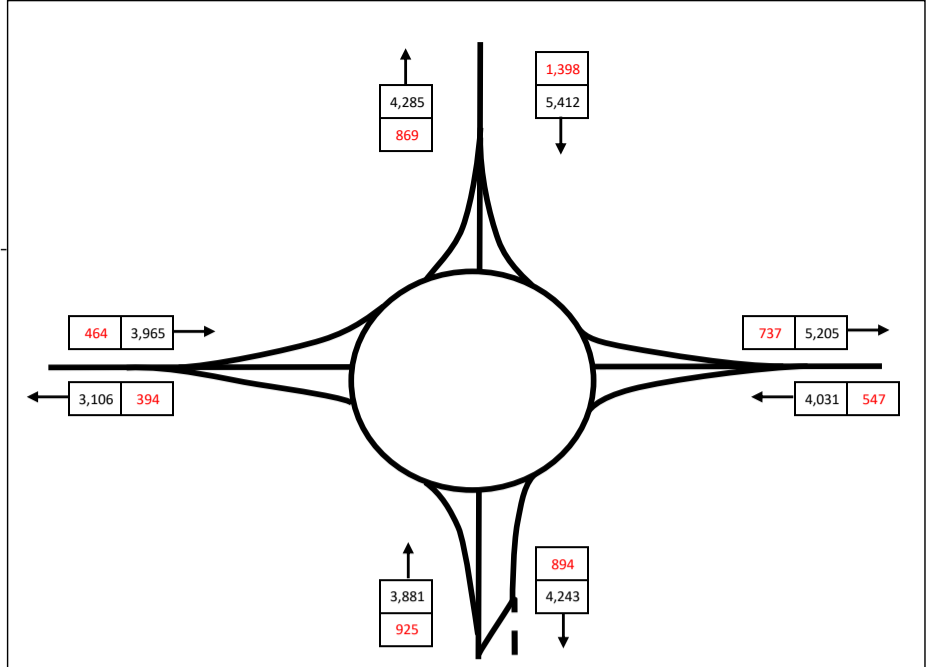
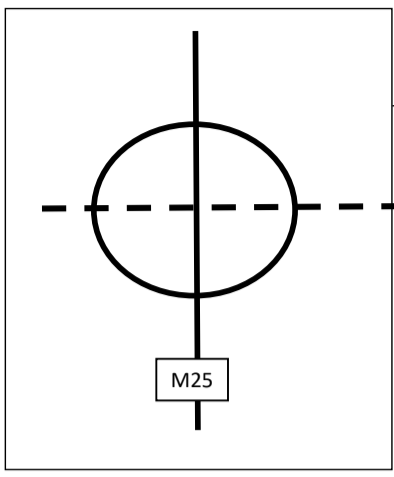
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Figure 6.10

2020 Base with Committed Development Traffic Flows - Strategic (0800 - 0900) & Local Highway (0815 - 0915)

KEY

20 = TOTAL VEHICLES
 8 = HGVS



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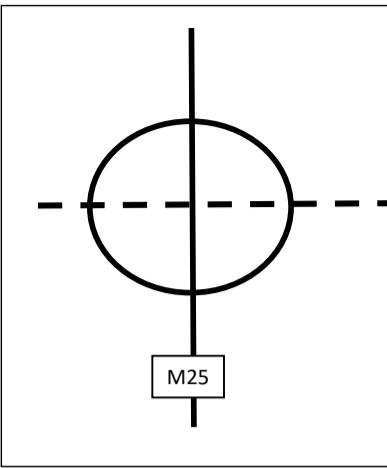
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Figure 6.12

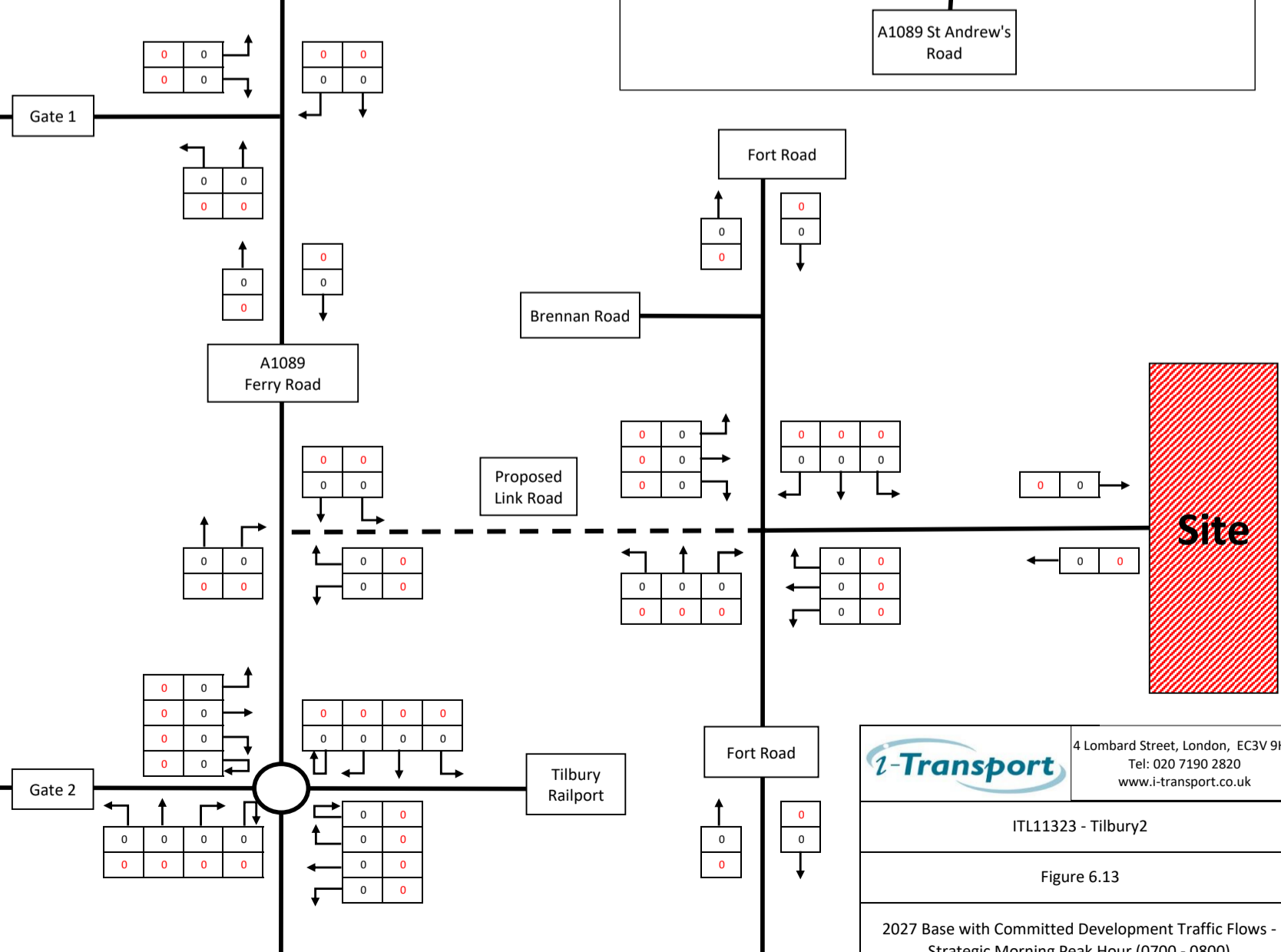
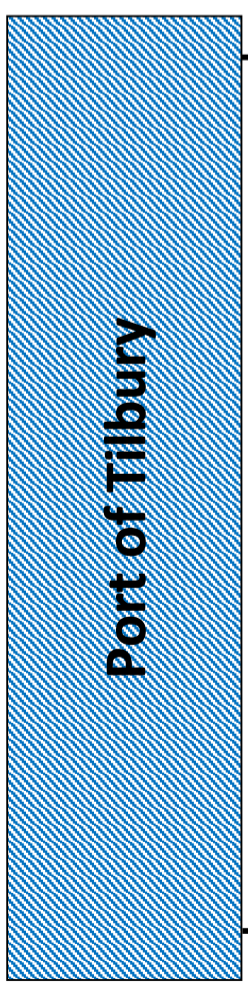
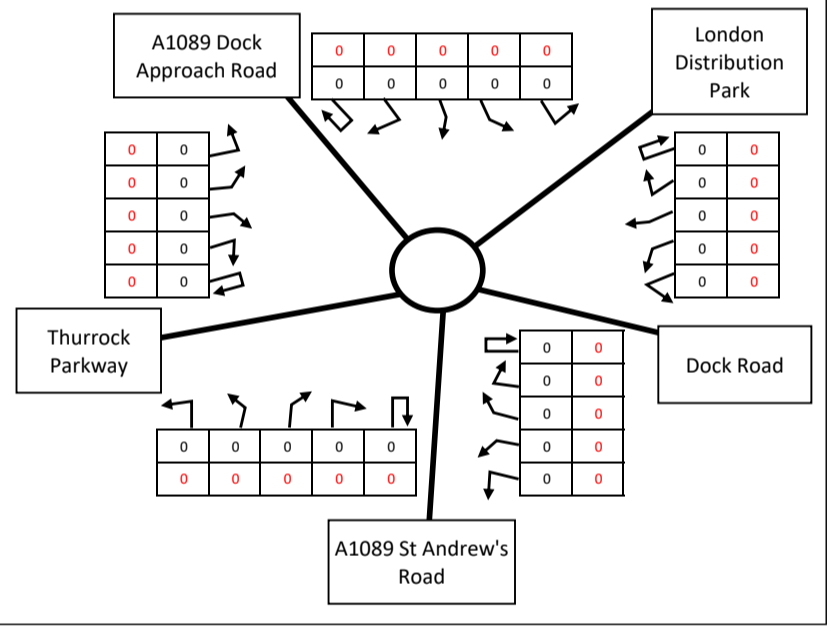
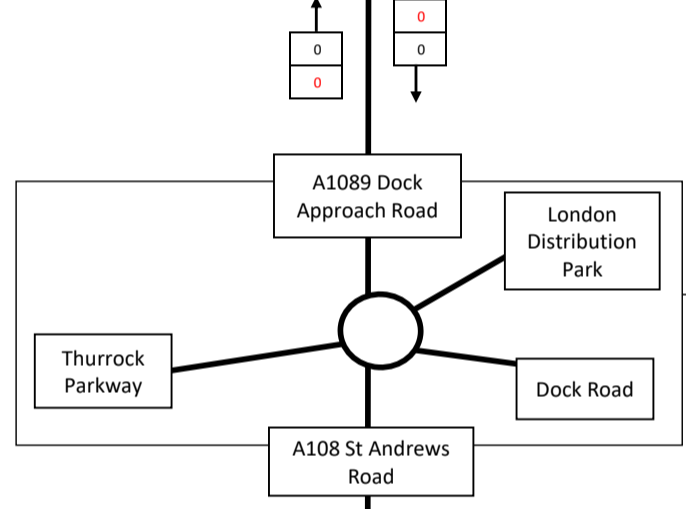
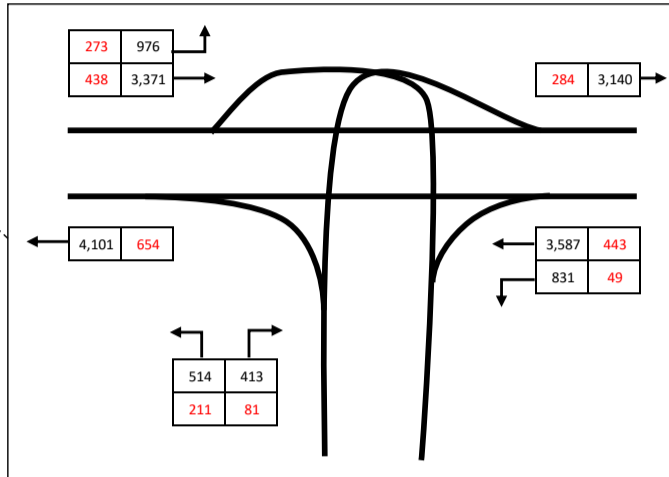
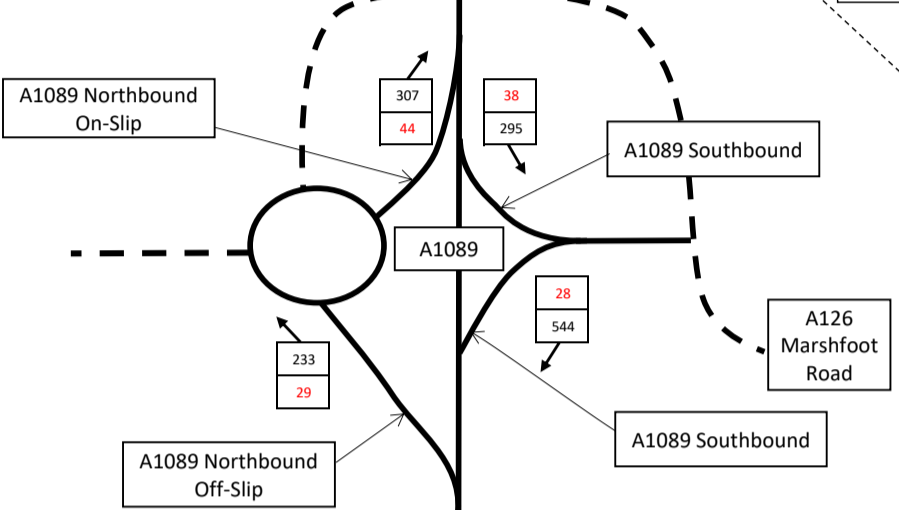
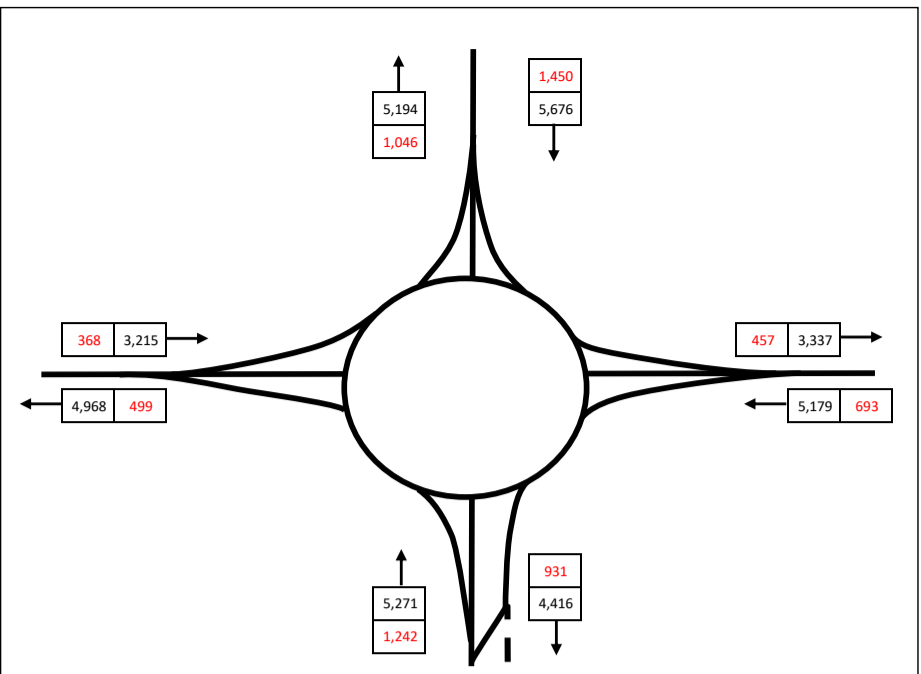
2020 Base with Committed Development Traffic Flows - Evening Peak Hour (1700 - 1800)



KEY	
20	= TOTAL VEHICLES
8	= HGVS



Strategic Highway Network
Morning Period 07:00 - 08:00

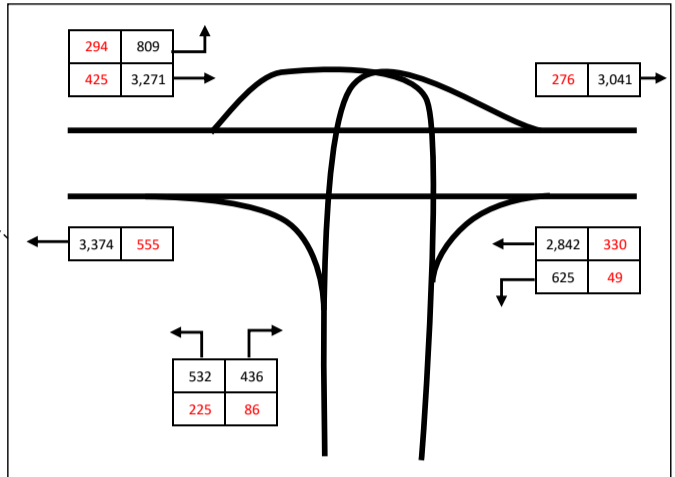
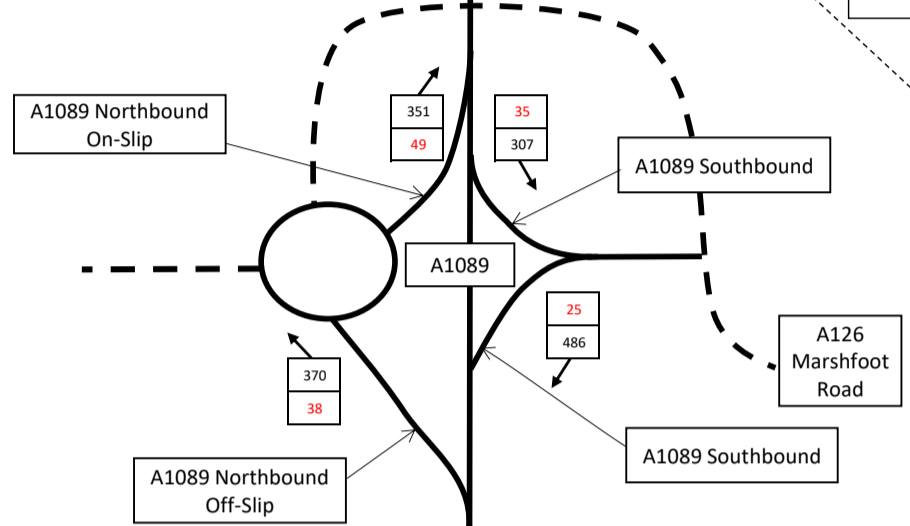
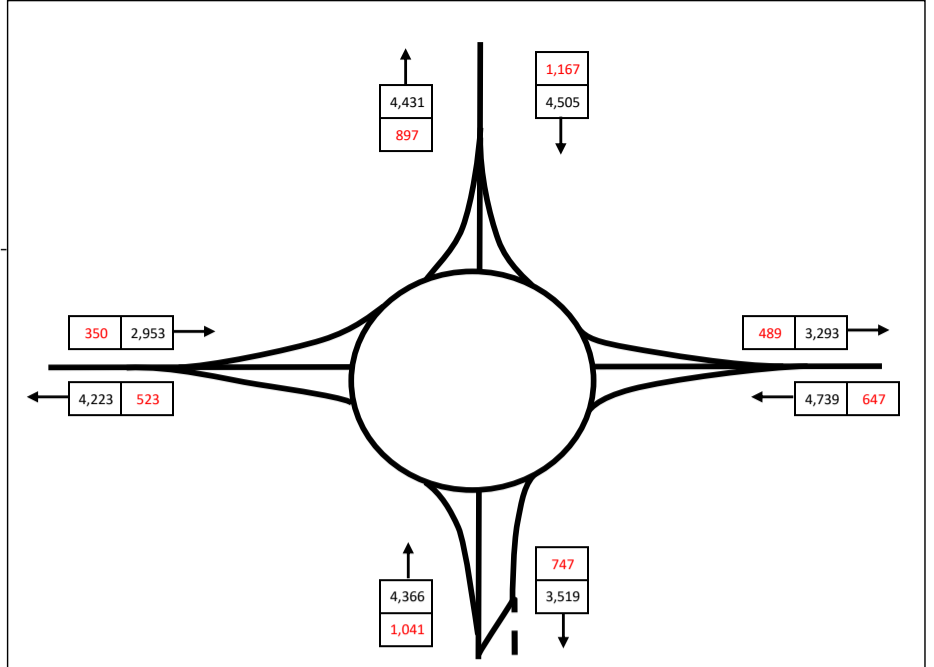
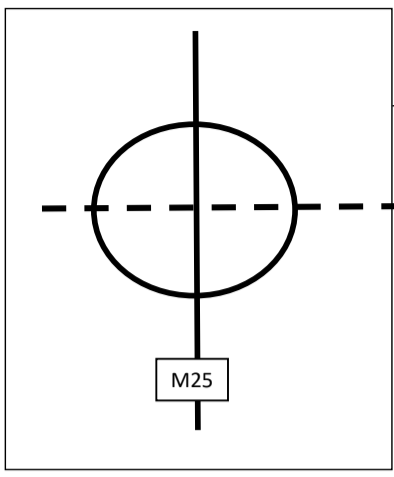


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Figure 6.13	
2027 Base with Committed Development Traffic Flows - Strategic Morning Peak Hour (0700 - 0800)	

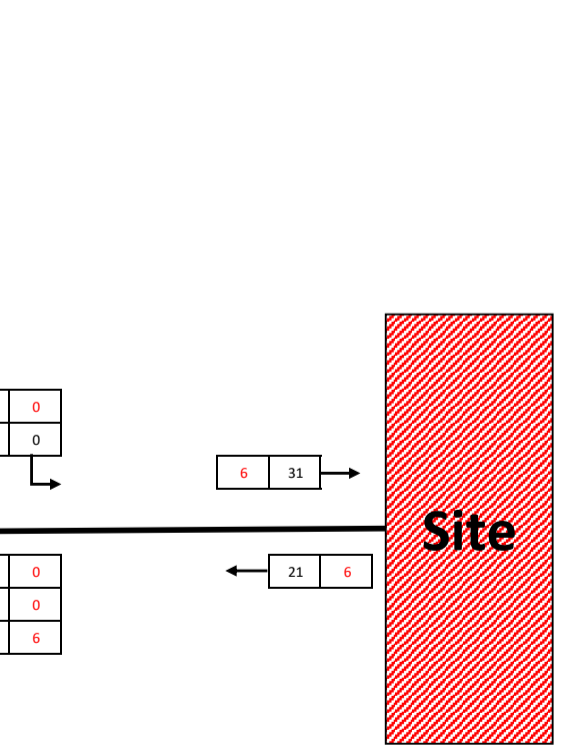
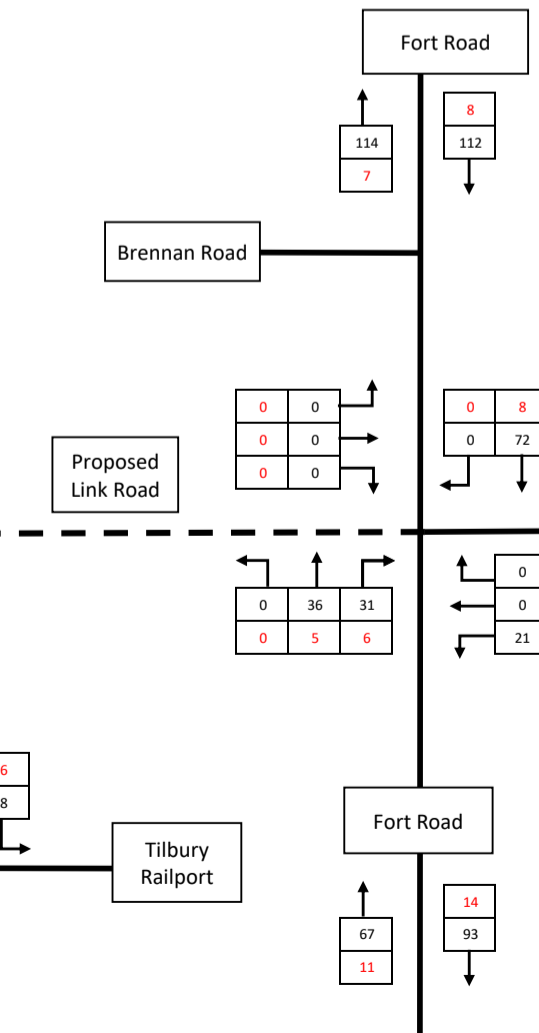
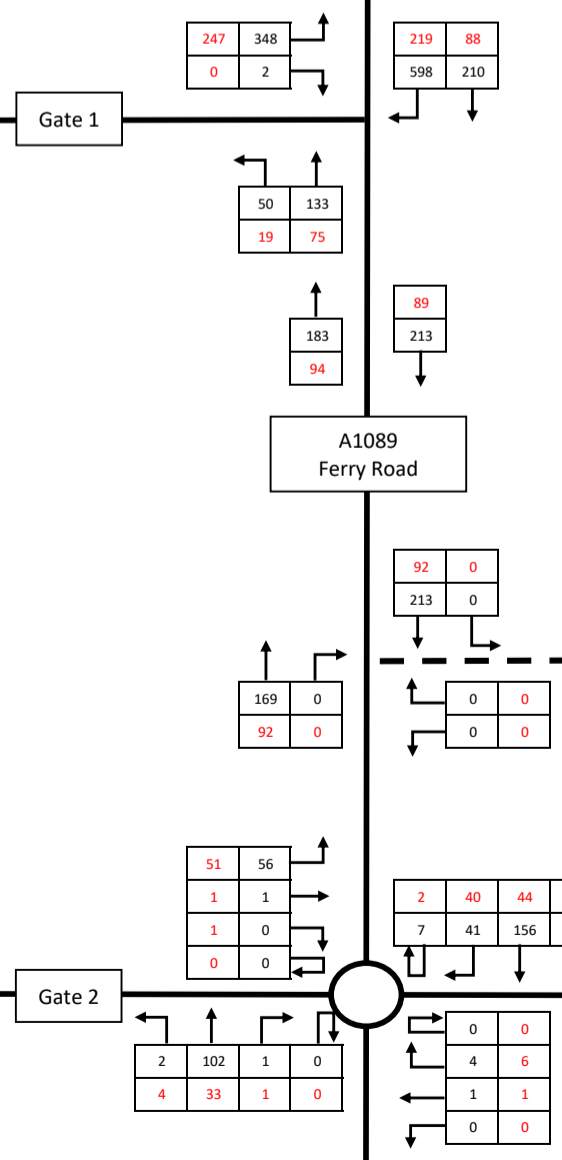
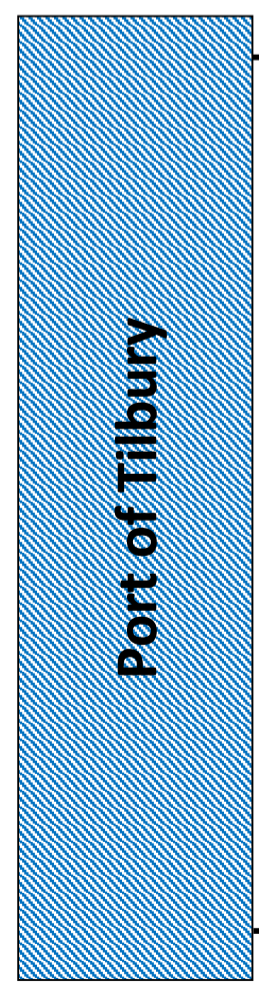
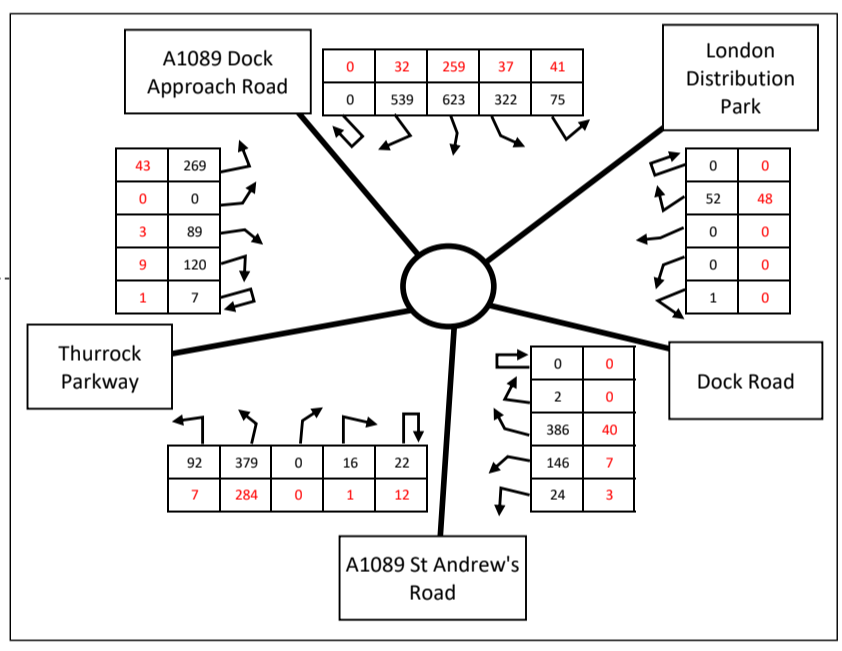
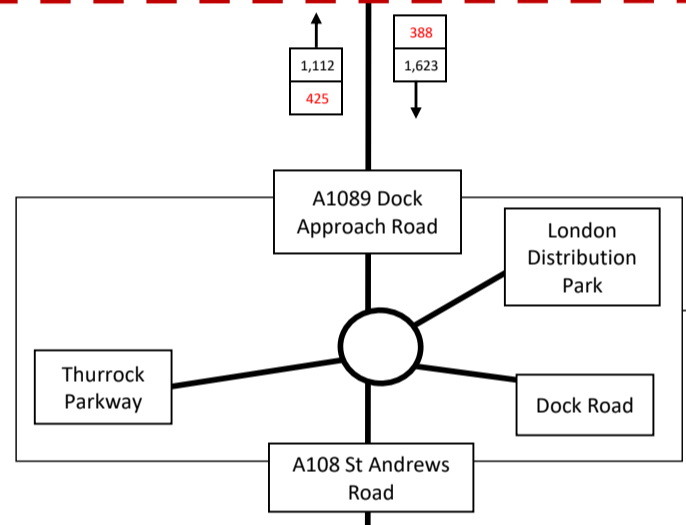


KEY
 20 = TOTAL VEHICLES
 8 = HGVS

Strategic Highway Network
 Morning Period 08:00 - 09:00



Local Highway Network
 Morning Peak 08:15 - 09:15

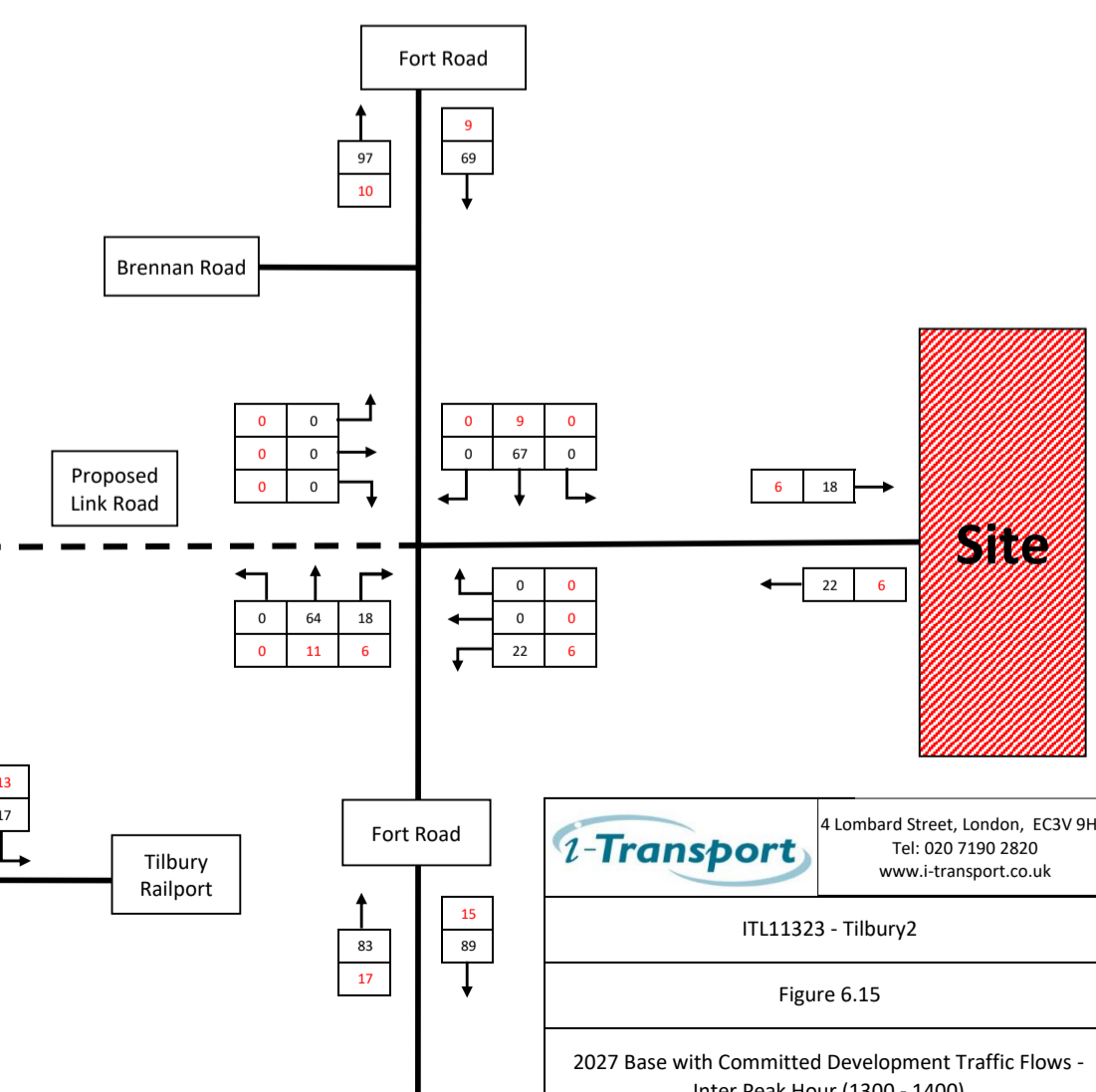
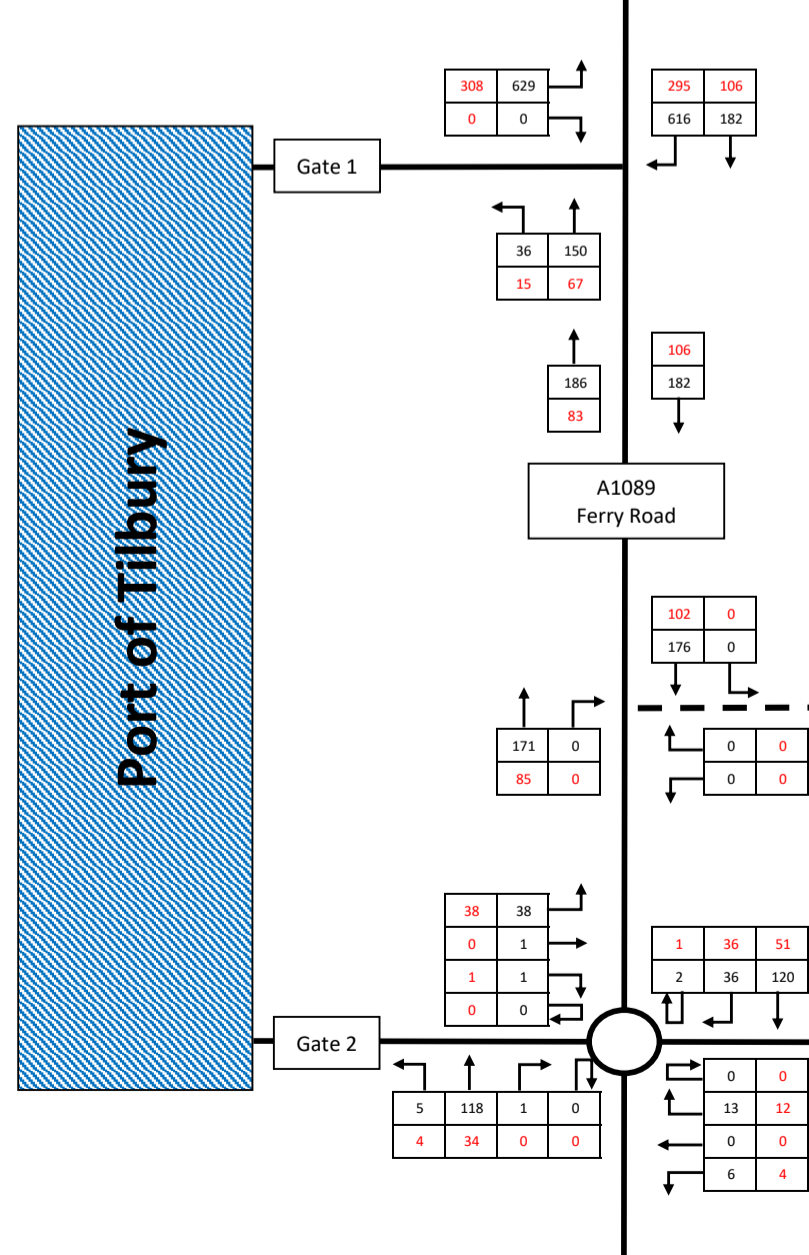
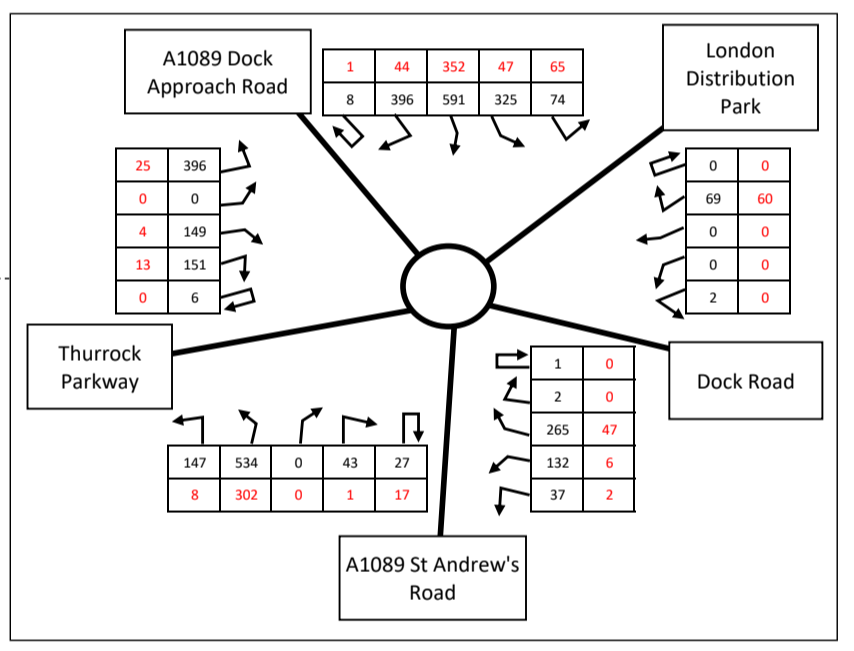
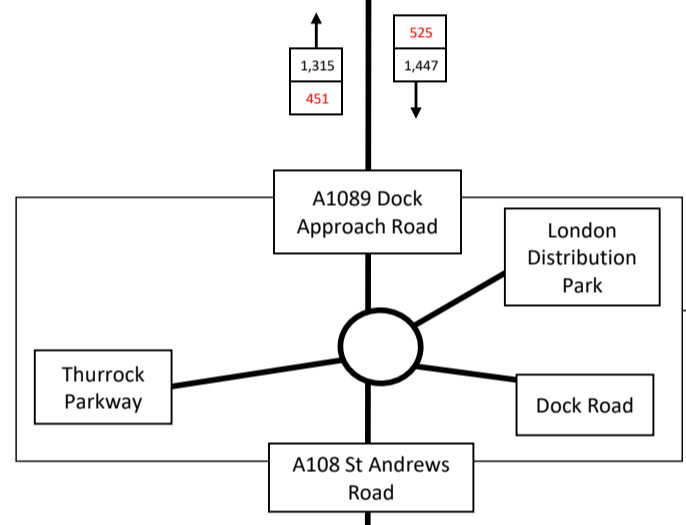
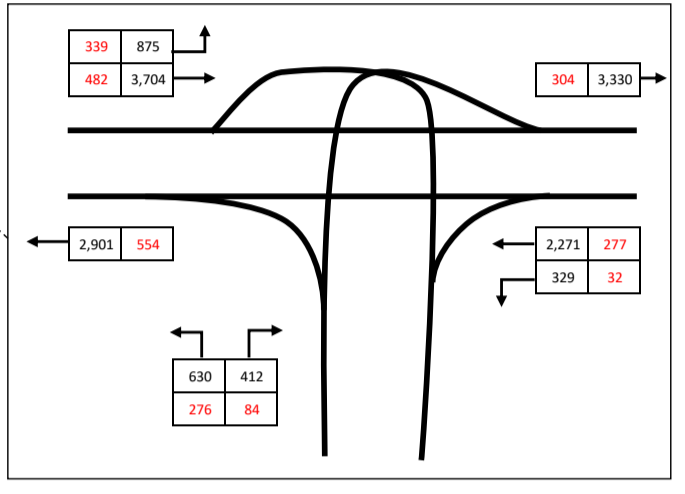
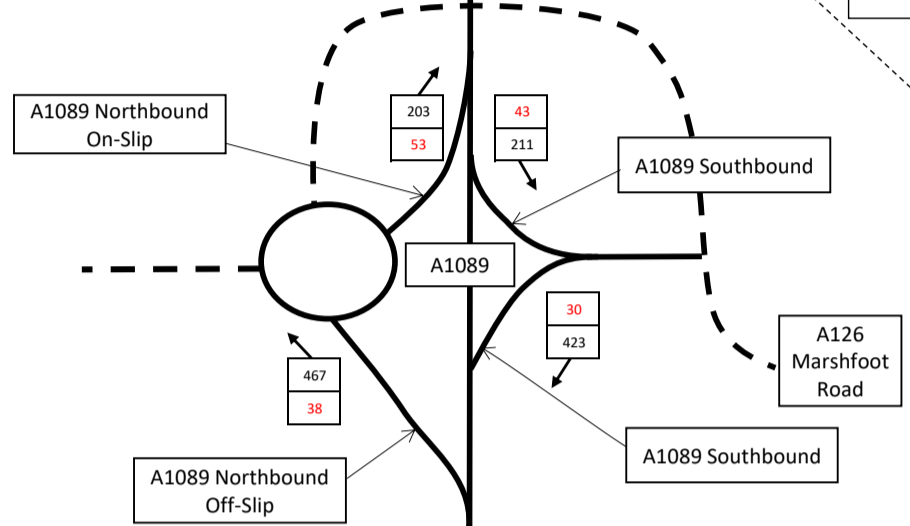
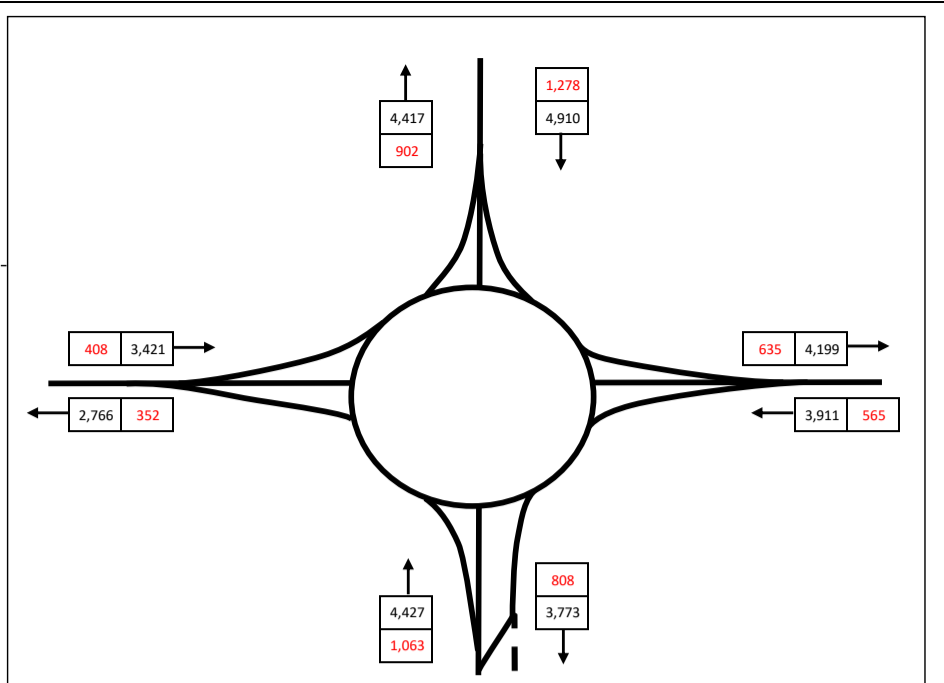
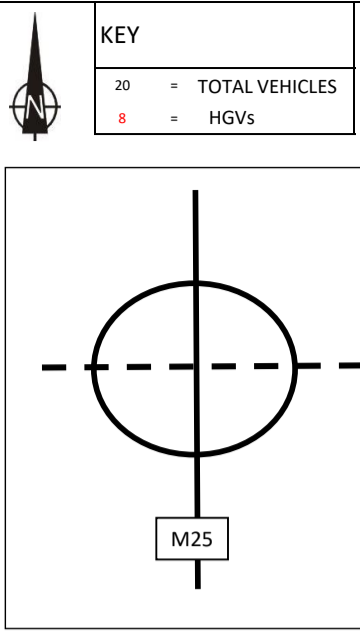


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Figure 6.14

2027 Base with Committed Development Traffic Flows - Strategic (0800 - 0900) & Local Highway (0815 - 0915)



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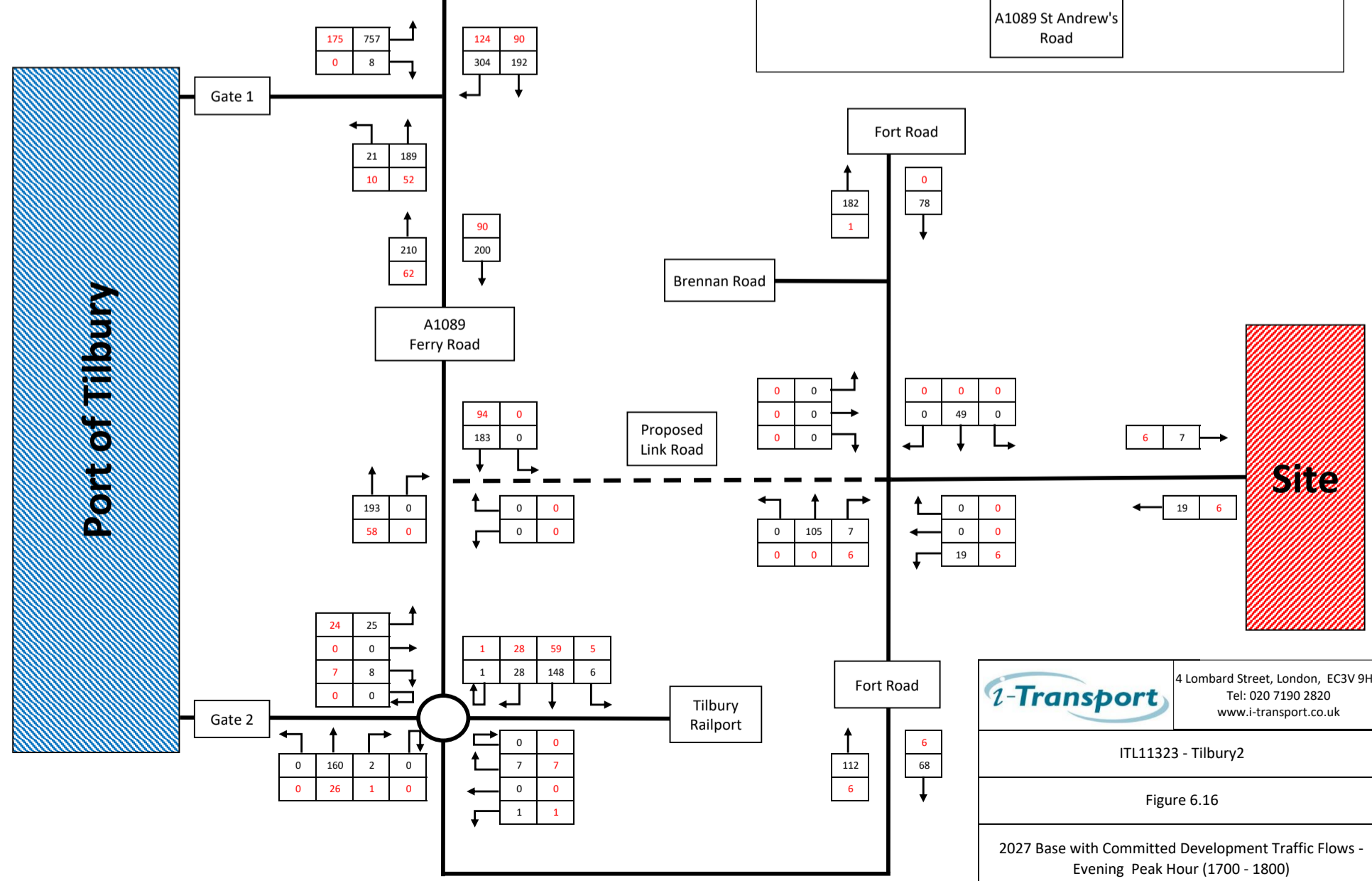
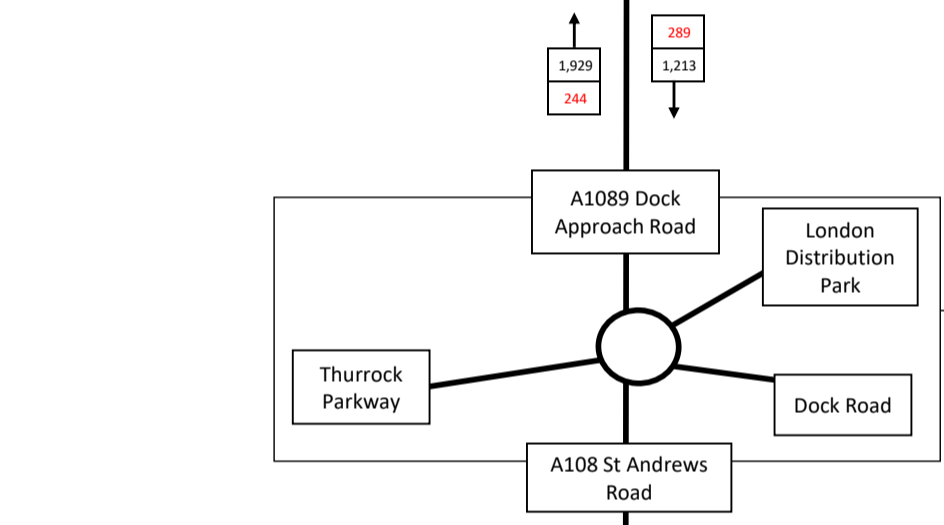
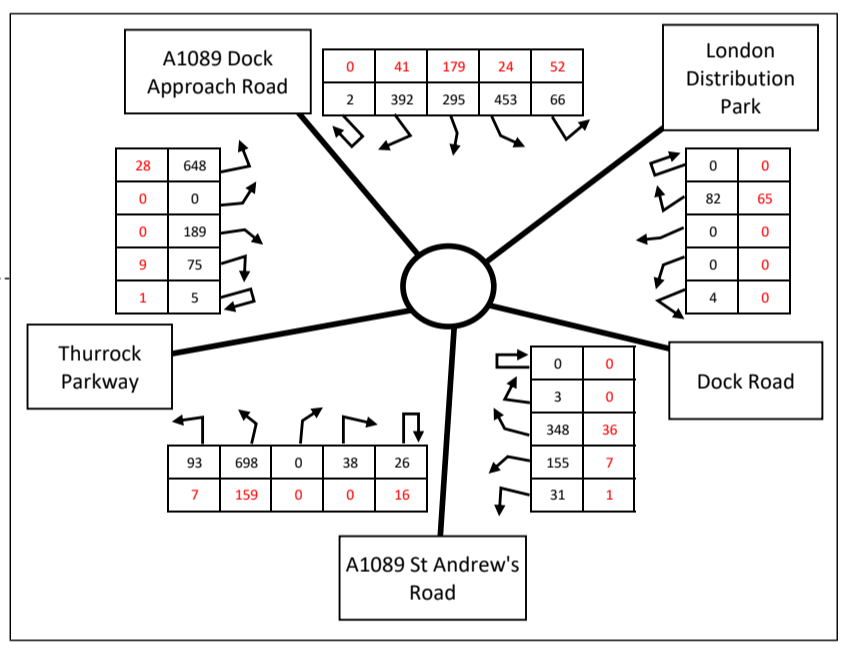
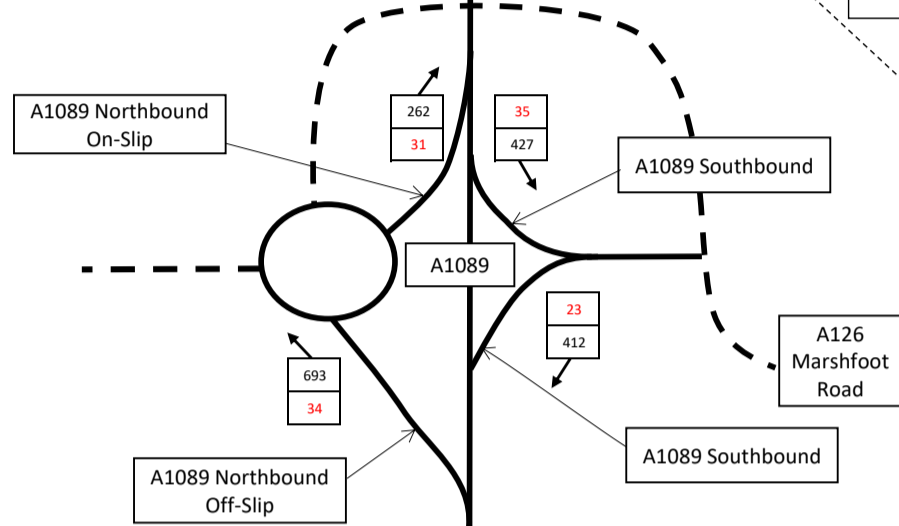
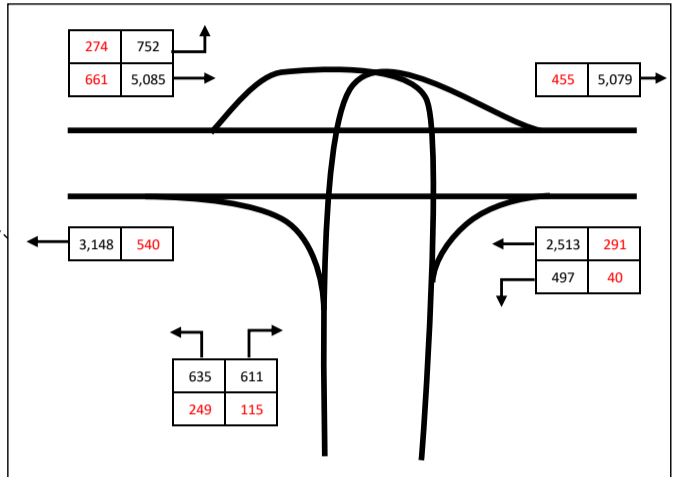
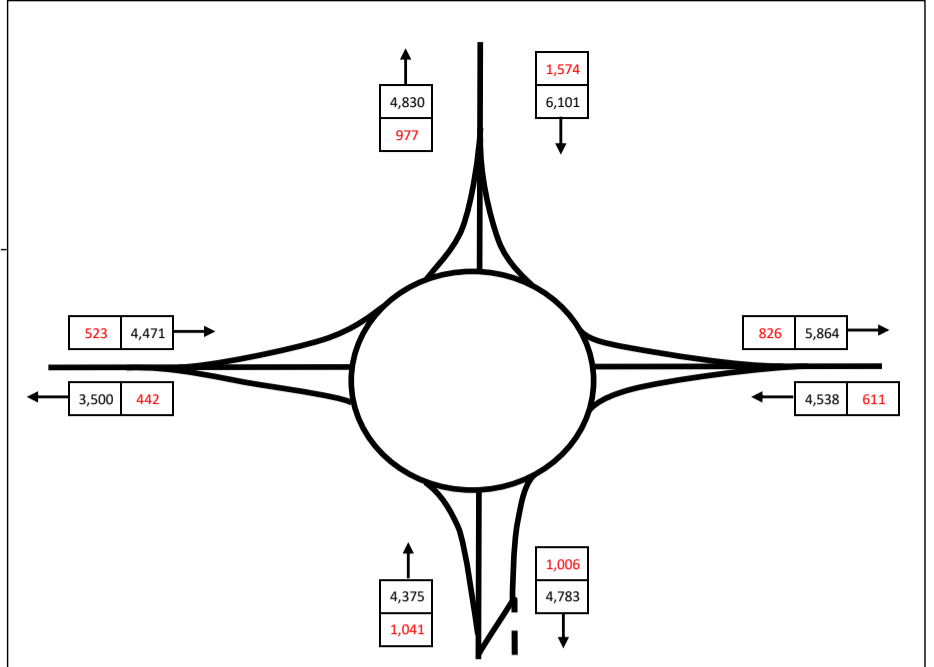
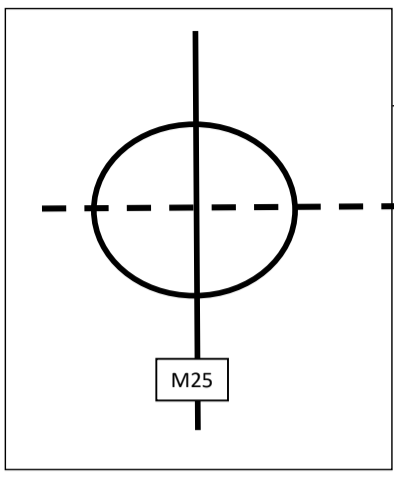
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Figure 6.15

2027 Base with Committed Development Traffic Flows - Inter Peak Hour (1300 - 1400)

KEY

20 = TOTAL VEHICLES
 8 = HGVS



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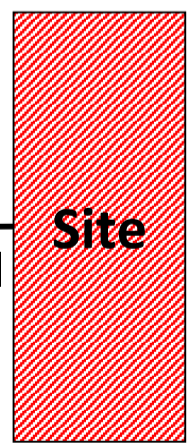
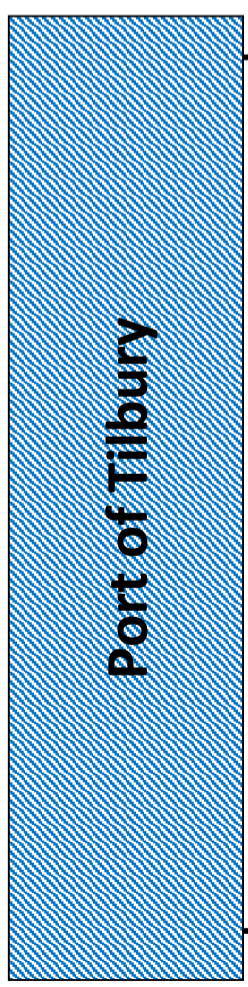
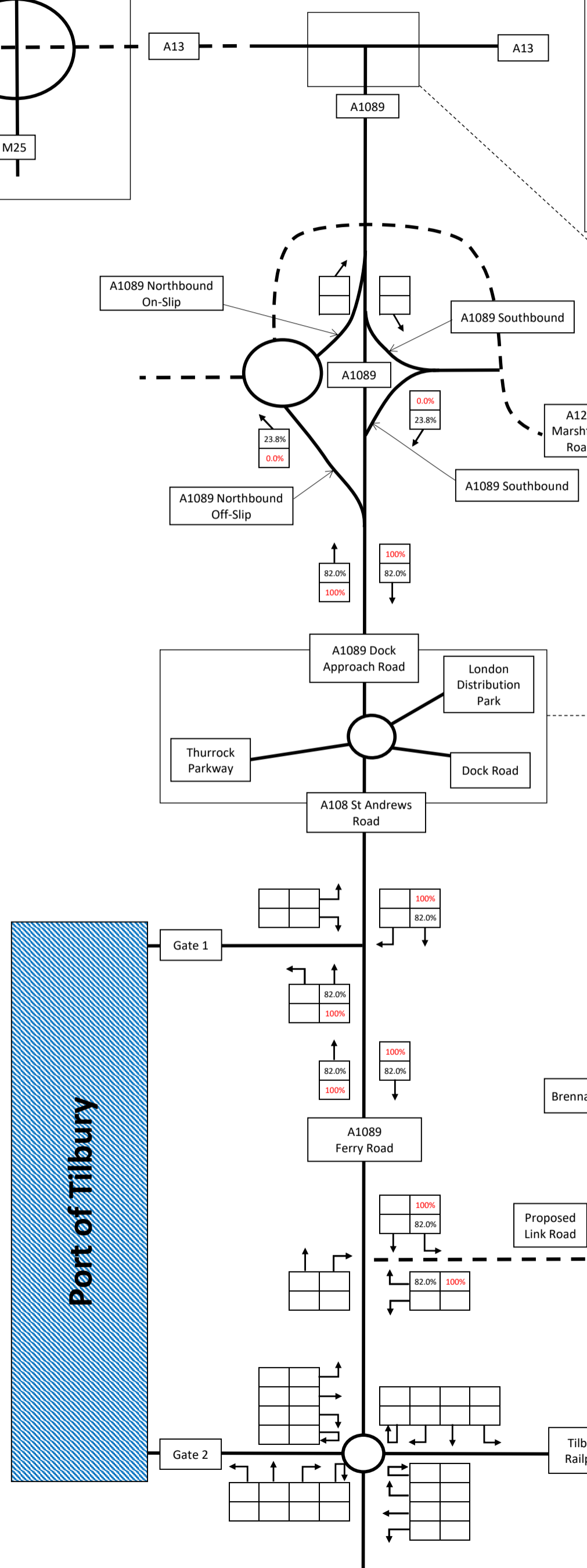
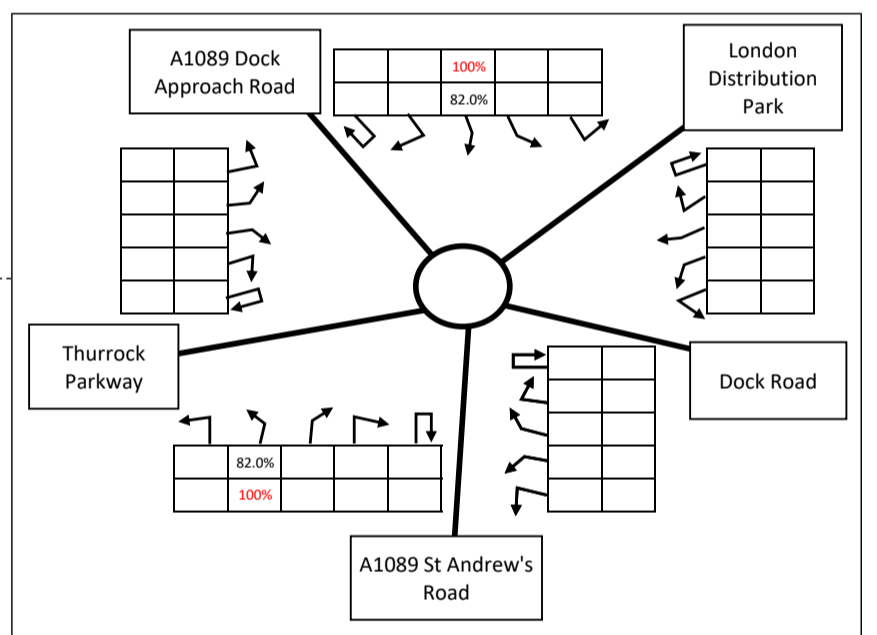
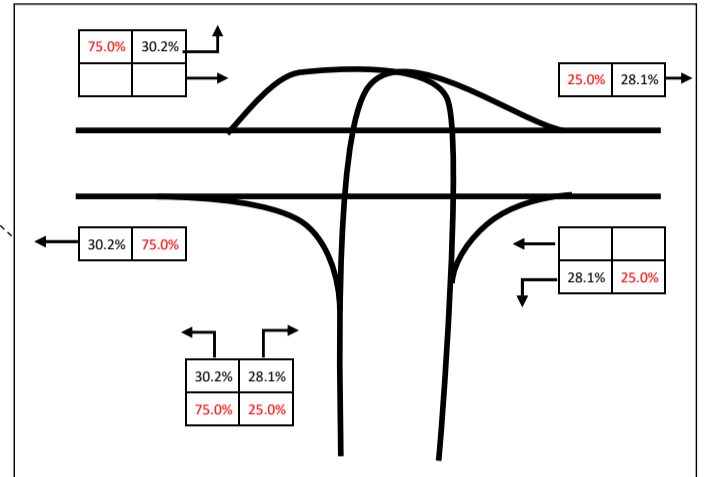
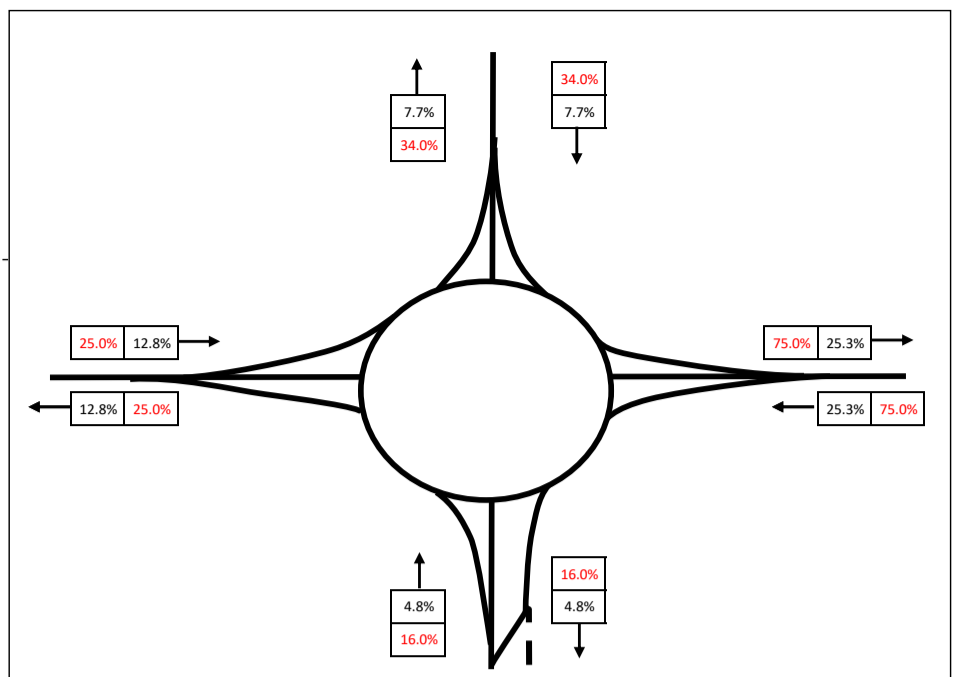
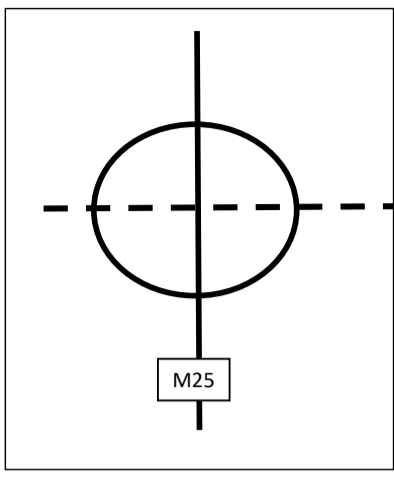
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Figure 6.16

2027 Base with Committed Development Traffic Flows - Evening Peak Hour (1700 - 1800)



KEY
 20 = TOTAL VEHICLES
 8 = HGVS



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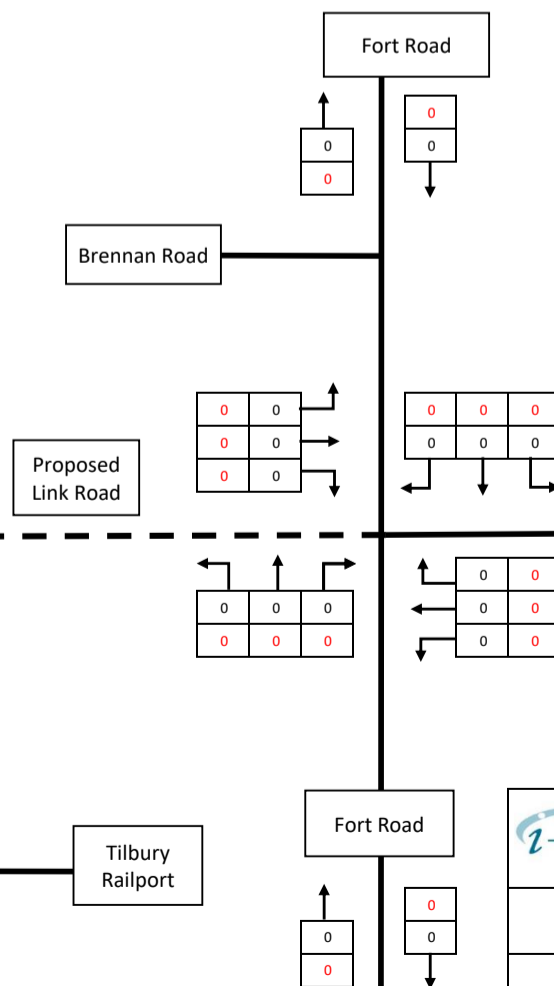
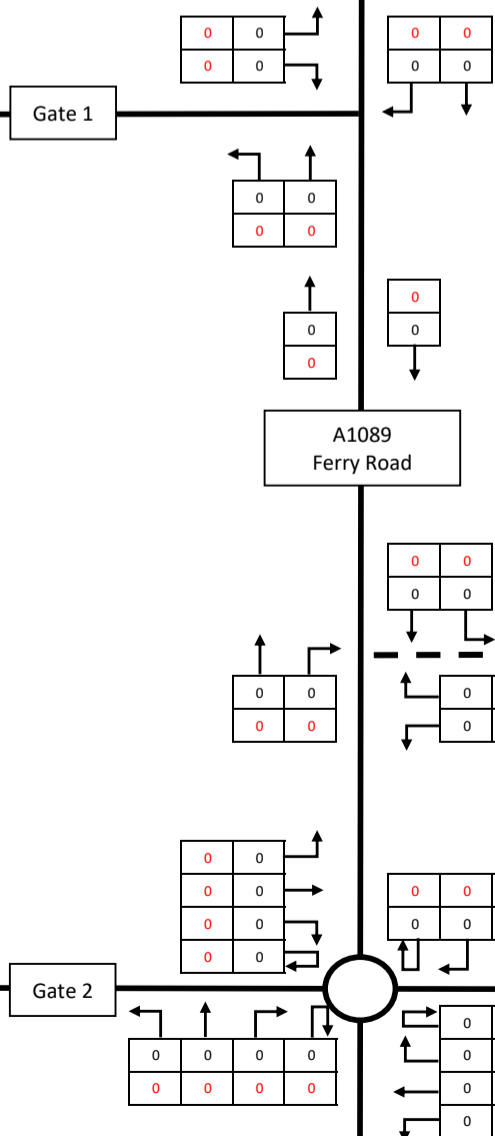
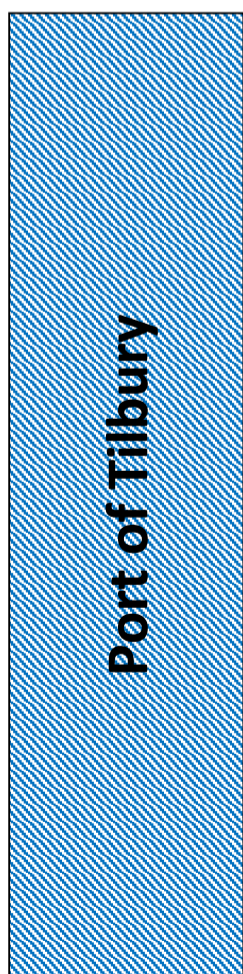
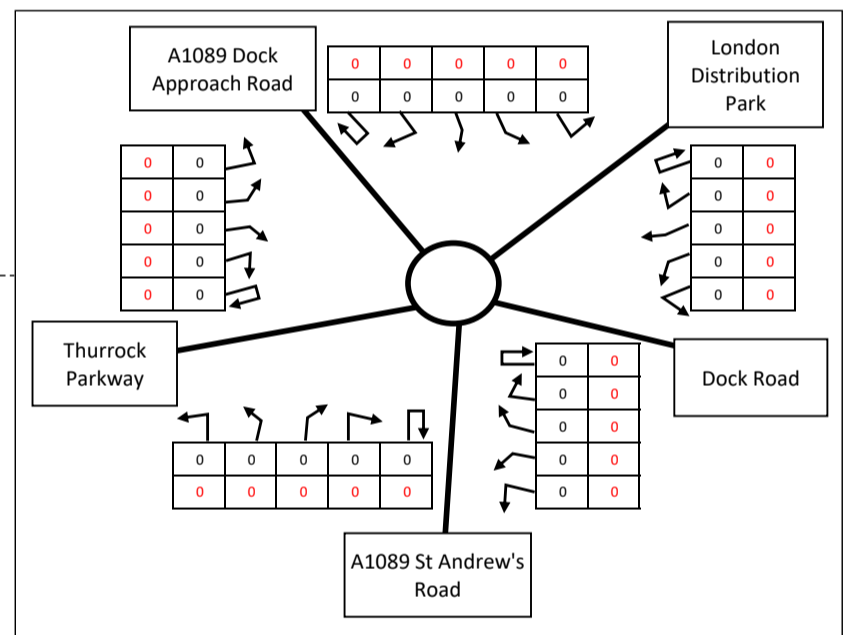
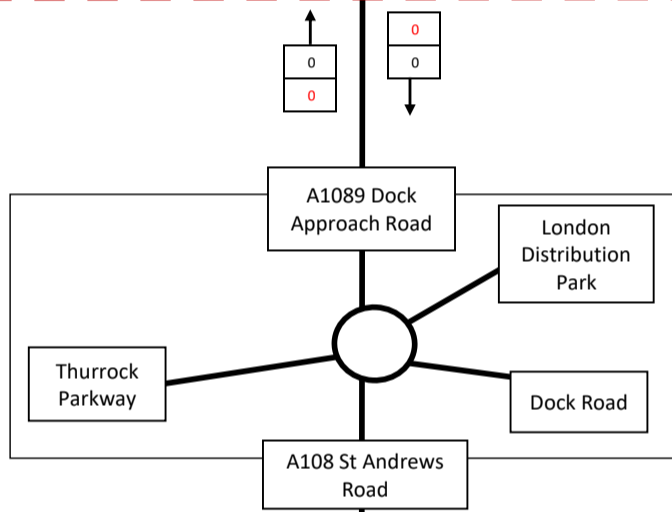
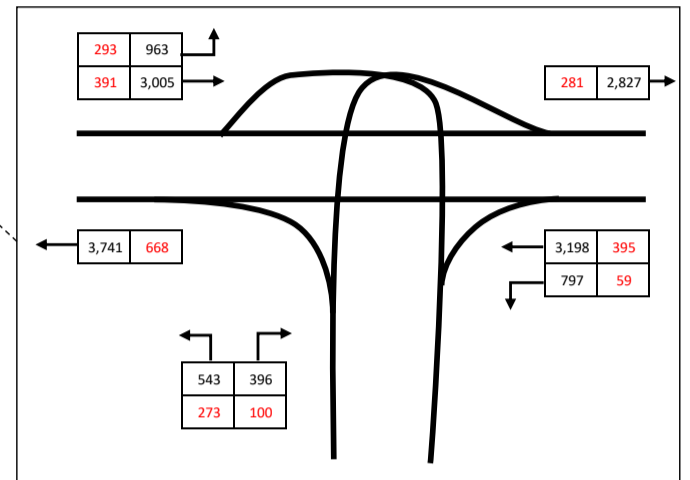
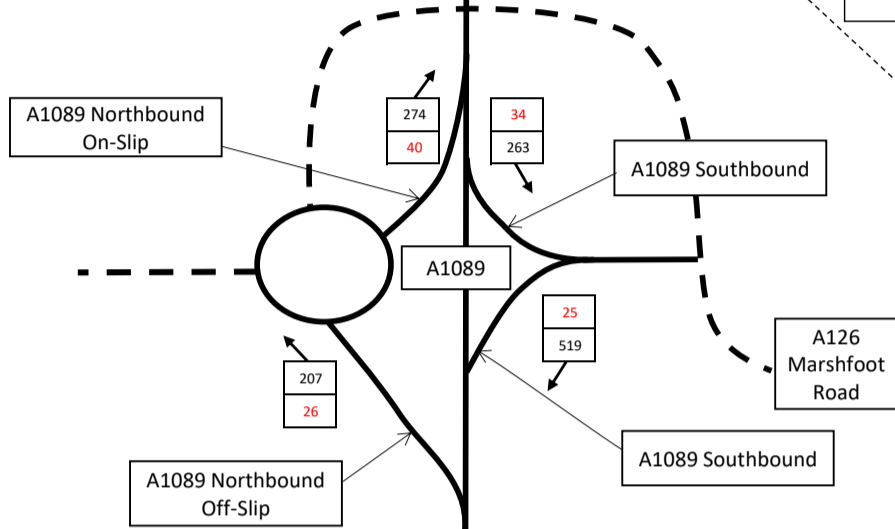
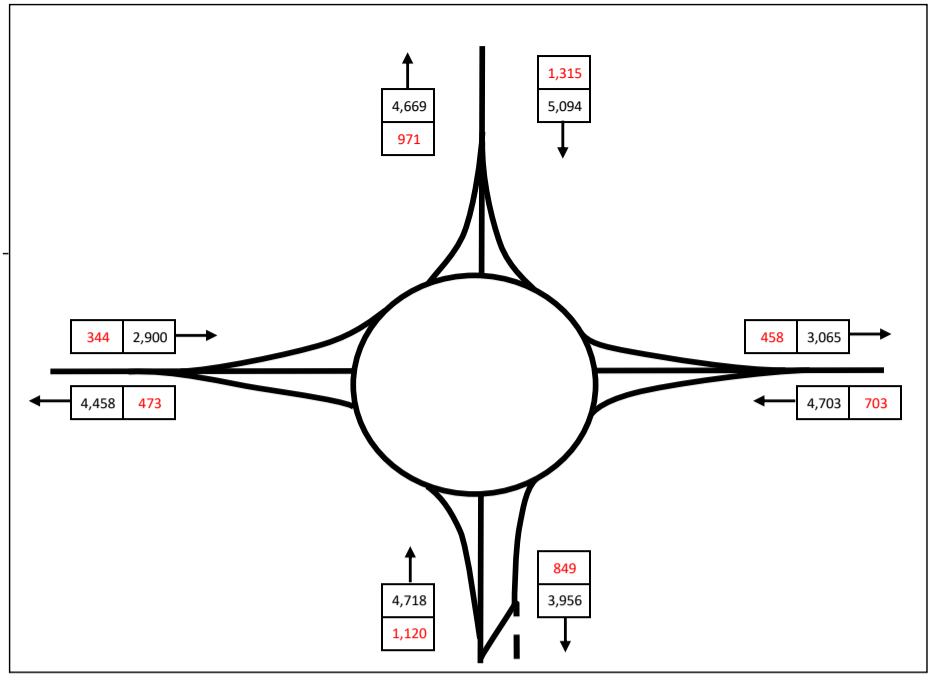
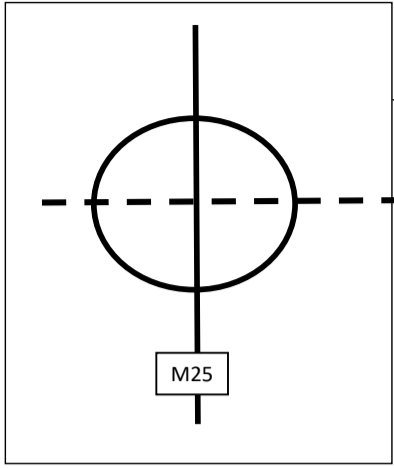
Figure 6.17

% Assignment Development Traffic



KEY	
20	= TOTAL VEHICLES
8	= HGVS

Strategic Highway Network
Morning Period 07:00 - 08:00



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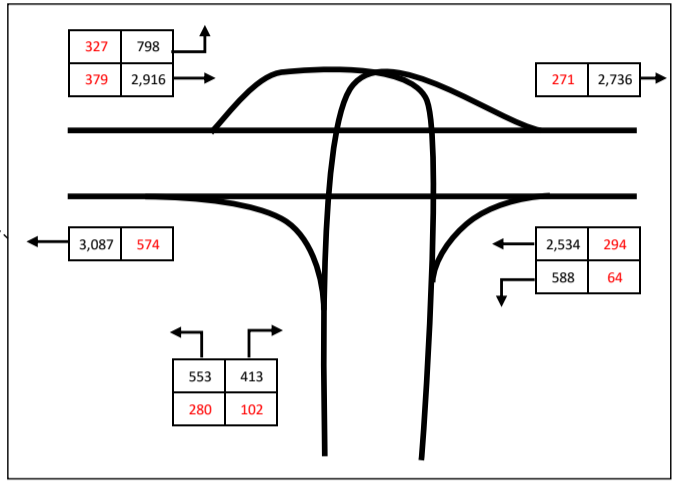
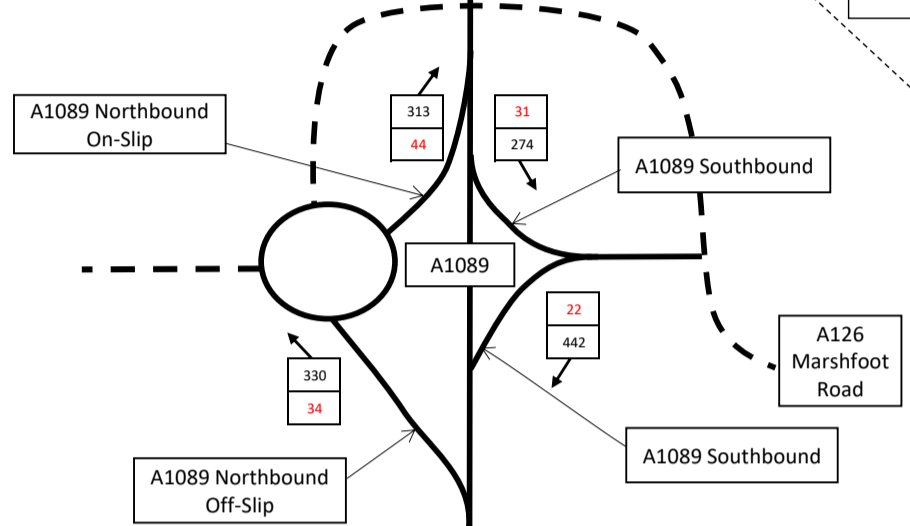
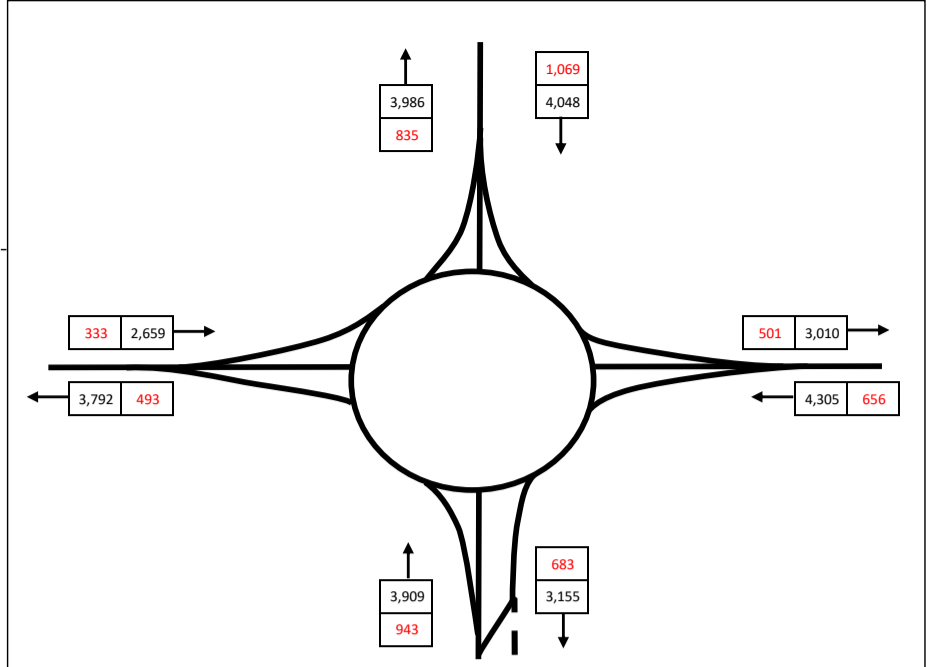
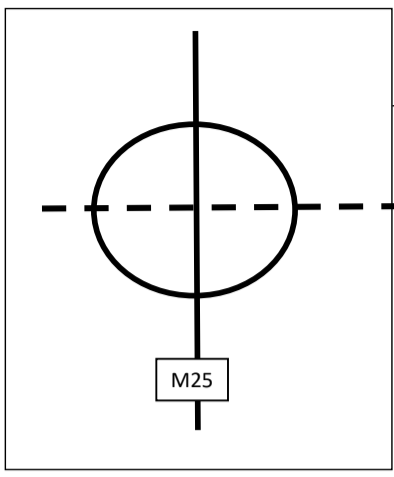
Figure 6.18

2020 Base with Committed Development plus Development
Traffic Flows - Strategic Morning Peak Hour (0700 - 0800)

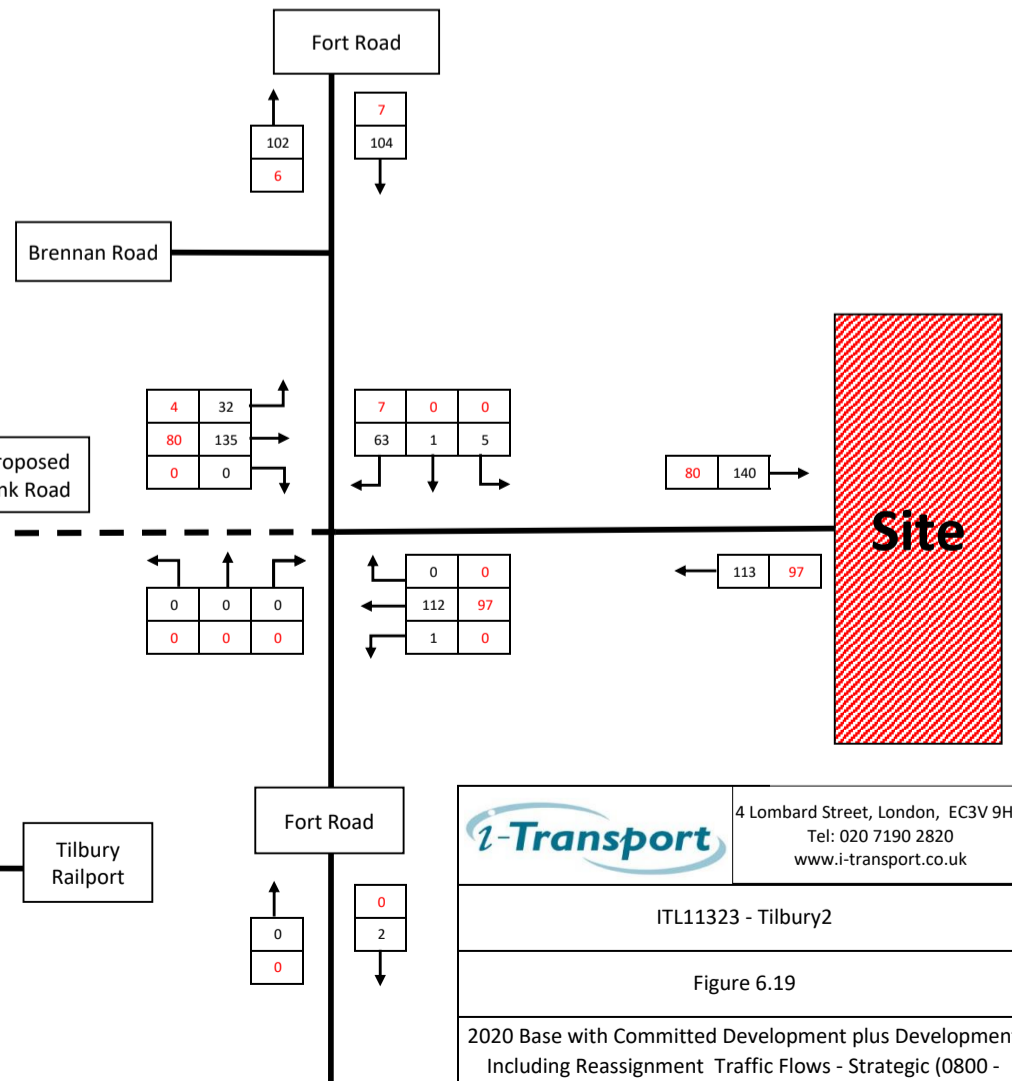
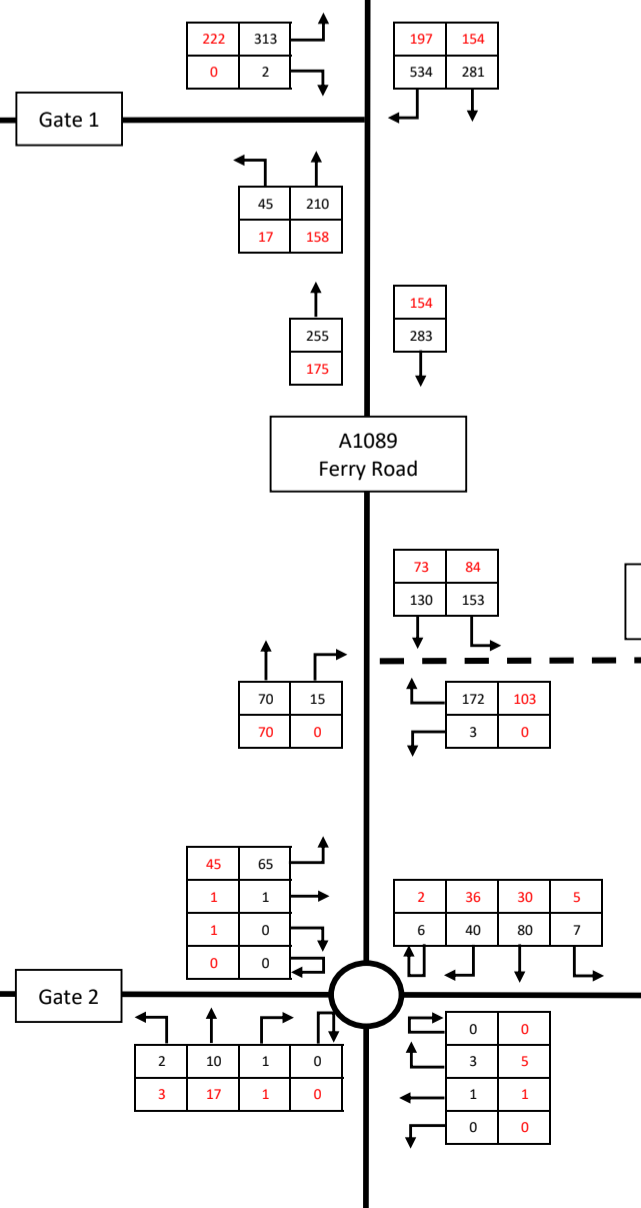
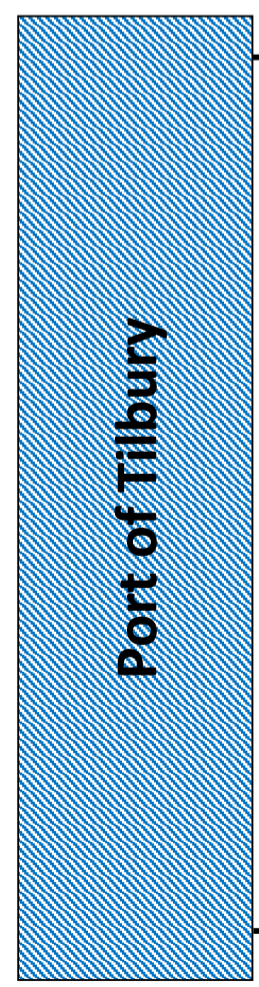
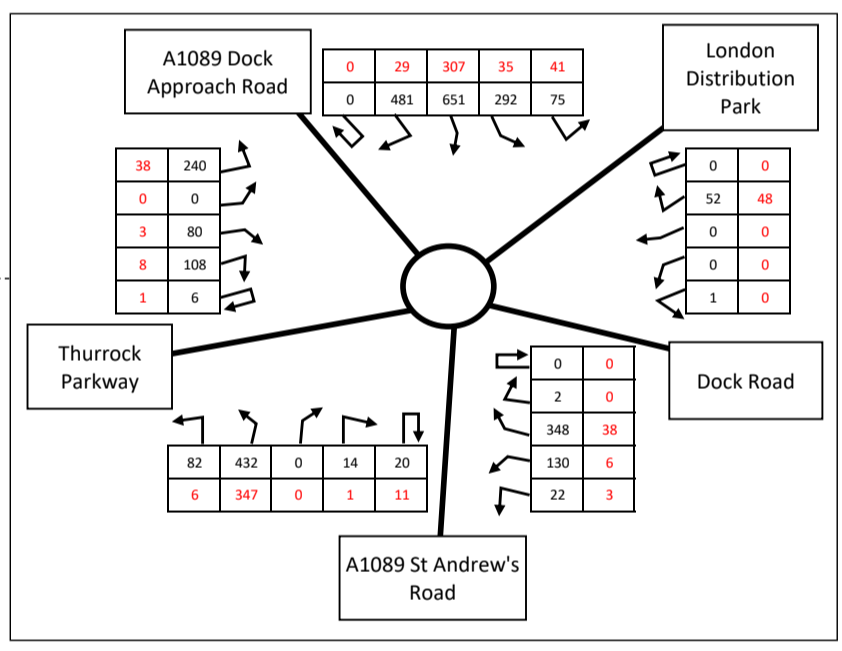
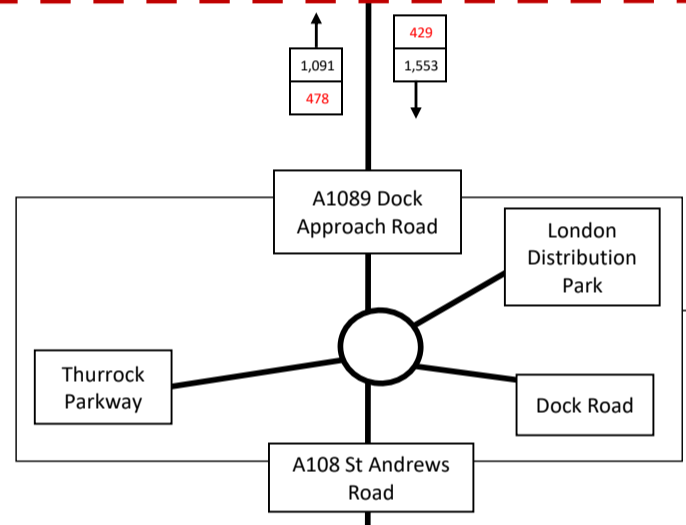


KEY
 20 = TOTAL VEHICLES
 8 = HGVS

Strategic Highway Network
 Morning Period 08:00 - 09:00



Local Highway Network
 Morning Peak 08:15 - 09:15



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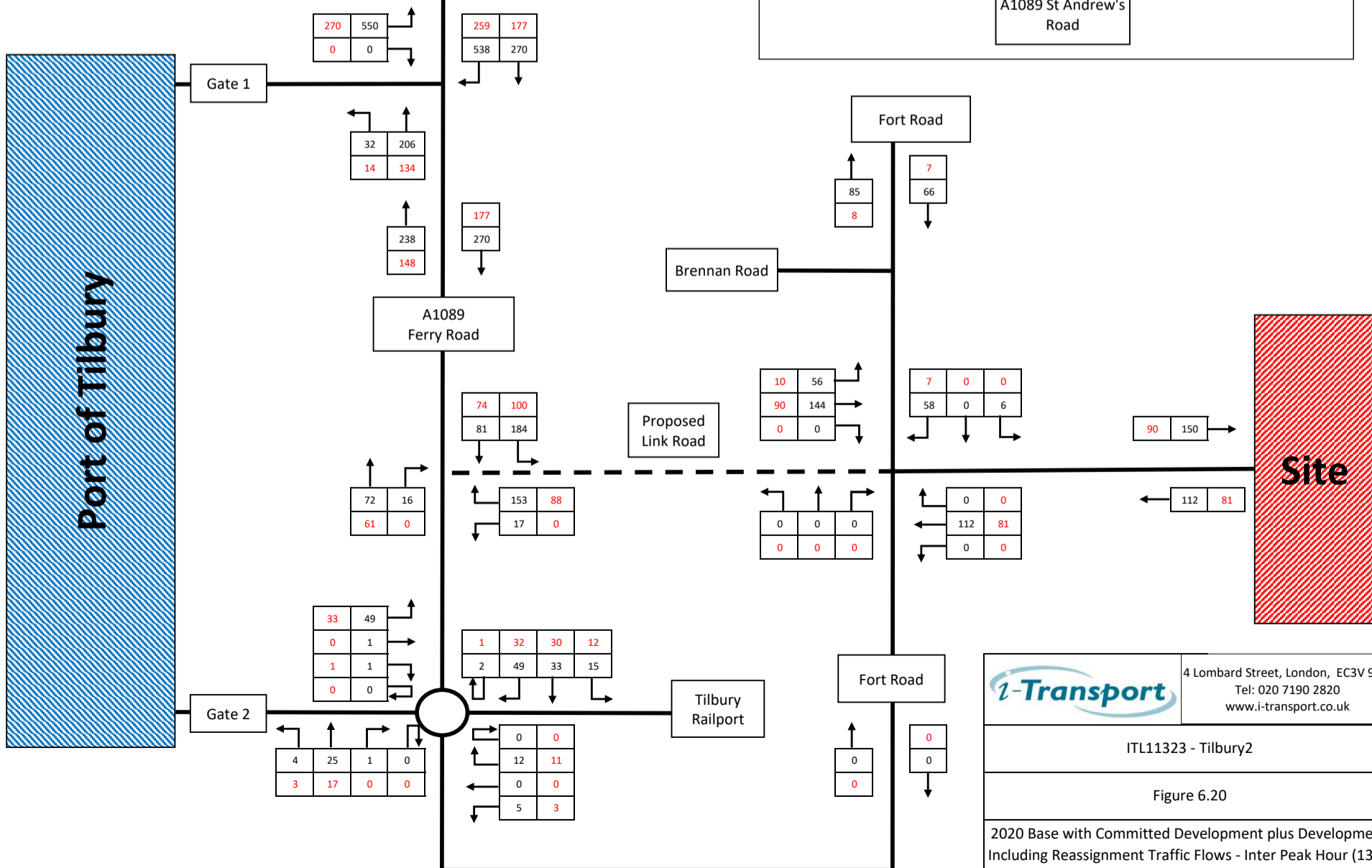
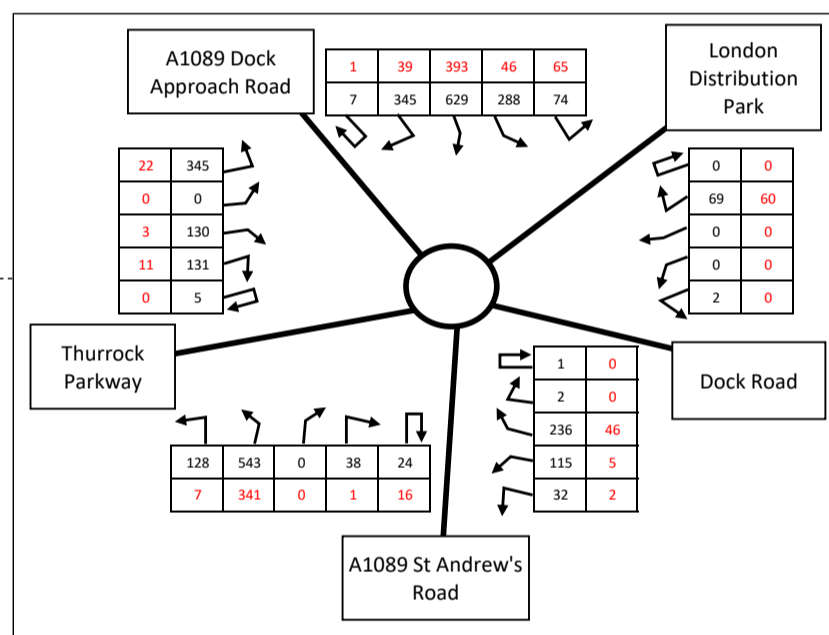
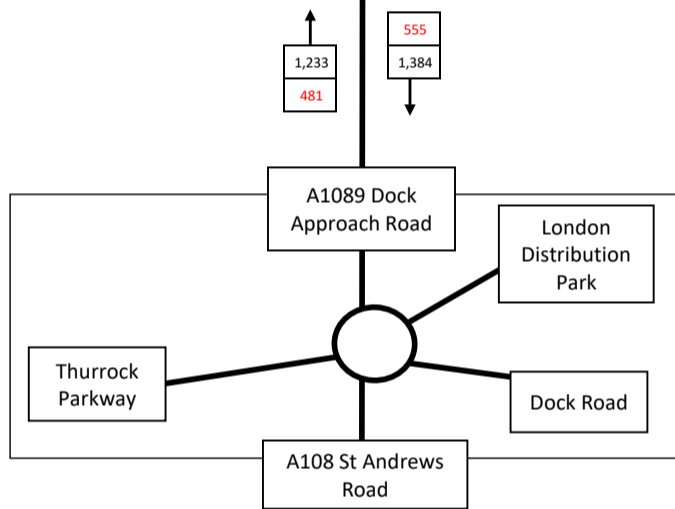
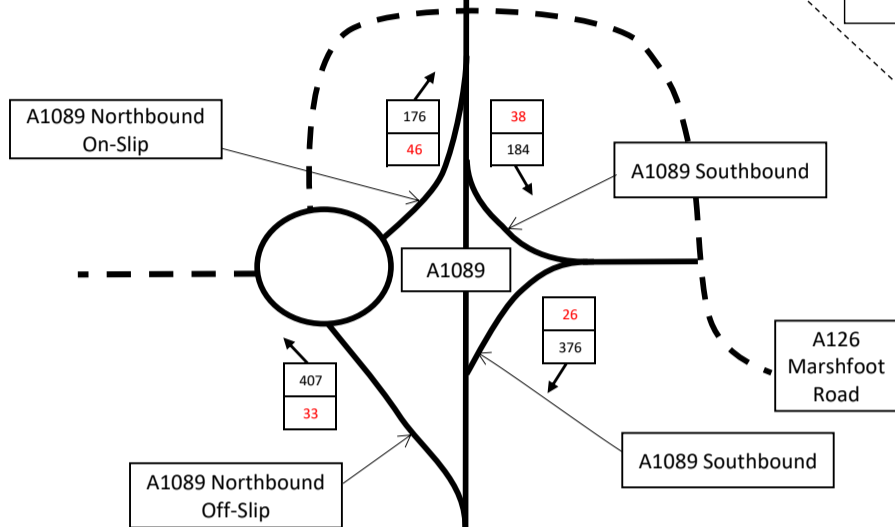
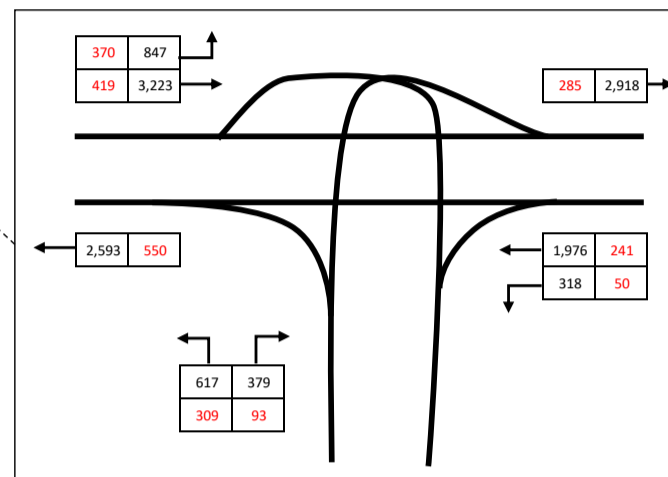
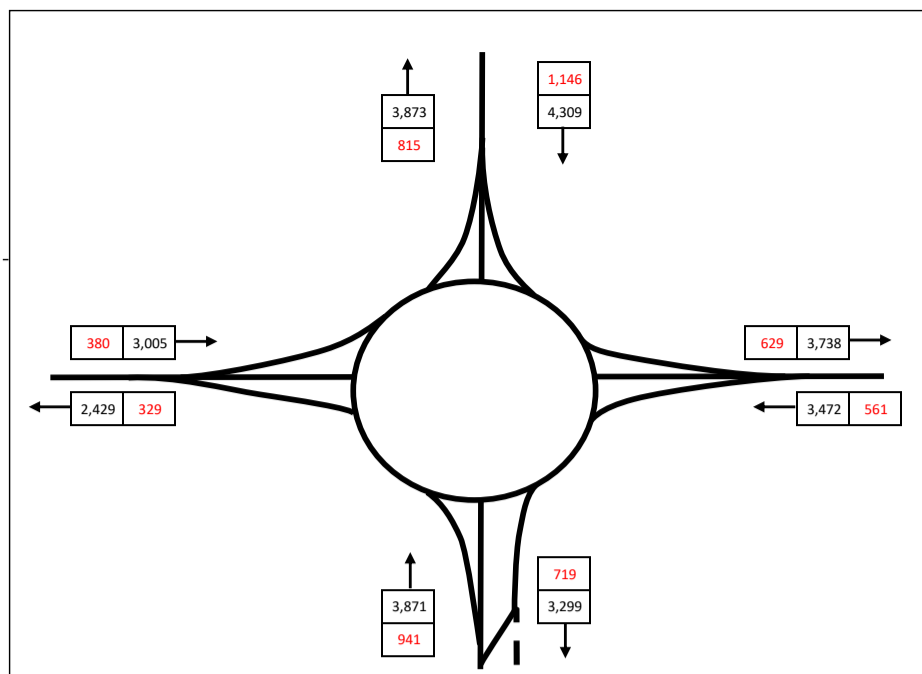
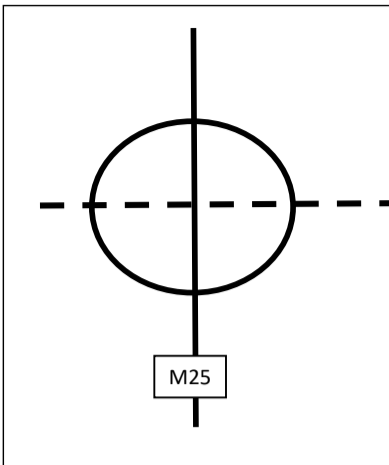
Figure 6.19

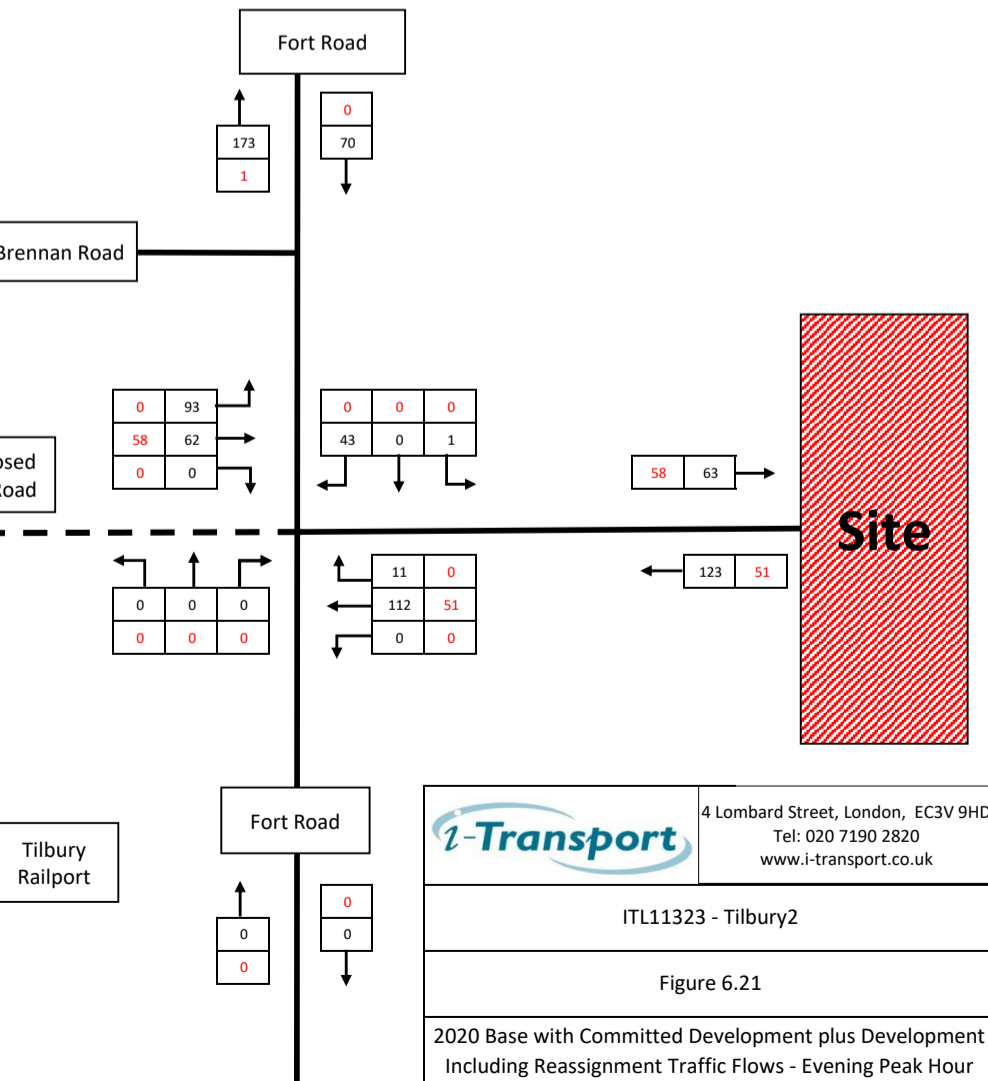
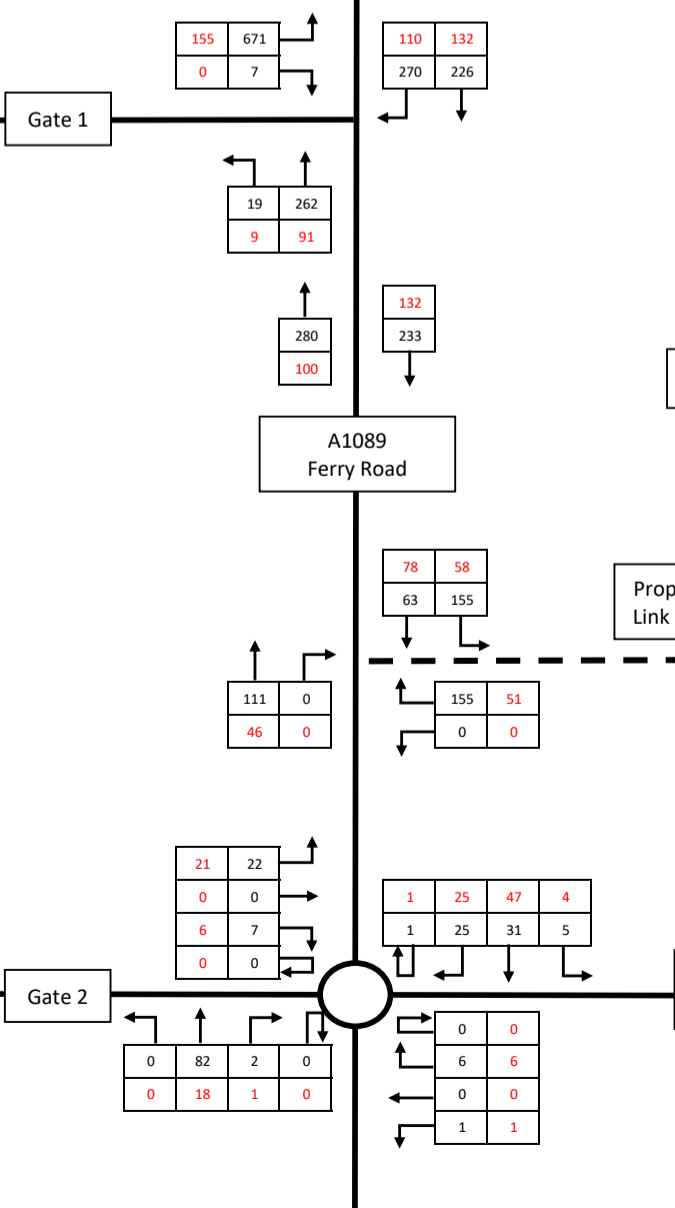
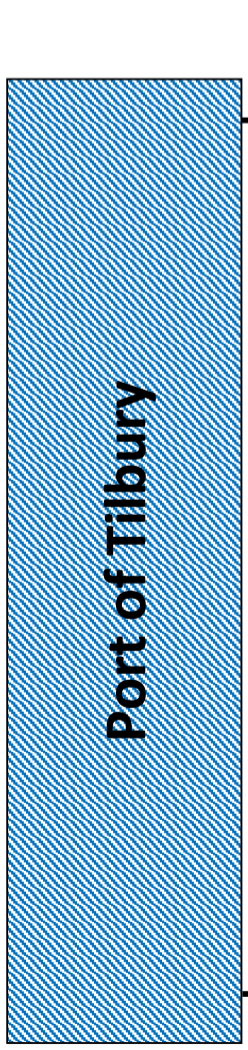
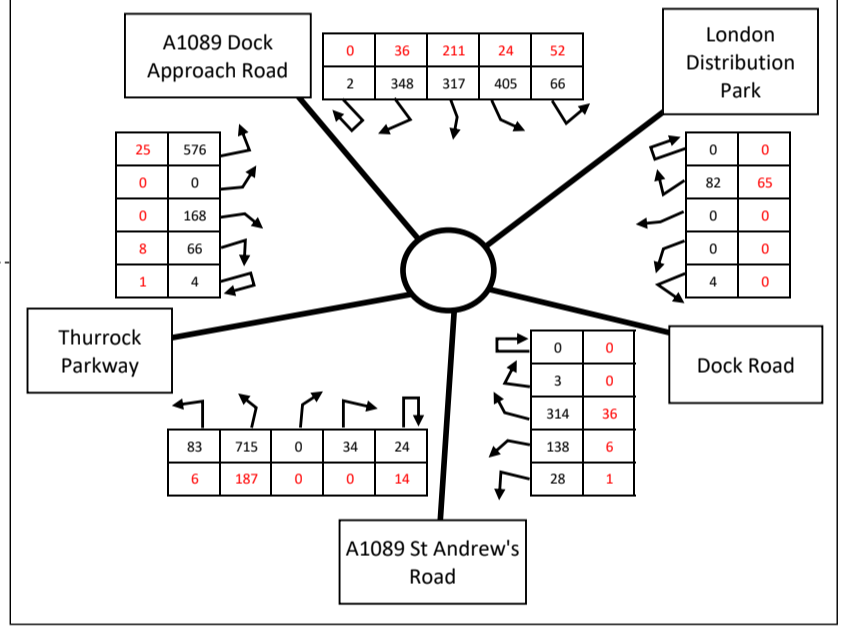
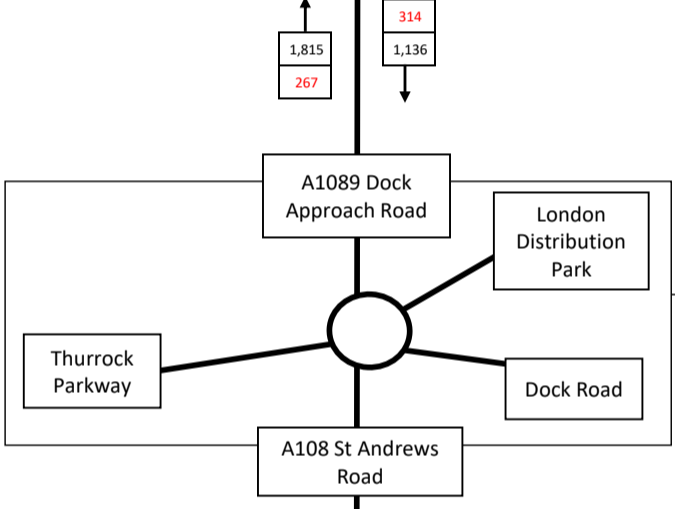
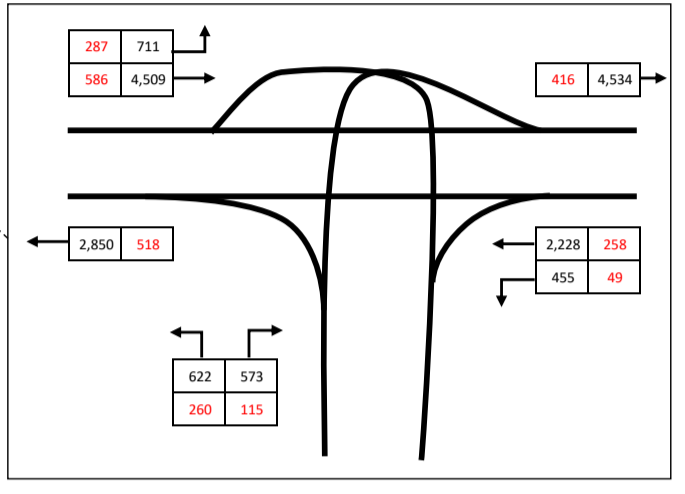
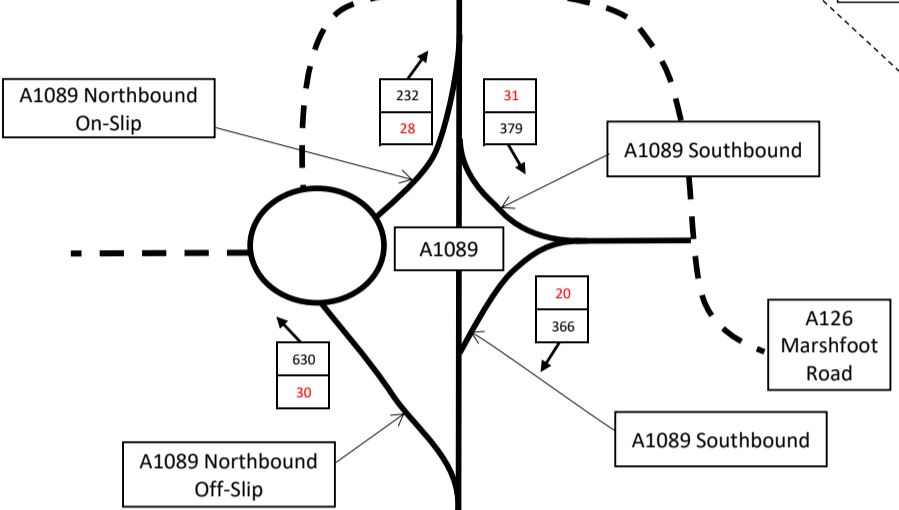
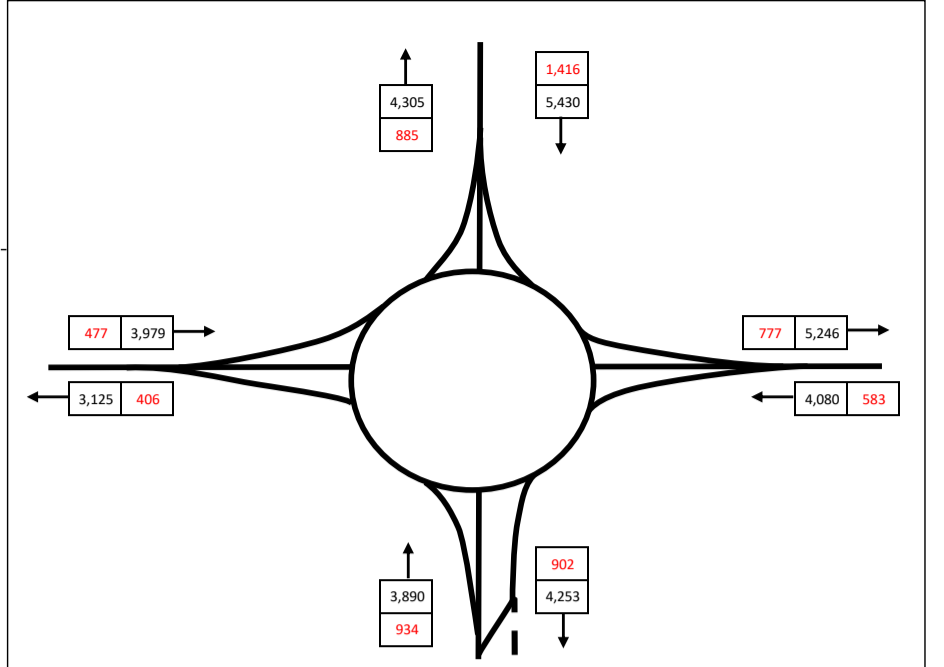
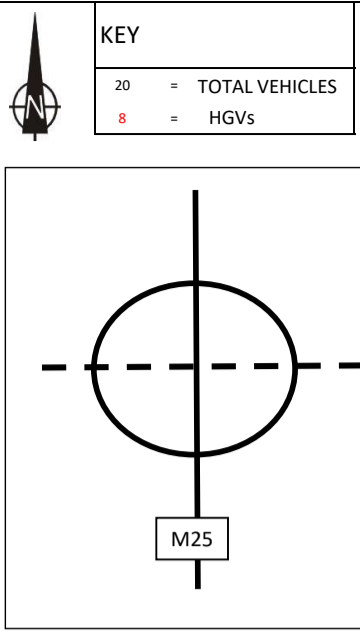
2020 Base with Committed Development plus Development Including Reassignment Traffic Flows - Strategic (0800 - 0900) & Local Highway (0815 - 0915)



KEY

20	=	TOTAL VEHICLES
8	=	HGVs

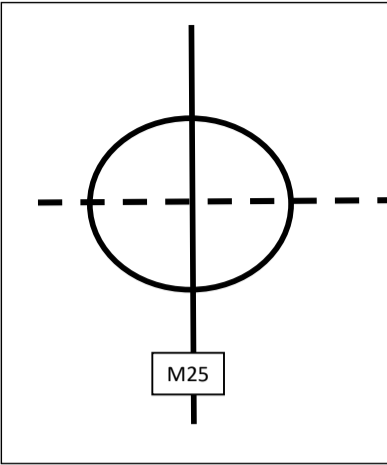




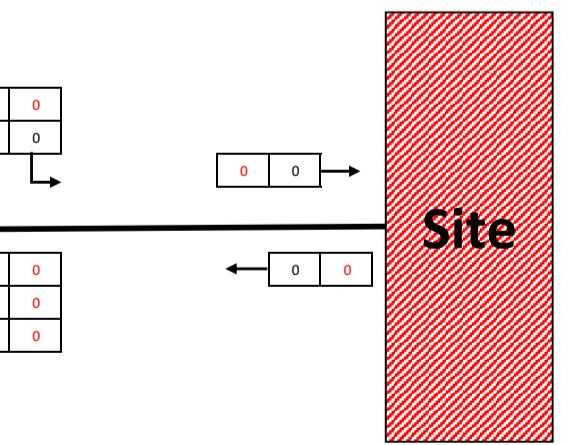
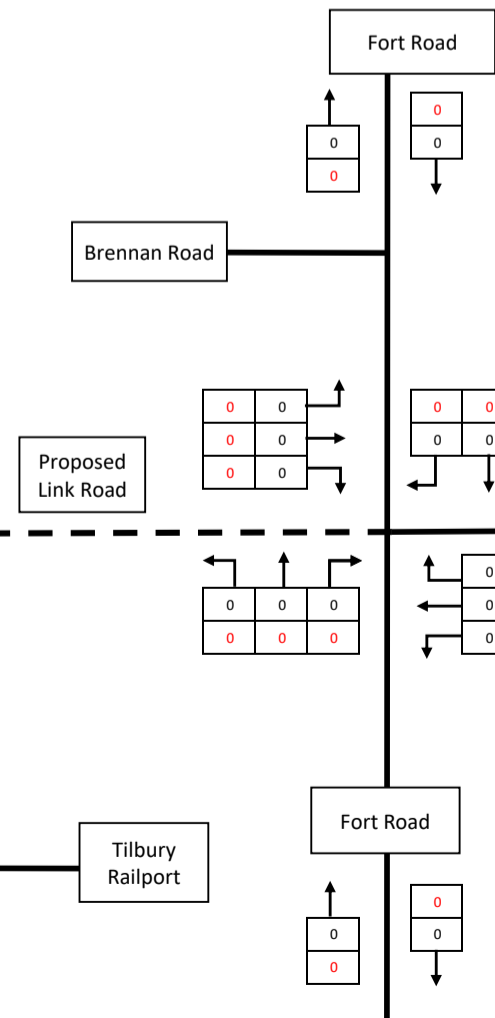
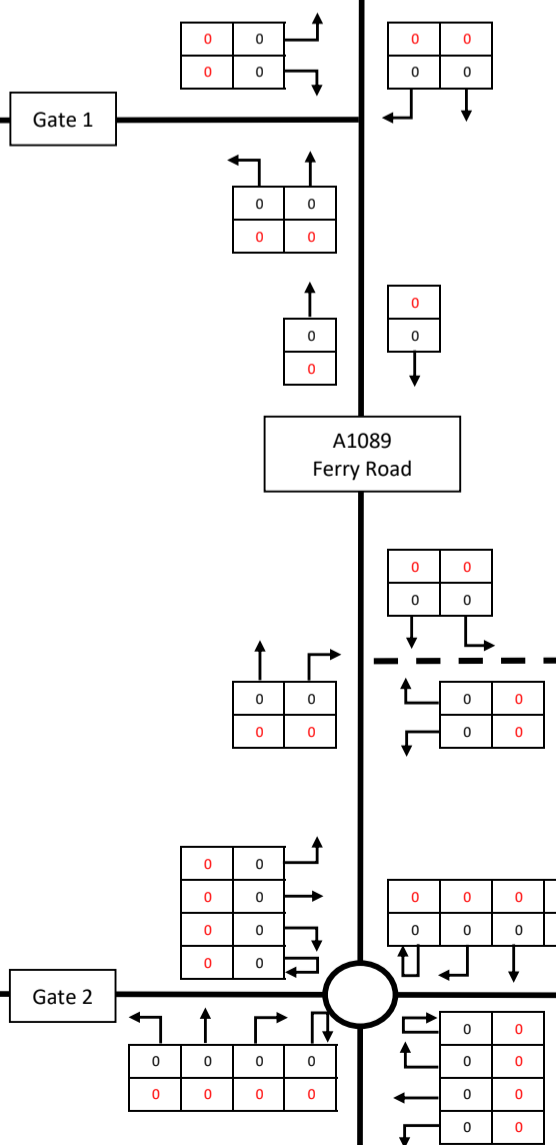
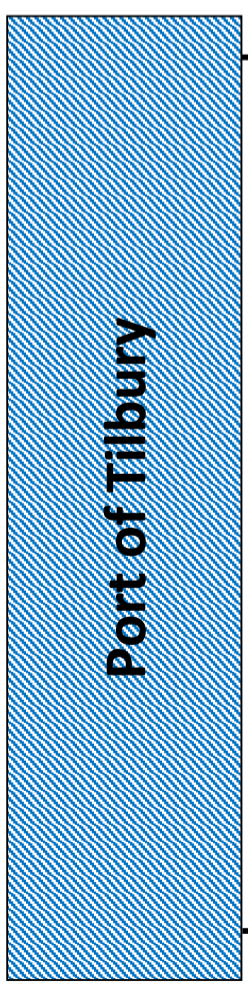
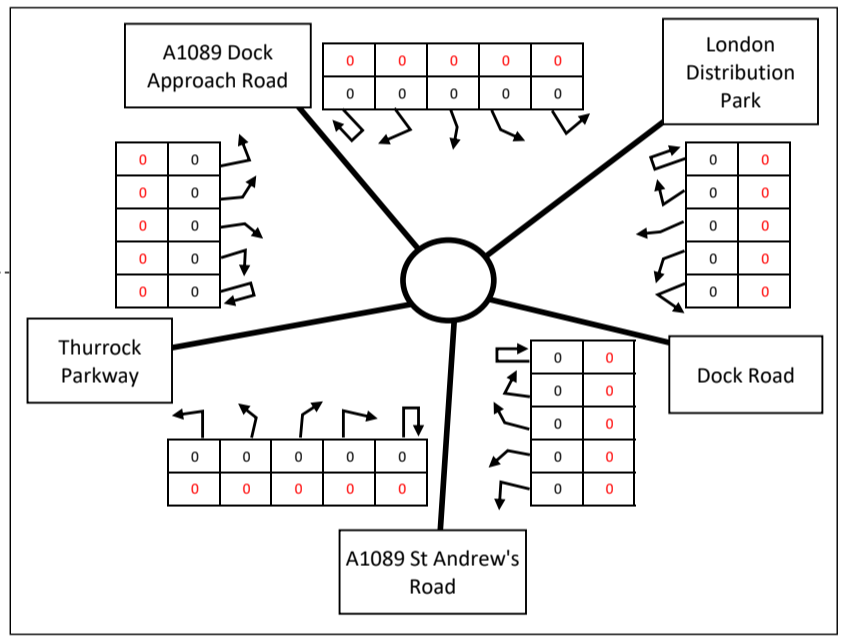
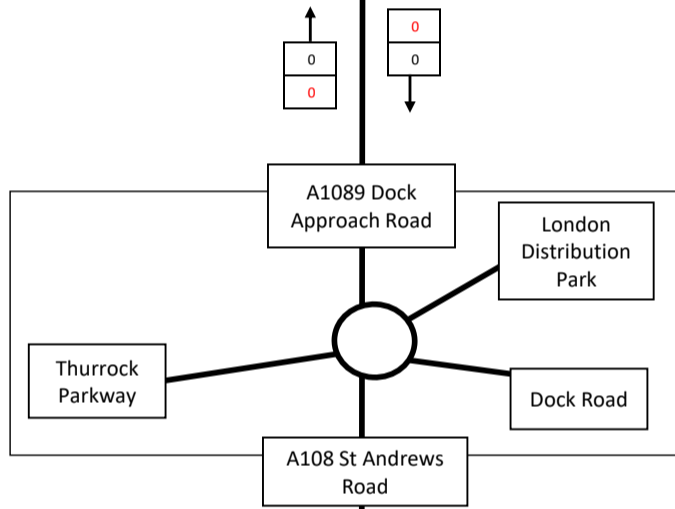
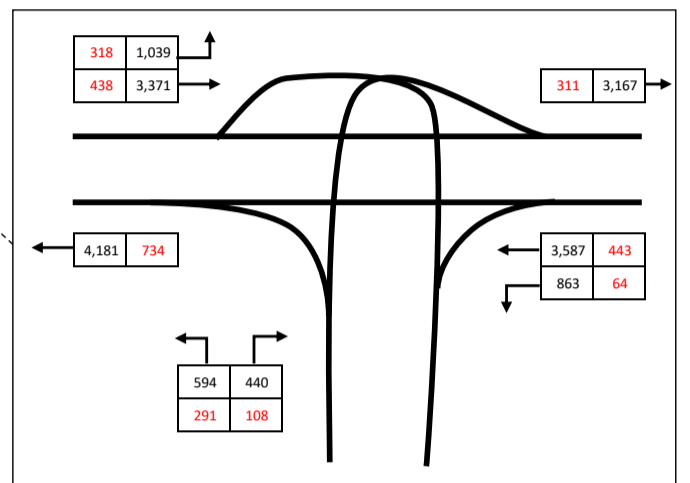
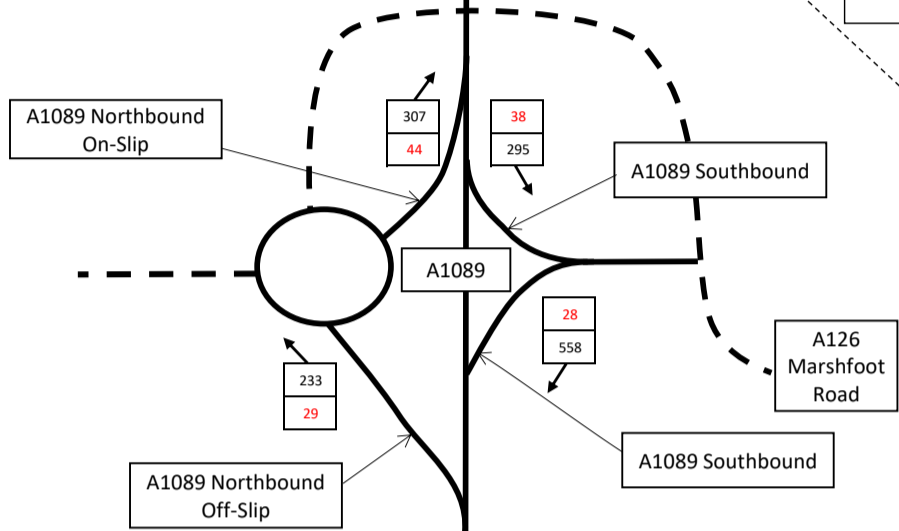
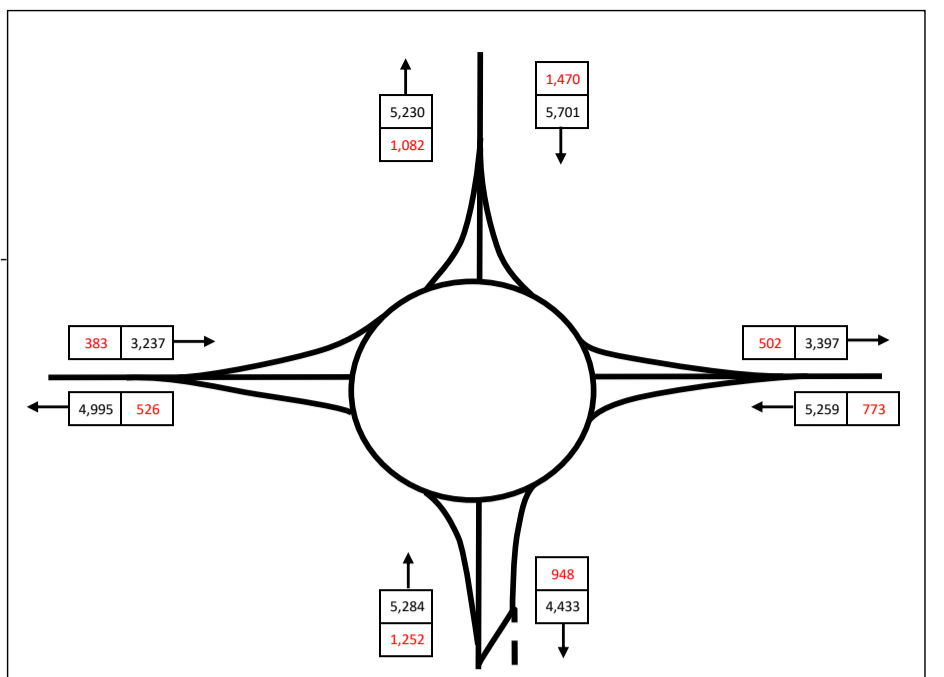


KEY

20	= TOTAL VEHICLES
8	= HGVS



Strategic Highway Network
Morning Period 07:00 - 08:00



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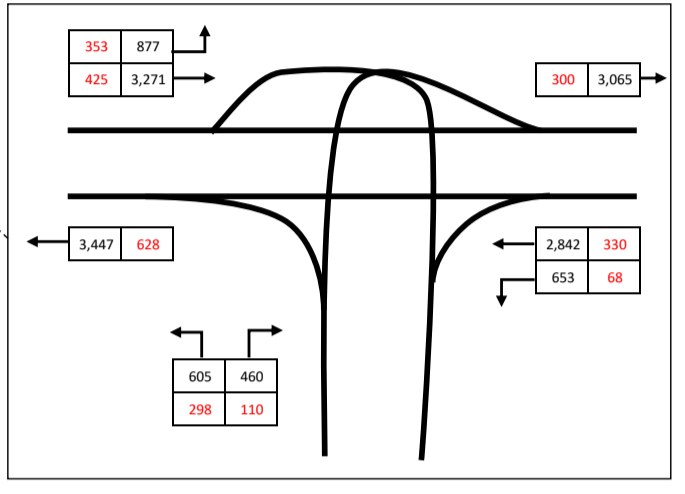
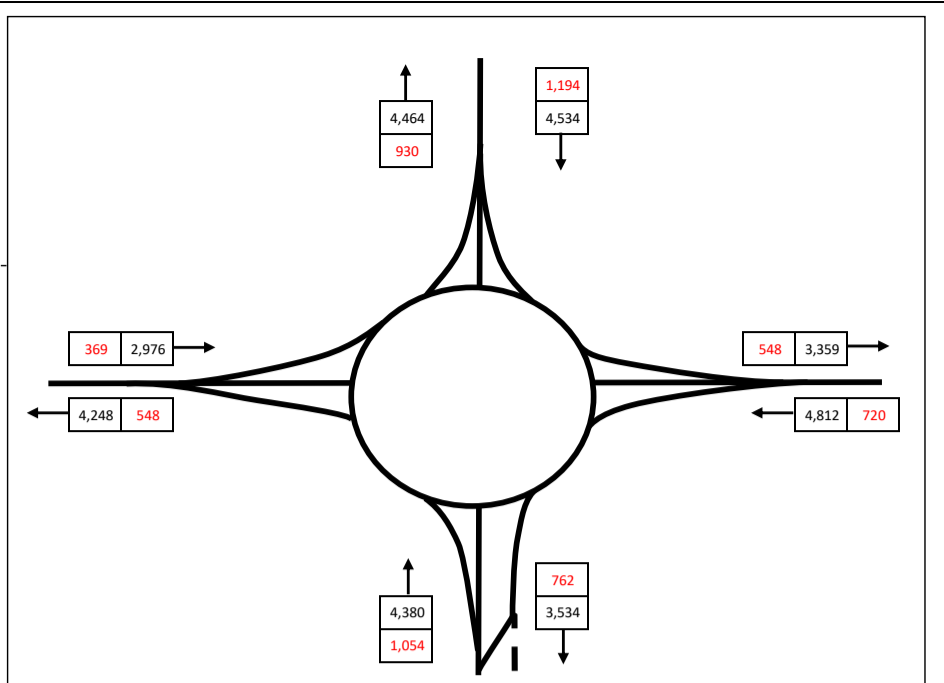
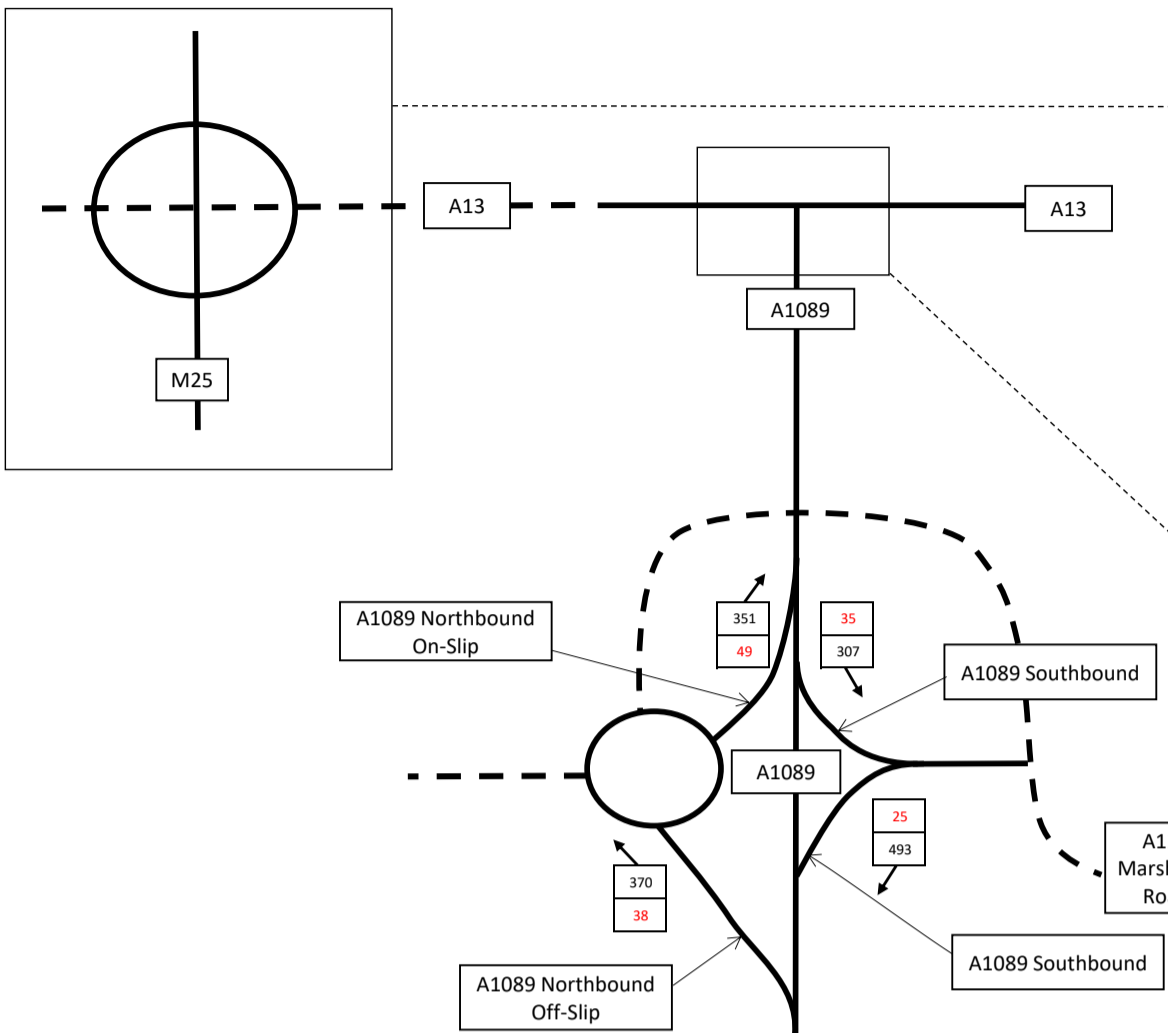
Figure 6.22

2027 Base with Committed Development plus Development
Traffic Flows - Strategic Morning Peak Hour (0700 - 0800)

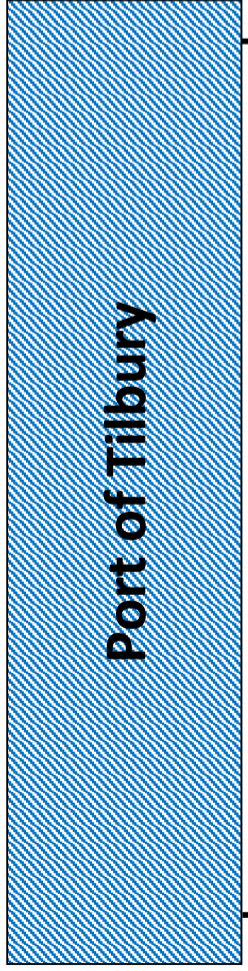
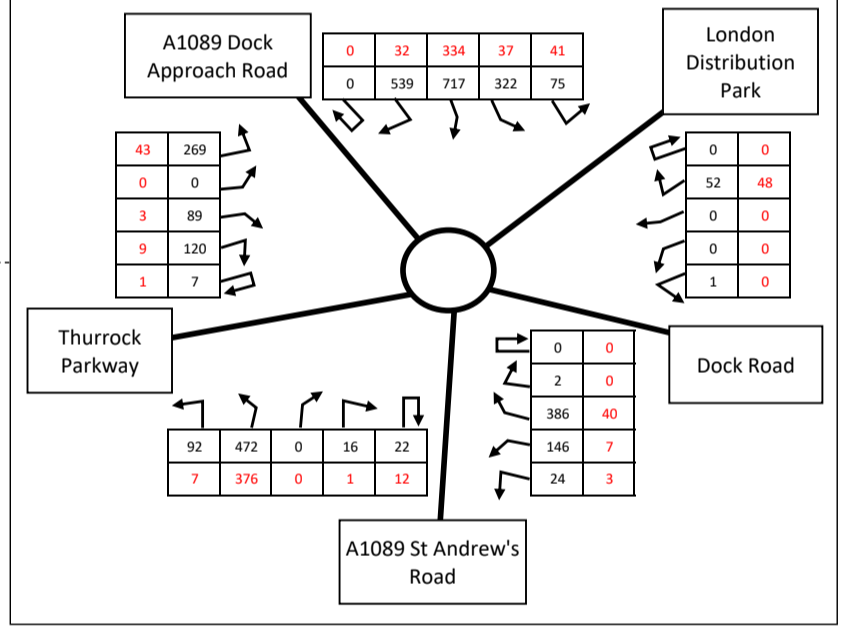
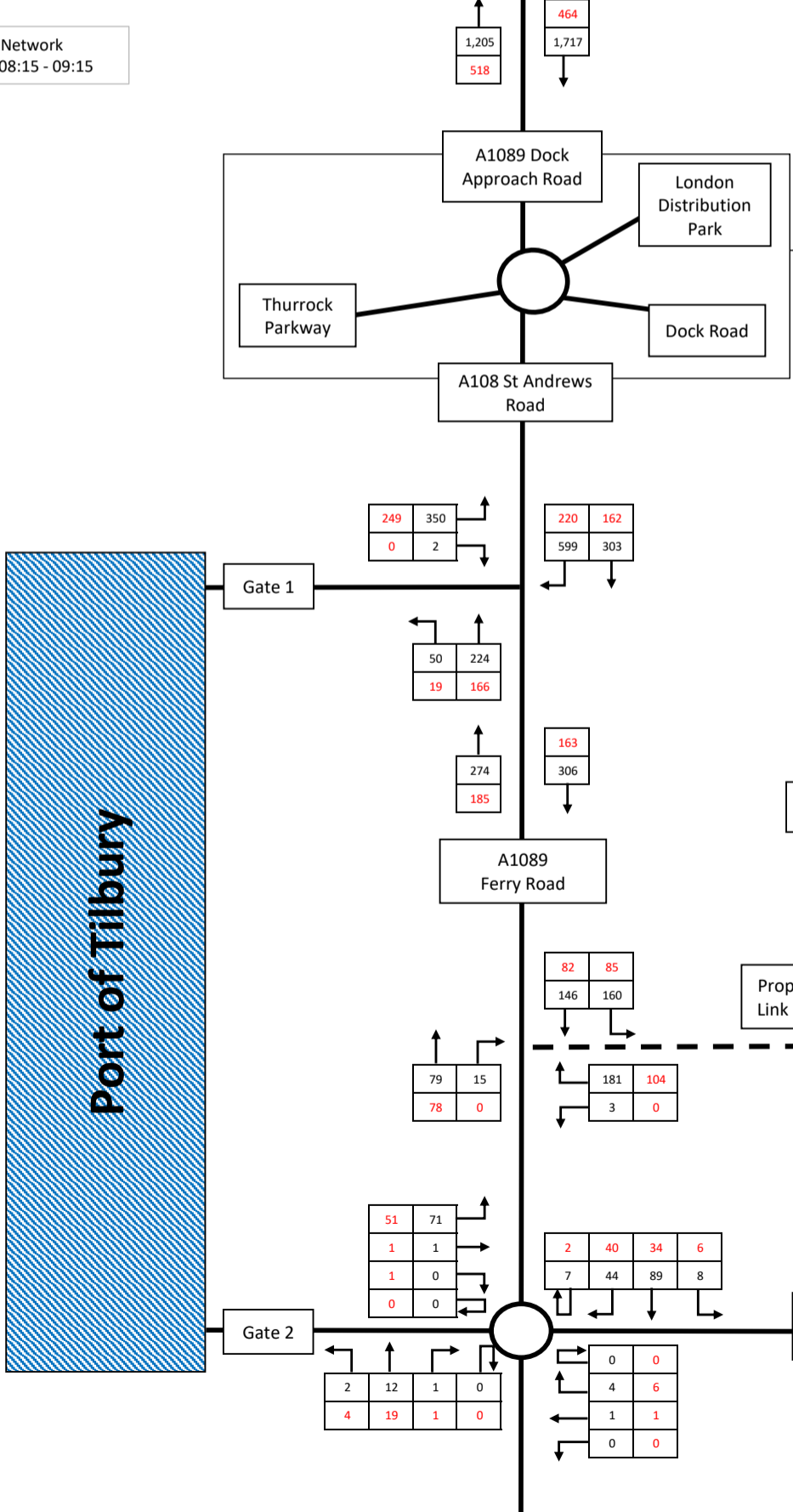
KEY

20 = TOTAL VEHICLES
 8 = HGVS

Strategic Highway Network
 Morning Period 08:00 - 09:00



Local Highway Network
 Morning Peak 08:15 - 09:15

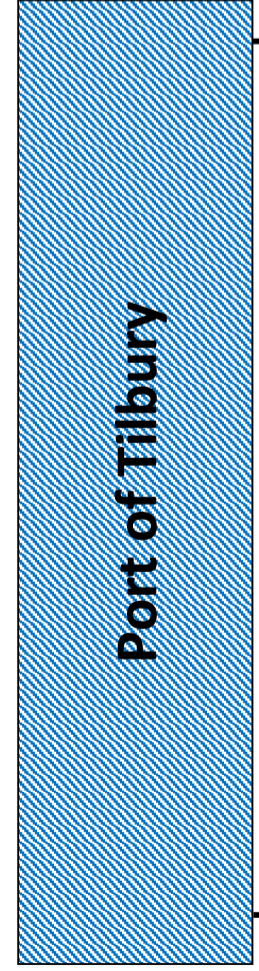
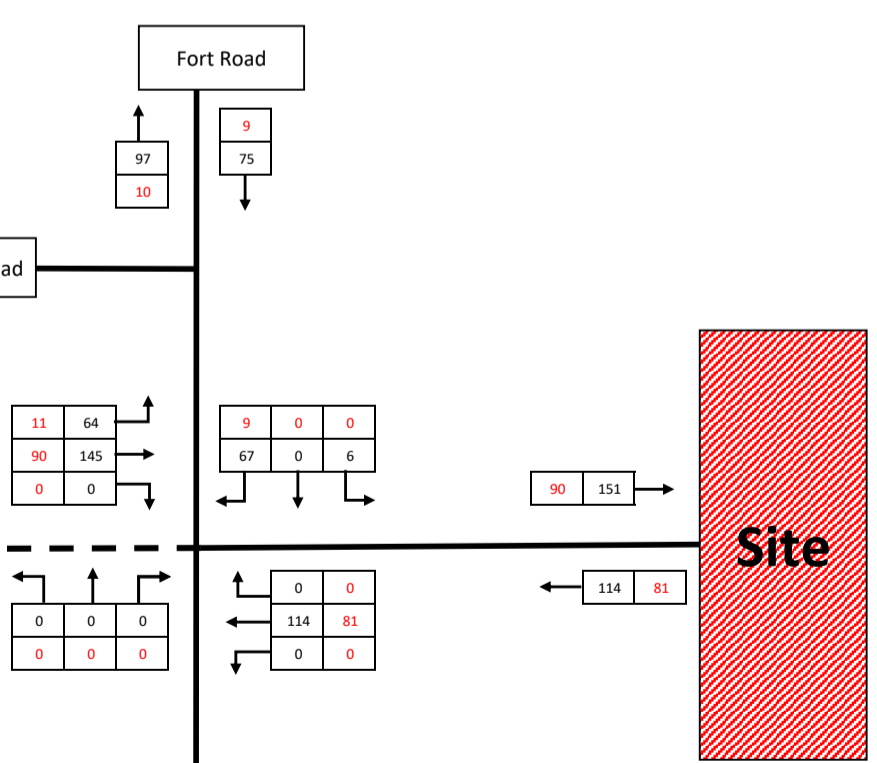
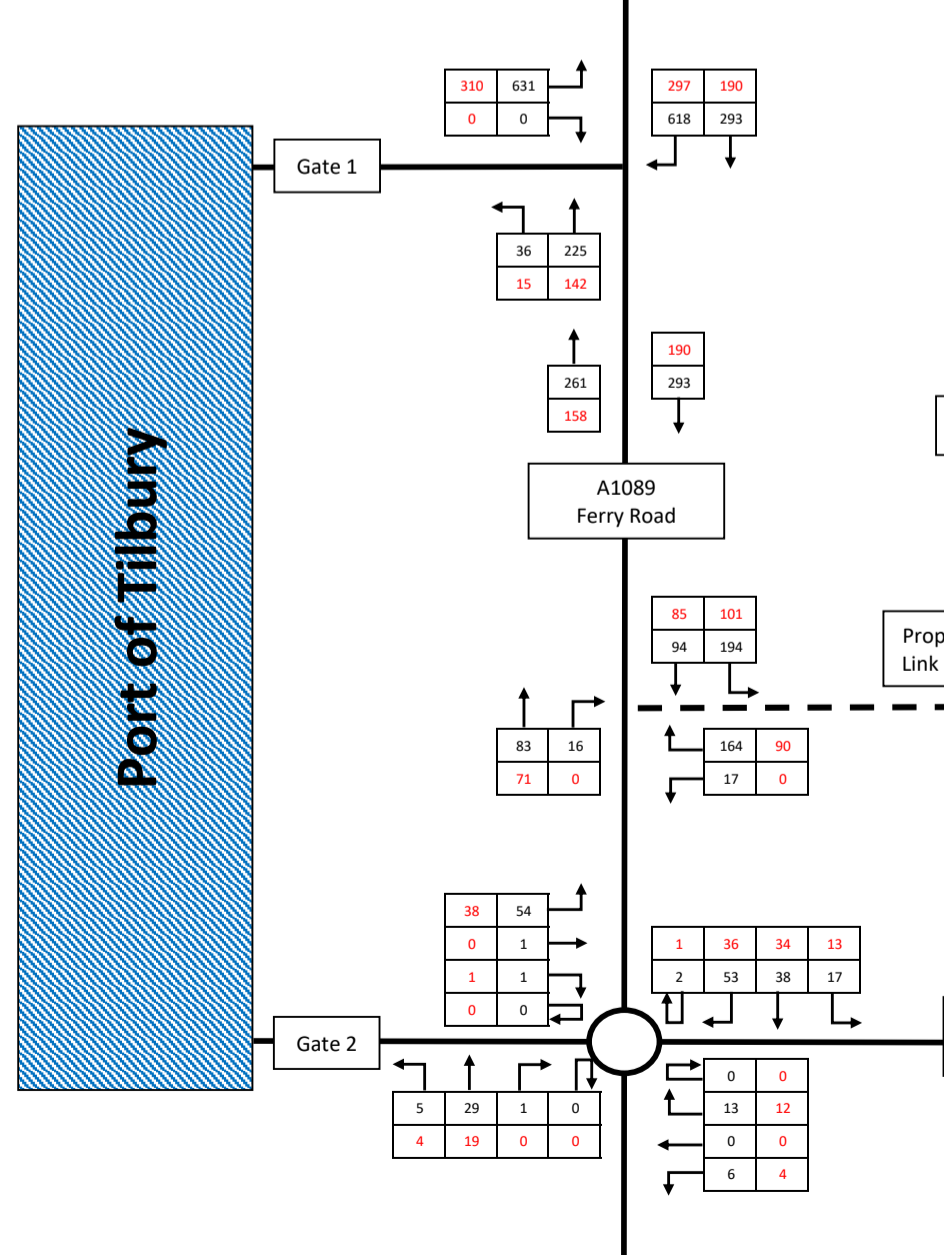
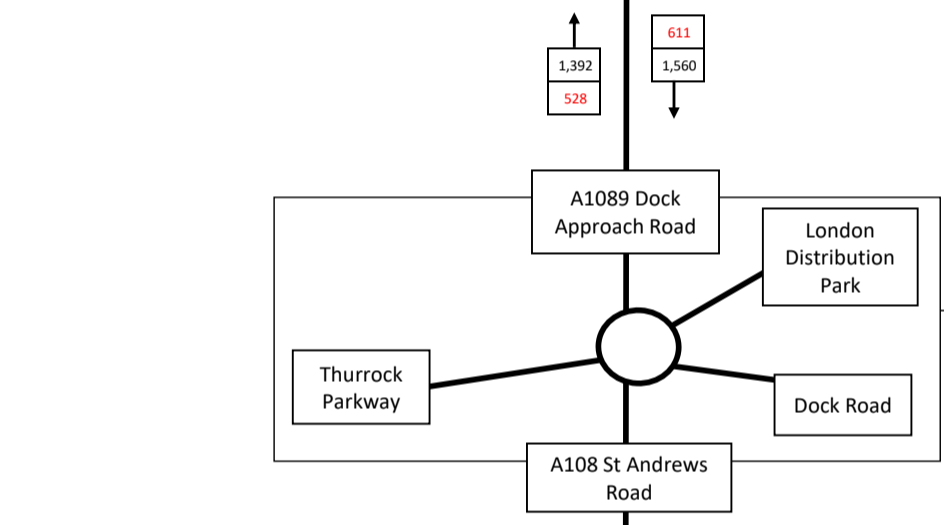
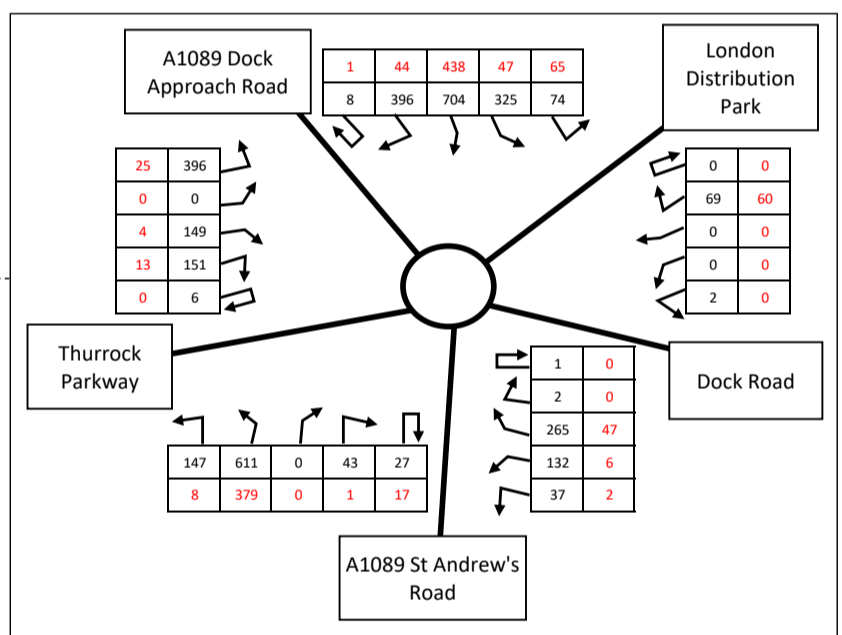
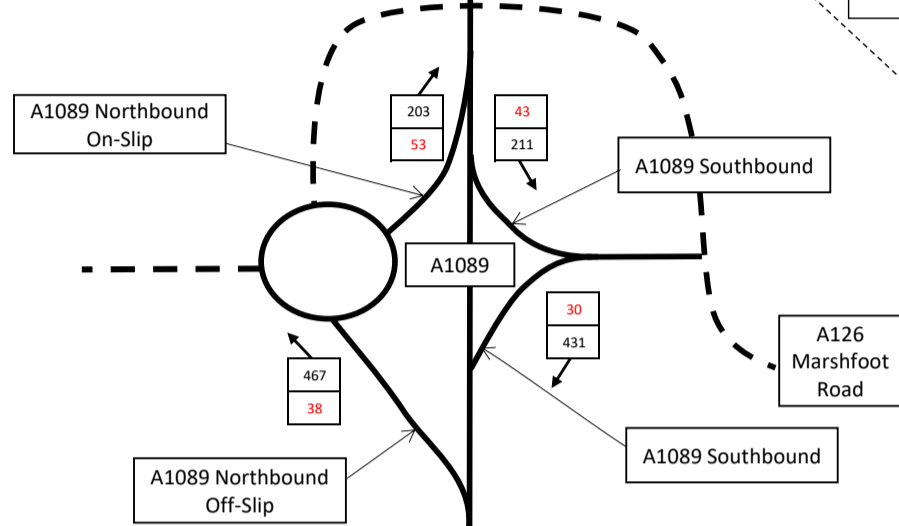
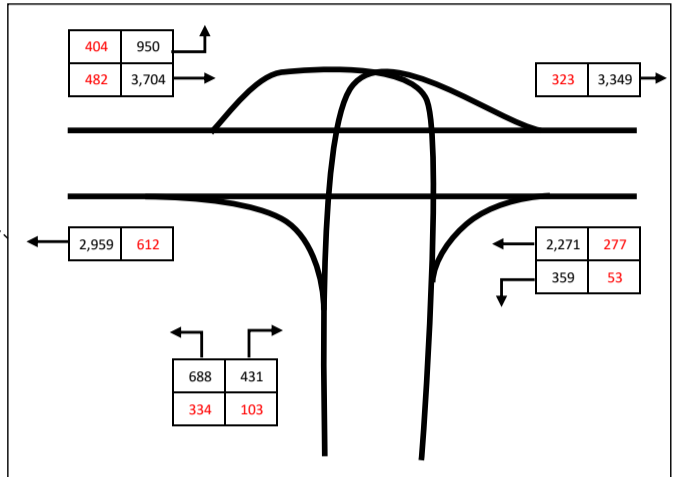
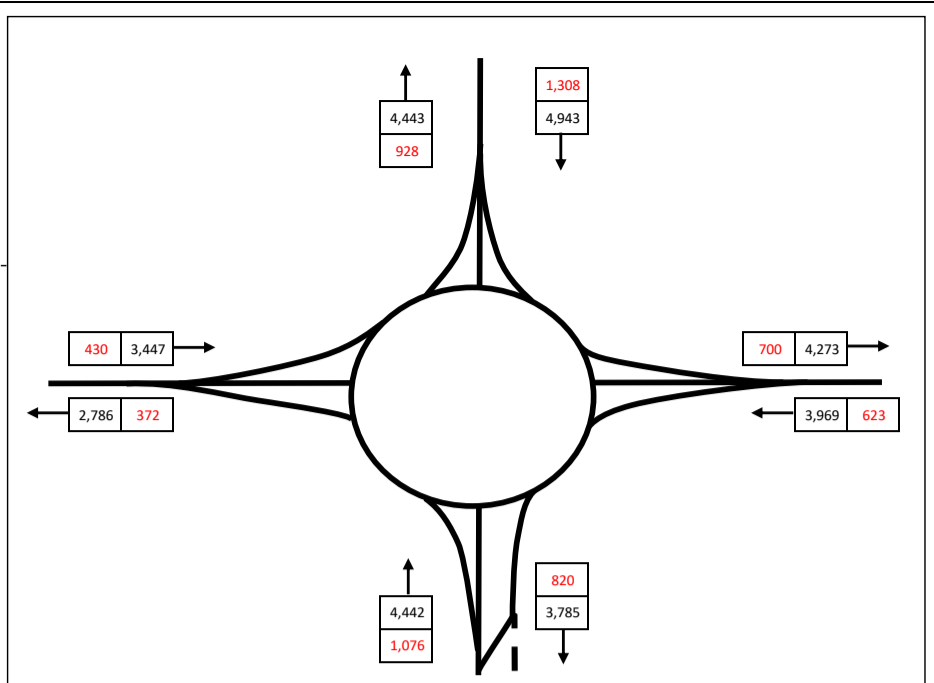
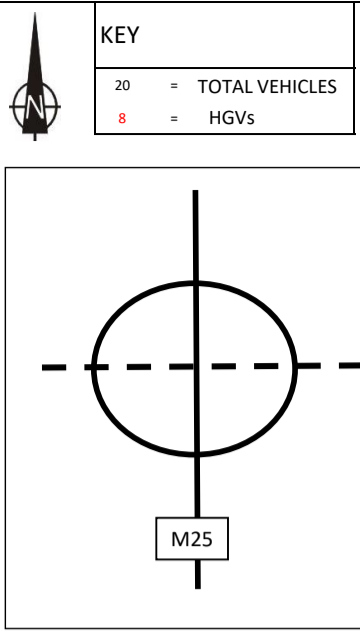


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Figure 6.23

2027 Base with Committed Development plus Development Including Reassignment Traffic Flows - Strategic (0800 - 0900) & Local Highway (0815 - 0915)



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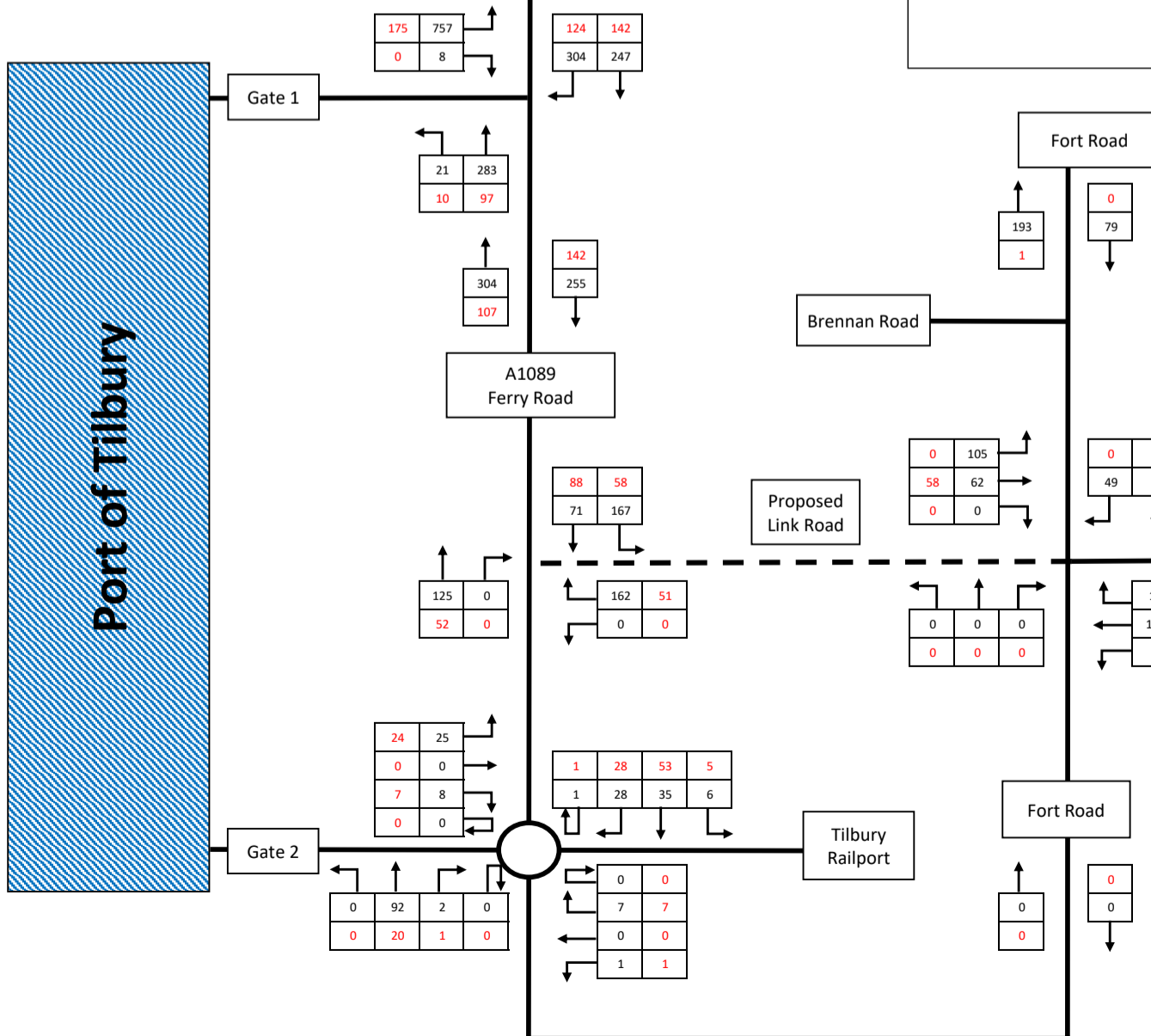
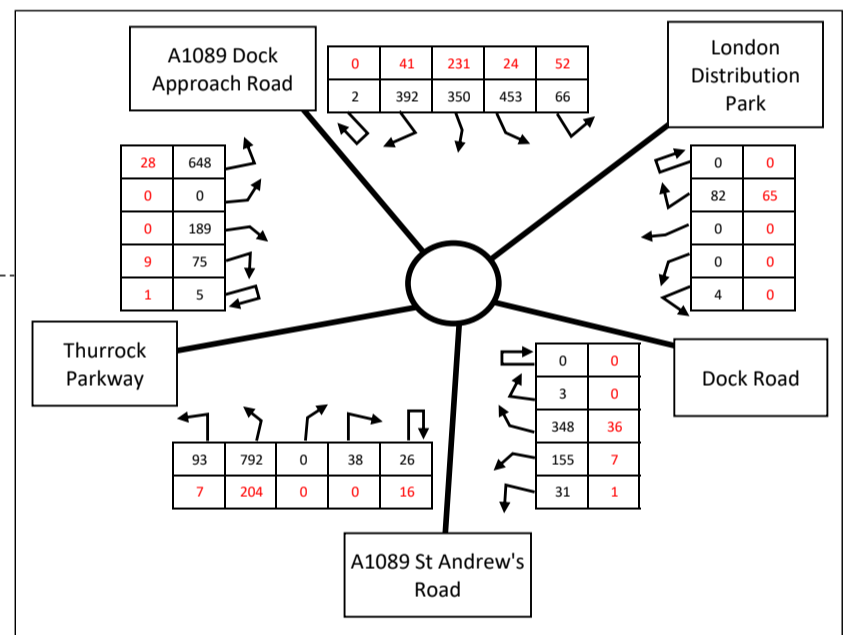
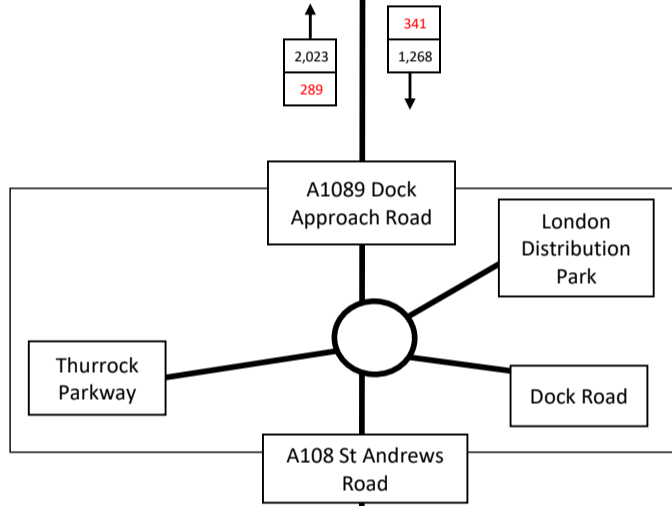
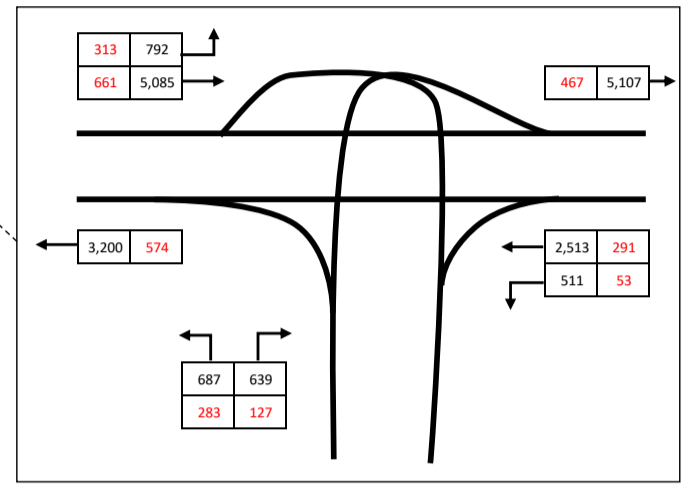
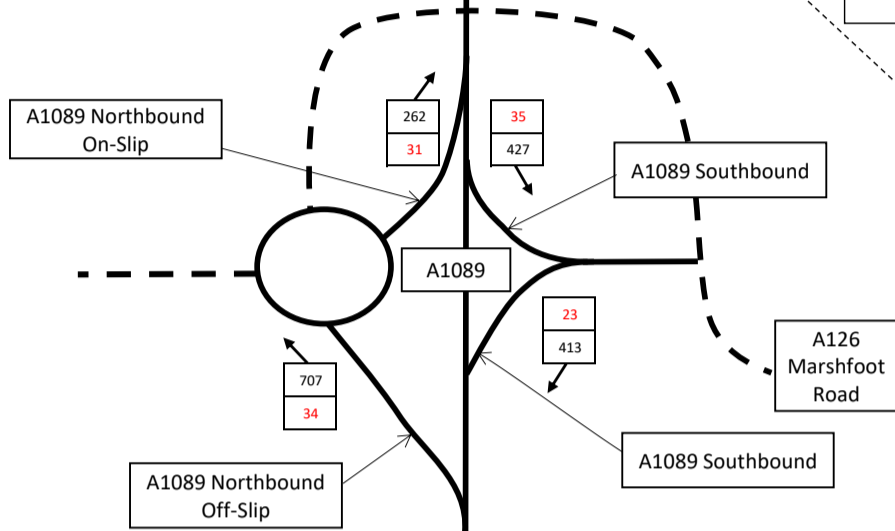
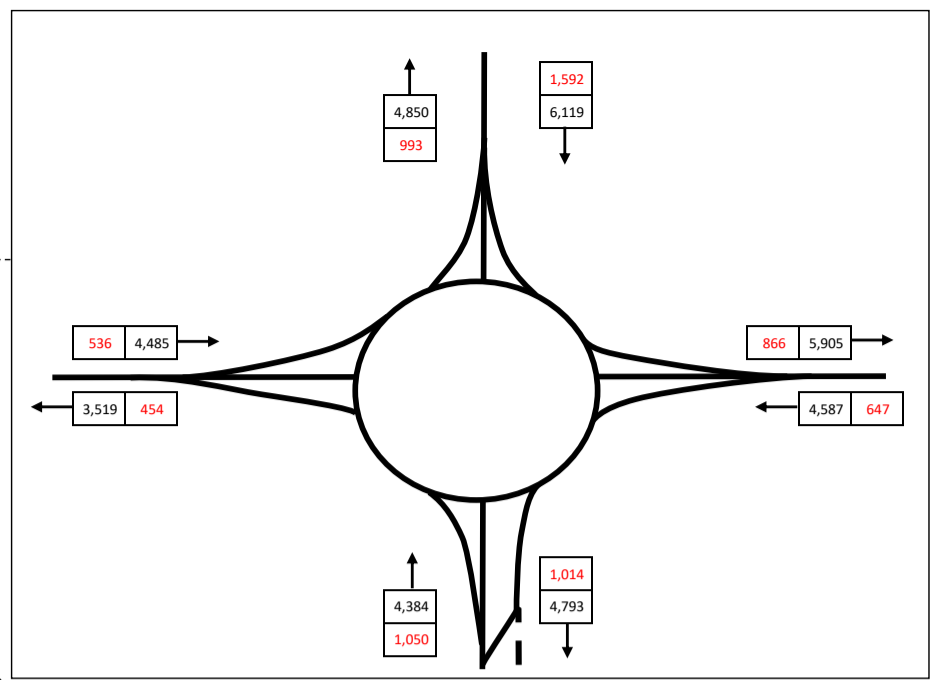
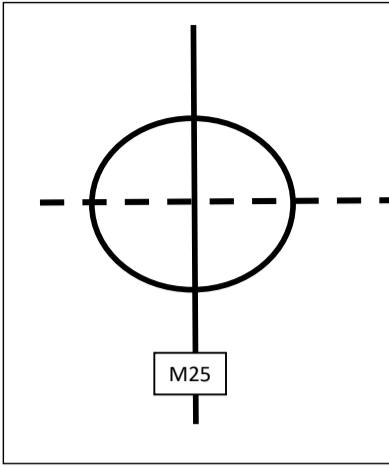
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Figure 6.24

2027 Base with Committed Development plus Development Including Reassignment Traffic Flows - Inter Peak Hour (1300 - 1400)



KEY
 20 = TOTAL VEHICLES
 8 = HGVS



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Figure 6.25

2027 Base with Committed Development plus Development Including Reassignment Traffic Flows - Evening Peak Hour (1700 - 1800)

APPENDIX A

SCOPING NOTE



TRANSPORT ASSESSMENT SCOPING NOTE

**PROPOSED PORT TERMINAL, FORMER TILBURY POWER
STATION, TILBURY 2**

Client: Port of Tilbury London Limited



TRANSPORT ASSESSMENT SCOPING NOTE

**PROPOSED PORT TERMINAL, FORMER TILBURY POWER
STATION, TILBURY 2**

Client: Port of Tilbury London Limited



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Date: 11 May 2017

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QUALITY MANAGEMENT

Report No.	Comments	Date	Author	Authorised
ITL11323-004 R	Final	06/04/17	Phil Reilly & Gavin Murray	Phil Hamshaw
ITL11323-004A	Update 1	09/05/17	Phil Reilly & Gavin Murray	Phil Hamshaw
ITL11323-004B	Update 2	11/05/17	Gavin Murray	Phil Hamshaw

File ref: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Admin\Report and Tech Notes\ITL11323-004B R
 Transport Assessment Scoping Note.docx

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SECTION 3	EXISTING CONDITIONS.....	3
SECTION 4	PROPOSED DEVELOPMENT.....	9
SECTION 5	PROMOTING SUSTAINABLE TRANSPORT	11
SECTION 6	TRAFFIC IMPACT	13
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FIGURES

FIGURE 1.1	SITE LOCATION PLAN
FIGURE 3.1	COMBINED ACCESSIBILITY PLAN

APPENDICES

APPENDIX A	EMERGING SITE LAYOUT & ACCESS INFRASTRUCTURE PLAN
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SECTION 1 INTRODUCTION

1.1.1 The Port of Tilbury London Limited (PoTLL) has appointed i-Transport LLP to provide highways and transport advice regarding the proposed Port Terminal at the Former Tilbury Power Station, Tilbury. The site location is illustrated on Figure 1.1.

1.1.2 The site forms part of RWE's former landholding at the former Tilbury Power Station. RWE are retaining the 'B' station land to the east of the site. The application covers the remainder of the RWE former landholding which is owned by the PoTLL.

1.1.3 The content of this note is for discussion with Thurrock Council (TC) and Essex County Council (ECC) who have responsibility for the Local Road Networks and Highways England (HE) who have responsibility for the Strategic Road Network. It sets out the proposed scope of the transport work to be submitted with the Nationally Significant Infrastructure Project (NSIP) application and the key parameters that will be used.

1.2 Scope and Structure

1.2.1 The remainder of this report follows the same proposed structure as the Transport Assessment (TA):

- Section 2 – Policy Context;
- Section 3 – Existing Conditions;
- Section 4 – Proposed Development;
- Section 5 – Promoting Sustainable Transport;
- Section 6 – Traffic Impact; and
- Section 7 – Summary and Conclusions.

SECTION 2 POLICY CONTEXT

2.1 The TA will provide a brief overview of national and local policies contained in the following documents:

- National Planning Policy Framework (NPPF);
- National Planning Practice Guidance (NPPG);
- National Policy Statement for Ports (January, 2012);
- DfT Circular 02/2013 (September, 2013);
- Thurrock Core Strategy and Policies for Management of Development (Adopted January 2015);
- Thurrock Transport Strategy 2013-2026;
- Thurrock Council – Parking strategy and policies (2016-2021); and
- Essex County Council Development Management Policies (February, 2011); and
- The Essex Design Guide (November, 2005).

2.2 This review will provide the context for assessing the development proposal in transport and highway terms.

SECTION 3 EXISTING CONDITIONS

3.1 Introduction

3.1.1 This section of the TA will provide a full description of the existing transport infrastructure and services conditions in the area, including the opportunities for walking, cycling and use of public transport. The existing highway conditions will be reviewed. The following paragraphs provide a summary of existing conditions.

3.2 Local Highway Network

- 3.2.1 Fort Road is a single carriageway road routing north to south to the west of the site. It is subject to the national speed limit (60mph) in the vicinity of the existing site access. The carriageway is of varying width along its length, generally being 5.5m in the vicinity of the access to the site; there is no street lighting and limited footways.
- 3.2.2 Fort Road continues south then west with a number of dedicated accesses to Tilbury Railport and Tilbury Ferry Port. To the west of the Fortress Distribution Park, it is subject to a 30mph speed limit.
- 3.2.3 Fort Road becomes the A1089 Ferry Road and then the A1089 St Andrews Road as it continues west. To the north west of the Gate 1 entrance to the Port, the A1089 St Andrews Road becomes a dual carriageway with two lanes in each direction at which point it becomes part of the Strategic Road Network. Along this section of road, it is subject to a 40mph speed limit.
- 3.2.4 To the north, the A1089(T) St Andrews Road forms the southern arm of a five-arm roundabout, known locally as the 'ASDA Roundabout'. At the ASDA Roundabout, the A1089(T) Dock Road Approach continues north; the A126 Dock Road provides the main vehicular link to Tilbury town centre to the south east; Thurrock Park Way provides a link to Thurrock Park Industrial Estate to the west; and there is an access to the consented London Distribution Park to the east. The ASDA roundabout has recently been improved as part of the consented London Distribution Park.
- 3.2.5 The A1089(T) Dock Road routes north - south of the ASDA Roundabout to the A13(T). It is of dual carriageway standard with two lanes in either direction and subject to the national speed limit (70mph). The A13(T) routes east – west and provides a strategic link between the M25 to the west and the surrounding towns and villages in Essex to the east.

3.3 Walking and Cycling

Fort Road

- 3.3.1 In the vicinity of the site there is an unmade footway on the western side of Fort Road at its junction with the existing site access road. The footway continues northbound, connecting with the footway on Brennan Road. Brennan Road has footways on both sides of the road and provides a direct walking route to Tilbury town centre and the railway station.
- 3.3.2 To the south of the site access road there are no footways on Fort Road until the Fortress Distribution Park where one is provided on the southern side of Fort Road. Adjacent to the Riverside Business Centre footways are provided on both sides of Fort Road for a short distance, before reverting to the southern side only. Fort Road (becoming Ferry Road then St Andrew's Road) continues around the Port and provides footway connections between the Port, Tilbury town centre and railway station.
- 3.3.3 Part of National Cycle Network (NCN) Route 13 is located at the southern end of Fort Road; routing along the eastern perimeter of the Port of Tilbury. It links Tilbury, the railway station and Tilbury Fort. There are cycle lanes to the north along Brennan Road and a shared cycle and footway adjacent to Feenan Highway to the north.

Ferry Road

- 3.3.4 The Ferry Road roundabout, (which provides access to the Port of Tilbury via Gate 2) is a wide roundabout that facilitates safe crossing by the presence of lowered tactile paving on all arms of the junction and refuge islands. At the southern Ferry Road/Fort Road roundabout (which provides access to the London Cruise Terminal) safe crossing is also facilitated with dropped kerbs and tactile paving on all arms. Both roundabouts are well lit.
- 3.3.5 At the mini roundabout (which provides access to The Worlds End public house / restaurant and Tilbury Fort), footways are present on both sides of Fort Road with safe crossing assistance facilitated by lowered tactile paving. The westbound arm of the mini roundabout provides access to Public Footpath 146 at the end.

St Andrew's Road

3.3.6 St Andrew's Road provides access to Tilbury Town railway station with footways on both sides of the road. A shared pedestrian and cyclist bridge (circa 600m from Tilbury Town Railway Station) connects St Andrews Road to the residential area to the north of the railway line. This route forms part of Route 13 of the National Cycle Network (NCN).

3.3.7 NCN Route 13 starts at the Hairpin Bridge in Tilbury (it aims to connect Tower Bridge in London with Fakenham in Norfolk upon completion). It connects to the Thames Estuary Path (some 800m from Tilbury Town railway station).

Cycling

3.3.8 NCN Route 13 passes directly adjacent to the eastern boundary of the Port of Tilbury along the A1089 Ferry Road. This route provides a direct link into Tilbury town centre. The local cycle routes are illustrated on Figure 3.1.

Bus

3.3.9 The nearest bus stop to the site is located some 1,400m to the west of the site on Brennan Road, accessible via Fort Road. This bus stop is served by the 99 service. The bus stop on the northern side at Brennan Road provides sheltered seating for passengers. Service 99 operates every 20 - 30 minutes on Mondays to Saturdays. No services run on Sundays.

3.3.10 The circular route also serves the Tilbury to Gravesend Ferry and Tilbury Town railway station. It provides access to the Port of Tilbury with bus stops located at the Ferry Terminal and the railway station enabling access by bus for existing port employees. The Tilbury to Gravesend Ferry bus stop provides sheltered seating and live timetabling information.

3.3.11 The details of the bus services which serve these stops is summarised in Table 3.1.

Table 3.1: Local Bus Services

Service	Destinations	Mon-Fri	Saturday	Sunday
99	Tilbury Town Centre- Tilbury Town Railway Station - Tilbury Ferry Terminal Circular.	Every 30 mins. First bus from Asda 0528, last bus from Asda 1849.	Every 30 mins. First bus from Asda 0540, last bus from Asda 1849.	-

Source: Traveline

Rail

3.3.12 Tilbury Town railway station is situated some 3km to the west of the site and a short distance from the main entrance to the Port of Tilbury. Table 3.2 provides a summary of the services from Tilbury Town railway station.

Table 3.2: Rail Services from Tilbury Town Railway Station

Destination	Peak Frequency	Off-Peak Frequency	Journey Time
Grays	5 per hour	2 per hour	3 minutes
Upminster	2 per hour	2 per hour	18 minutes
Pitsea	3 per hour	2 per hour	18 minutes
Barking	4 per hour	2 per hour	24 minutes
Southend	2 per hour	2 per hour	35 minutes
London Fenchurch Street	5 per hour	2 per hour	42 minutes
Shoeburyness	2 per hour	-	53 minutes

Source: National Rail

Ferry

3.3.13 The Tilbury to Gravesend Ferry Pontoon is located 1.5km to the south of the site. Two ferry services per hour operate from Tilbury to Gravesend between 05:50 and 19:10 Monday to Saturday.

3.3.14 The Ferry accommodates bicycles and motorcycles, subject to space.

3.4 Traffic Surveys

3.4.1 Traffic surveys have been undertaken at the following links and junctions in September and October 2016:

- One Day, 24 Hour Manual Classified Counts (MCC) surveys on 29/09/2016 of:
 - Gate 1 to the Port; and
 - Gate 2 to the Port.
- One Week, 24 Hour Manual Classified Link Count (MCLC) surveys week commencing 29/09/2016 of:
 - A1089 Dock Road to the north of the Asda Roundabout; and
 - A1089 St Andrew's Road to the south of the Asda Roundabout;
- One week Automatic Traffic Counts (ATC) surveys of;
 - Dock Road to the west of Russell Road week commencing 29/09/2016;
 - A1089 Ferry Road to the south east of Gate 1 week commencing 28/09/2016;
 - Fort Road to the south of the existing site access week commencing 01 October 2016; and
 - Fort Road to the north of Brennan Road a week of data collected between 01 October 2016 and 20 October 2016.

3.4.2 The above will be supplemented by traffic data that the applicant holds for the Asda Roundabout; Thurrock Park Way and the A126 / A1089 slip roads from July 2015.

3.4.3 Traffic data for the merge and diverge slip roads of the A1089 to and from the A13 and the A13 mainline flows will be obtained from the online database WebTRIS.

3.4.4 The recent counts of the two port accesses (Gate 1 and Gate 2) have been combined to provide total traffic volumes in and out of the Port. In total, on the day of the survey, there were 13,792 vehicle movements into and out of the Port of which 44.7% were HGV's.

3.5 Road Safety

3.5.1 Personal Injury Accident (PIA) data will also be obtained for the most recent five-year period for the links and junctions identified below:

- Fort Road (from Brennan Road to the A1089);
- The A1089 (from Fort Road to the A13); and
- The A13 (from the slip roads with the A1089 to M25 Junction 30).

3.5.2 Agreement is sought on the extent of the study area.

SECTION 4 PROPOSED DEVELOPMENT

4.1 Introduction

4.1.1 The proposed development comprises the redevelopment of the site as a proposed Port Terminal. The proposed main uses on the site will be a Roll-on / Roll-off (Ro-Ro) terminal for containers and trailers, a Construction Materials and Aggregates Terminal (CMAT) and vehicle storage area. Other uses may be accommodated on the land, dependent on the final masterplan.

4.1.2 The CMAT would comprise a number of permanent uses and structures as follows:

- Aggregates Distribution Yard – external storage areas for the aggregate materials, including a Cement and Slag Facility with importing sheds and silos to store imported cement and slag before being exported;
- Asphalt Batching Plant – a facility to combine the materials to create asphalt;
- Concrete Batching Plant – a facility to combine the materials to create concrete; and
- Construction Block and Pre-Cast Concrete Manufacturing Facility – a facility to combine the materials to create construction blocks and pre-cast concrete.

4.1.3 The proposed uses would require:

- Creation of hard surfaced pavements;
- Improvement of and extensions to existing jetty including creation of a new Ro-Ro berth;
- Associated dredging of berth pockets;
- Areas of external storage;
- New and improved conveyors;
- Erection of welfare buildings;
- The construction of a new link road from Ferry Road to Fort Road; and
- Formation of a rail spur and sidings.

4.1.4 A copy of the emerging site layout and access infrastructure plan are included in Appendix A.

4.2 Vehicular Access

4.2.1 Access to the site will be achieved via the creation of a new link road between Ferry Road and Fort Road, this will connect to the alignment of the existing site access road. The new link road will allow for Fort Road to the east of the Fortress Distribution Park and the south of the link road to be downgraded.

4.2.2 The proposed link road will be designed in accordance with appropriate design guidance.

4.3 Pedestrian / Cyclist Connections

4.3.1 The proposed link road would connect with existing pedestrian and cyclist provision, enabling access by these modes.

4.4 Parking Provision

4.4.1 Car parking for the proposed development will be provided by at-grade parking spaces in accordance with TC's car parking standards.

4.4.2 Cycle parking for the proposed development will be provided in accordance with TC's cycle parking standards.

SECTION 5 PROMOTING SUSTAINABLE TRANSPORT

5.1 Introduction

5.1.1 This section of the report will consider the accessibility of the site by walking, cycling and public transport from local residential settlements including Tilbury and Grays.

5.1.2 Paragraph 2.3 of the Design Manual for Roads and Bridges TD91/05 "Provision for Non-Motorised Users" states:

"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles."

5.1.3 Further, Paragraph 4.4.1 of the Manual for Streets states:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13¹ states that walking offers the greatest potential to replace short car trips, particularly those under 2km."

5.1.4 It is clear from the various guidance available that acceptable walking distances will vary between individuals and circumstances with physical fitness, encumbrances, journey purpose, and attractiveness of walk route, for example, all having an impact on the distance that individuals will walk. On this basis, 800m is considered a 'comfortable' walk distance but by no means an upper limit. It is considered that a walk distance of 2km offers the greatest potential to replace cars trips and is therefore a 'reasonable' walking distance.

5.1.5 DMRB TA 91/05 "Provision For Non-Motorised Users" paragraph 2.11 records that:

"Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport."

¹ Whilst PPG13 has been superseded by the NPPF, the NPPF does not include any reference to walking distances. Given that the most recent version of PPG13 was published in January 2011 it is reasonable to assume that the guidance regarding the 2km distance remains valid.

5.1.6 Paragraph 1.5 in the Department for Transport's (DfT) Local Transport Note 2/08 'Cycle Infrastructure Design' (October 2008) states that:

"Urban networks are primarily for local journeys. In common with other modes, many utility cycle journeys are under three miles (4.8km) (ECF, 1998), although for commuter journeys, a trip distance of over 5 miles (8km) is not uncommon."

5.1.7 Data provided within the National Travel Survey demonstrates that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km.

5.1.8 The TA will review the opportunities for future employees to travel to and from the site using sustainable modes in accordance with the above recommended walk and cycle distances.

5.2 Travel Plan

5.2.1 A Travel Plan will be prepared to support the NSIP application and will be summarised in the TA. It will be demonstrated that the site is located in an accessible location, with genuine opportunities to make journeys on foot, by bicycle and by public transport.

5.2.2 The Travel Plan will promote travel to and from the site via sustainable modes including, walking, cycling, public transport and car sharing.

5.2.3 It is anticipated that a large majority of the employees of the proposed development will be 'local' to the site, therefore the measures proposed within the Travel Plan will seek to capitalise upon this opportunity to promote travel to and from site using sustainable modes.

SECTION 6 TRAFFIC IMPACT

6.1 Introduction

6.1.1 This section identifies the traffic parameters and approach that will be used to assess the traffic impact of the proposed development on the local and strategic highway network.

6.1.2 The proposed development has unique operational requirements and therefore a trip generation assessment of the development based on data included within the TRICS database would not be representative of the likely volume of traffic generated by the development. The trip generation for each operation has been calculated using bespoke methodologies as detailed below.

6.2 Operational Trips

6.2.1 The proposed development site would have a number of different uses, these are expected to include:

- CMAT;
- Ro-Ro Terminal; and
- A Vehicle Storage Facility.

6.2.2 It is proposed to adopt a first principles assessment for operational trips based upon the experience of the applicant and the main uses proposed on the site. The majority of operational trips are predicted to be HGV's with the exception of some trips associated with vehicle storage (paragraphs 6.2.22 – 6.2.28).

Construction Materials and Aggregates Terminal

Aggregates Distribution Yard

6.2.3 The aggregates distribution yard which includes the cement and slag facility is expected to export 1,600,000 tonnes of aggregate materials, cement and slag per year. It should be noted that 750,000 tonnes would be exported by road, the rest would be exported by rail and river. All of the aggregate materials will be imported by river.

6.2.4 This element of the development forms part of the CMAT which is proposed to operate 07:00 – 19:00 Monday to Friday and 07:00 – 12:00 on Saturdays. Table 6.1 sets out the average vehicular movements associated with the aggregates distribution yard per week day. For a worst-case it has been assumed that all exports by road will be carried out by 16-tonne vehicles.

Table 6.1: Aggregates Distribution Yard Trip Generation

Vehicle Movements	Count
Total annual import and export of 1,600,000 tonnes of aggregates per year	1,600,000
Total annual export of aggregates per year by road ¹	750,000
Capacity of vehicles exporting aggregates (tonnes)	16
Total annual movements (two-way) for the export of aggregates²	93,750
Summary	
Annual Average Week Day Trips ³	332

Source: Consultant's Estimates

Notes:

Numbers may not sum due to rounding.

1: Assumes 700,000 tonnes exported by Rail, 150,000 tonnes exported by River and 750,000 tonnes by road.

2: Based upon payloads of 16T vehicles.

3: Based on 52.143 weeks, 65 working hours per week and 12 working hours per day.

E.g. $(93,750 / 52.143) / 65 * 12$

6.2.5 The aggregates distribution yard is expected to generate 332 two-way HGV movements per week day. It is considered appropriate to use the temporal profile of Gate 1 to reflect the existing operation at the Port and provide an indication of the temporal impact upon the local and strategic highway network.

Asphalt Batching Plant

6.2.6 The asphalt batching plant is expected to import 29,500 tonnes of materials and export 260,000 tonnes of asphalt.

6.2.7 The asphalt would be imported using vehicles with an average payload of 22 tonnes and exported using vehicles with an average payload of 9.7 tonnes. This element of the development forms part of the CMAT which is proposed to operate 07:00 – 19:00 Monday to Friday and 07:00 – 12:00 on Saturdays. Table 6.2 presents the average daily trip generation expected from the asphalt batching plant.

Table 6.2 – Asphalt Batching Plant Trip Generation

Vehicle Movements	Count
Total annual tonnes of import materials	29,500
Total annual vehicle movements for importing materials ¹	2,680
Total annual tonnes of export materials	260,000
Total annual vehicle movements for exporting asphalt ²	53,600
Total annual movements (two-way) for the import and export of asphalt	56,280
Summary	
Annual Average Week Day Trips ³	199

Source: Consultant's Estimate

1: Based on an average payload of 22 tonnes

2: Based on an average payload of 9.7 tonnes

3: Based on 52.143 weeks, 65 working hours per week and 12 working hours per day.

6.2.8 The asphalt batching plant is expected to generate 199 two-way HGV movements per week day. It is considered appropriate to use the temporal profile of Gate 1 to reflect the existing operation at the Port and provide an indication of the temporal impact upon the local and strategic highway network.

Concrete Batching Plant

6.2.9 The concrete batching plant is expected to export 50,000m³ of concrete per year. It is assumed all of the import materials for the concrete element would be from the on-site stores, which would arrive by river.

6.2.10 The concrete would be exported using vehicles with an average payload of 7.8m³. This element of the development forms part of the CMAT which is proposed to operate 07:00 – 19:00 Monday to Friday and 07:00 – 12:00 on Saturdays. Table 6.3 presents the average daily trip generation expected from the asphalt and concrete batching plant.

Table 6.3 – Concrete Batching Plant Trip Generation

Vehicle Movements	Count
Total annual export of 50,000m ³ of concrete per year	50,000m ³
Payloads of vehicles exporting concrete (tonnes)	7.8m ³
Total annual movements (two-way) for the export of concrete	12,821
Summary	
Annual Average Week Day Trips	45

Source: Consultant's Estimate

1: Based on 52.143 weeks, 65 working hours per week and 12 working hours per day.

6.2.11 The concrete batching plant is expected to generate 45 two-way HGV movements per week day. It is considered appropriate to use the temporal profile of Gate 1 to reflect the existing operation at the Port and provide an indication of the temporal impact upon the local and strategic highway network.

Construction Blocks

6.2.12 The construction blocks element would export 150,000 tonnes per year. For the construction block element, it is assumed all of the import materials would be from the on-site stores, which would arrive by river. The construction blocks would be exported from the site using vehicles with an average payload of 33 tonnes. However, for a worst-case assessment, 16 tonne vehicles have been used.

6.2.13 This element of the development forms part of the CMAT which is proposed to operate 07:00 – 19:00 Monday to Friday and 07:00 – 12:00 on Saturdays. Table 6.4 presents the average trip generation expected from the construction blocks element.

Table 6.4 – Construction Blocks Trip Generation

Vehicle Movements	Count
Total annual export of 150,000 tonnes of construction blocks per year	150,000
Payloads of vehicles exporting construction blocks (tonnes)	16 tonnes
Total annual movements for the export of construction blocks	18,750
Summary	
Annual Average Week Day Trips ¹	66

Source: Consultant's Estimate

1: Based on 52.143 weeks, 65 working hours per week and 12 working hours per day.

6.2.14 The construction blocks element is expected to generate 66 two-way HGV movements per week day. It is considered appropriate to use the temporal profile of Gate 1 to reflect the existing operation at the Port and provide an indication of the temporal impact upon the local and strategic highway network.

Pre-Cast Concrete

6.2.15 The pre-cast concrete element would export 150,000 tonnes per year. For the pre-cast concrete element, it is assumed all of the import materials would be from the on-site stores, which would arrive by river. The pre-cast concrete would be exported from the site using vehicles with an average payload of 33 tonnes. However, for a worst-case assessment, 16 tonne vehicles have been used.

6.2.16 This element of the development forms part of the CMAT which is proposed to operate 07:00 – 19:00 Monday to Friday and 07:00 – 12:00 on Saturdays. Table 6.5 presents the average trip generation expected from the pre-cast concrete element.

Table 6.5 – Pre-Cast Concrete Trip Generation

Vehicle Movements	Count
Total annual export of 150,000 tonnes of Pre-Cast Concrete per year	150,000
Payloads of vehicles exporting Pre-Cast Concrete (tonnes)	16 tonnes
Total annual movements for the export of Pre-Cast Concrete	18,750
Summary	
Annual Average Week Day Trips ¹	66

Source: Consultant's Estimate
1: Based on 52.143 weeks, 65 working hours per week and 12 working hours per day.

6.2.17 The pre-cast concrete element could generate 66 two-way HGV movements per week day. It is considered appropriate to use the temporal profile of Gate 1 to reflect the existing operation at the Port and provide an indication of the temporal impact upon the local and strategic highway network.

Ro-Ro Terminal

6.2.18 The Ro-Ro Terminal would import and export a maximum of 500,000 containers and trailers per year which would be split 50/50. There is no difference in traffic flow terms between the vehicles required for containers and trailers, both are HGV's. The Ro-Ro terminal is expected to operate 363 days per year, 24 hours per day. Table 6.6 sets out the average daily two-way movements from the Ro-Ro Terminal.

Table 6.6: Ro-Ro Terminal Trip Generation

Vehicle Movements	Count
Total annual trailers/containers imported (numbers)	245,000
Total annual trailers/containers exported (numbers)	245,000
Total annual movements (two-way) for the export and import of trailers and containers¹	490,000
Total annual trailers/containers imported – single purpose journey	10,000
Total annual trailers/containers exported – single purpose journey	10,000
Total annual movements for the export and import of trailers and containers – Single Purpose Journey	20,000
Summary	
Total annual movements (two-way) associated with the Ro-Ro Terminal	510,000
Working Days (assuming a 7-day working week)	363
Average daily movements (two-way) associated with the Ro-Ro Terminal	1,405

Source: Consultant's Estimates
Notes:
Numbers may not sum due to rounding.
1: 2% of trailers/containers will be a single purpose journey

6.2.19 The Ro-Ro, if it operated to its maximum capacity, would generate 1,405 two-way HGV movements per day, 363 days per year. This assumes a 50/50 split of import and export and only 2% of trips are single purpose journeys e.g. a vehicle arrives with a container / trailer and leaves without a container / trailer.

6.2.20 This would equate to 59 two-way HGV movements per hour if the temporal profile of movements was constant. However, it is considered appropriate to use the temporal profile of Gate 2 as this reflects the operation of the existing Ro-Ro terminal at the Port and provide an indication of the temporal impact upon the local and strategic highway network.

6.2.21 It is likely containers / trailers would be imported / exported from the Ro-Ro terminal by rail. However, as a worst-case assessment it has been assumed all exports would be by road.

Vehicle Storage Facility

6.2.22 The vehicle storage element is expected to operate 08:00 – 17:00 Monday to Friday only and import 31,200 vehicles per year by river. This is based upon a worst-case assessment of 20 acres being available for storage. However, based upon the masterplan only 6.2 acres will be available.

- 6.2.23 The majority of vehicle movements associated with the vehicle storage element of the site would be contained on the local highway network between the Tilbury 2 site and the existing Hyundai Pre-Delivery Inspection (PDI) area, located within the existing Port close to Gate 2.
- 6.2.24 When the vehicles arrive at the port they would be transported from the PDI to the vehicle storage area within Tilbury 2. Once the vehicles are ready to be exported, they are transported from the vehicle storage area to the PDI area. The drivers transporting the vehicles to the PDI would return to the Tilbury 2 site in a vehicle, it has been assumed that each returning vehicle would have three drivers. It is important to note that these trips would be contained between the Tilbury 2 site and the PDI area and would not impact on the wider highway network.
- 6.2.25 Table 6.7 sets out the average week day two-way movements, based on the vehicle storage assumptions, between the proposed Tilbury 2 site and the existing PDI.

Table 6.7: Vehicle Storage Trip Generation (Between the Tilbury 2 site and the Existing PDI Area)

Vehicle Movements	Count
Total one-way import of vehicles from the PDI	31,200
Total one-way export of vehicles to the PDI	31,200
Total return journeys to Tilbury 2 by vehicle drivers ¹	10,400
Total annual movements (two-way) for export of vehicles to PDI²	72,800
Summary	
Annual Average Week Day Trips ³	279

Source: Consultant's Estimates

Notes:

Numbers may not sum due to rounding.

1: Assumed three drivers per return trip; and

2: Hyundai PDI will be retained at the current location and that vehicle are imported directly to Tilbury 2.

3: Based on 52.143 weeks, 45 working hours per week and 9 working hours per day.

- 6.2.26 Table 6.7 shows that the total number of movements between the Tilbury 2 site and the existing PDI area is expected to be 279 movements per day.
- 6.2.27 After inspection, the vehicles would be loaded on to a car transporter, it has been assumed an average of 8 vehicles per car transporter, as a worst-case as the capacity of car transporters are circa 10 cars. The car transporter would exit the Port via Gate 1 and continue to the strategic highway network. Table 6.8 sets out the average week day two-way movements based on the car transporter assumptions.

Table 6.8: Vehicle Storage Trip Generation (Car Transport to Strategic Highway Network)

Vehicle Movements	Count
Average vehicles per car transporter	8
Annual number of car transporters	3,900
Total annual movements (two-way) for export of vehicles from PDI	7,800
Summary	
Annual Average Week Day Trips ¹	30

Source: Consultant's Estimates

1: Based on 52.143 weeks, 45 working hours per week and 9 working hours per day.

- 6.2.28 Table 6.8 shows that the total number of movements between the Gate 1 and the strategic highway network is expected to be 30 movements per day.

Summary

- 6.2.29 Table 6.9 presents the total average number of week day trips the proposed development is expected to generate which route on to the local and strategic road network.

Table 6.9: Annual Average Week Day Operational Vehicle Trip Summary

Annual Average Week Day Trips per Proposed Element	Vehicle Movements
Aggregates Distribution Yard (incl Cement and Slag Facility)	332
Asphalt Batching Plant	199
Concrete Batching Plant	45
Construction Block Facility	66
Pre-cast Concrete Manufacturing Facility	66
Ro-Ro Terminal	1,405
Vehicle Storage Element – Car Transport to Strategic Highway Network)	30
Sub Total – HGV's	2,143
Vehicle Storage Element – Between the Tilbury 2 site and the Existing PDI Area ¹	279
Total	2,422

Source: Consultant's Estimates

1: The Vehicle Storage Element Between the Tilbury 2 site and the Existing PDI Area does not route on to the strategic road network.

- 6.2.30 Agreement is sought from TC, ECC and HE that the proposed traffic generation is acceptable to assess the impact of the proposed development upon the local and strategic highway networks.

6.3 Pro-rata trip rate

- 6.3.1 The recent counts of the two port accesses (Gate 1 and Gate 2) have been combined to provide total traffic volumes associated with the Port. A total of 13,792 vehicle movements were recorded into and out of the Port of which 44.7% were HGV's over a typical weekday. The site area of the Port is 240Ha, which excludes the land locked water.
- 6.3.2 Therefore, on a unit area basis the Port currently generates 57.47 total vehicle trips/Ha across a typical weekday. In terms of HGV movements, the corresponding daily trip rate is 25.69/Ha.
- 6.3.3 Applying these trip rates to the operational site area of Tilbury2 (42.5Ha), results in a total of 2,442 vehicle movements per weekday of which 1,092 would be HGV's. The HGV trip generation estimates in Table 6.9 are considerably greater than a pro-rata estimate. This is in part explained by the more efficient layout proposed at Tilbury2 but also demonstrated the worst-case assumptions of trip generation outlined above.

6.4 Staff and Driver Trip Generation

- 6.4.1 It is proposed to adopt a first principles assessment for staff and drivers using the modal split data from the 2011 Census included in Table 6.10 for the Thurrock 018 Mid-Level Super Output Area (MSOA) where the site is located.

Table 6.10 – Method of Travel to Work for Thurrock 018 MSOA

Method of Travel to Work	Place of Work: Thurrock 018 MSOA Level
	%
Train	4.3%
Underground	0.4%
Bus	2.1%
Taxi	0.5%
Motorcycle	1.2%
Driving a Car or Van	77.2%
Passenger in a Car or Van	5.5%
Bicycle	2.5%
On Foot	6.0%
Other	0.4%
Total	100%

Source: Nomis Web

- 6.4.2 Table 6.11 identifies a car borne mode share of 82.7%, with car driver comprising some 77.2%. Public transport accounts for 7.3% of all trips and walking/cycling accounts for 8.5% all of journeys to work within the Tilbury 018 MSOA.
- 6.4.3 The modal split data identified in Table 6.10 could be applied to the estimated number of staff operating on each shift to determine the traffic flows generated by the site. However, to present a robust assessment of the traffic generation, it has been assumed that all staff and drivers would arrive at the development site in a single occupancy vehicle trip.
- 6.4.4 The number of staff would be:
- 100 Port staff (this includes administrative staff, maintenance staff, security and customs) – which are split equally across three shift patterns which are 06:00 – 14:00; 14:00 – 22:00; and 22:00 – 06:00; and
 - 50 CMAT staff – who would work a single shift from 07:00 – 18:00 Monday to Friday and a 07:00 – 12:00 shift on Saturdays.
- 6.4.5 The numbers of drivers have been based on the peak two-hour trip generation of import and export trips for all elements of the CMAT. The drivers would work across three shift patterns which are 07:00 – 17:00; 08:00 – 18:00; and 09:00 – 17:00 Monday to Friday and a 07:00 – 12:00 shift on Saturdays. A breakdown of the number of drivers assumed for each element of the CMAT is presented below:
- Aggregates Distribution Yard (inc. Cement and Slag) – 70 drivers for the weekday shifts and 45 drivers for the Saturday shift;
 - Asphalt Batching Plant – 42 drivers for the weekday shifts and 28 drivers for the Saturday shift;
 - Concrete Batching Plant – 10 drivers for the weekday shifts and 6 drivers for the Saturday shift;
 - Construction Blocks – 14 drivers for the weekday shifts and 9 drivers for the Saturday shift; and
 - Pre-cast Concrete – 14 drivers for the weekday shifts and 9 drivers for the Saturday shift.

- 6.4.6 In total, there would be 300 staff present on site during a typical weekday. The arrivals and departures would be split across the day consistent with their respective working hours. Thus, as a worst case there would be 600 staff vehicle movements per day.
- 6.4.7 The existing port generates 7,627 light vehicle movements. This equates to a unit trip rate of 31.78 light vehicle movements/Ha. Applying this to Tilbury2 (42.5Ha) results in 1,350 light vehicle movements per day which is higher than the above figures. The existing Port generates more light vehicle movements per unit area than anticipated at Tilbury2. However, this can be explained by differences between Tilbury2 and the existing Port as follows:
- Existing Port includes the Port's staff offices;
 - Tilbury2 would only have operational staff on-site;
 - Existing Port has tenants with indirect links to port activity (e.g. supporting industry); and
 - Tilbury2 would be occupied by tenants with direct port activity.

6.5 Distribution and Assignment

Staff and Drivers

- 6.5.1 In order to assign the staff and drivers of the development proposal to the local highway network, it is proposed to interrogate the Census journey to work data to provide an estimate of distribution.
- 6.5.2 Travel to Work data contained within the 2011 Census will be reviewed to identify the likely origin for employment journeys. The data for those currently working in the Tilbury 018 super output area – middle layers will be selected as they are located within the ward and they are directly comparable to the development in terms of location.
- 6.5.3 A simple P/T^2 gravity model within approximately a 40 minute drive time of the site will be developed to reflect the 'local' nature of the likely origins for majority of staff trips.

- 6.5.4 The population within a 40 minute drive time of the site will be calculated with reference to the population for each area provided within the 2011 Census data. Journey times will initially be estimated using journey planning software from the Google Maps Directions facility.

Operational

- 6.5.5 In respect, of the assignment of development operational traffic to the local highway network, it is proposed to assign this to the most direct route to and from the strategic highway network. Data from the WebTris database will be used to distribute traffic once it has reached the strategic highway network.
- 6.5.6 Agreement is sought that the proposed methodology for distributing and assigning traffic to the local highway network is acceptable.

6.6 Committed Development

- 6.6.1 The following sites have been included as committed development:
- Amazon Distribution Warehouse (within the London Distribution Park);
 - Island Site (as part of the London Distribution Park); and
 - Biomass Storage Facility (on the adjacent Anglian Water site).
- 6.6.2 The traffic flows from the identified committed developments will be included in the future year baseline traffic flows. It should be noted that the Travis Perkins unit and the Lorry Park (both within the London Distribution Park) were both operational when the baseline traffic surveys took place and have therefore already been included within the baseline traffic flows.
- 6.6.3 Officers at TC, ECC and HE are asked to identify any additional committed development schemes that could have a material bearing on the forthcoming application.

6.7 **Traffic Growth and Assessment Years**

6.7.1 In accordance with the Department for Transport Circular 02/2013 ‘The Strategic Road Network and the Delivery of Sustainable Transport’, it is proposed to assess the impact of the development at the time of opening of the development. The opening of the development is defined as:

“The date at which the development first becomes available for occupation.”

6.7.2 It is anticipated that the development would be available for occupation in 2020. Accordingly, the following scenarios are proposed to be assessed:

- 2016 Base Year;
- 2020 with Committed Development; and
- 2020 with Committed Development plus Development.;

6.7.3 In addition, having regard to DfT circular 02/2013 (“forecast demand should be compared to the ability of the existing network to accommodate traffic over a period up to ten years after the date of registration of a planning application”) and at the request of HE a forecast year of 2027 will be assessed:

- 2027 with Committed Development; and
- 2027 with Committed Development plus Development.

6.7.4 The TEMPRO growth factors between 2016 and 2020 and between 2016 and 2027 are summarised in Table 6.11.

Table 6.11 – Traffic Growth Factors (Thurrock – Urban Trunk Roads)

Date Range	Morning Peak	Inter Peak	Evening Peak
2016 – 2020	1.0476	1.0577	1.0491
2016 - 2027	1.1749	1.2156	1.1831

Source: TEMPRO 7.2

6.7.5 With the direct inclusion of committed development, the addition of an unadjusted TEMPRO growth rate would lead to a double counting of traffic. Therefore, the alternative assumptions function within TEMPRO has been used to manually adjust the level of growth expected in relation to the trunk roads within Thurrock. A maximum of 3,500 jobs have been removed from the future years, which relates to the expected number of jobs from the Amazon Distribution Warehouse.

6.7.6 Agreement on the above growth factors are requested.

6.8 **Traffic Impact**

6.8.1 Assessments will focus on the weekday peak periods (07:00-10:00 and 16:00-19:00) which has been established through analysis of the observed traffic flows. An additional two-hour inter-peak period will also be assessed (12:00 – 14:00), which corresponds with the existing peak of activity at the Port. However, detailed operational assessments will be undertaken for the peak hour within each period.

6.8.2 It is proposed to carry out detailed operational assessments of the following junctions:

- Fort Road/Link Road;
- A1089 Ferry Road/Link Road; and
- The ASDA Roundabout.

6.8.3 It is proposed to carry out merge and diverge assessments at the following junctions:

- A1089 Dock Approach Road / A126 Slip Roads; and
- A1089 Dock Approach Road / A13 Slip Roads.

6.8.4 Furthermore, a comparative assessment of the increases in traffic during the peak periods will be undertaken on the A1089, A13 and Junction 30 of the M25.

6.8.5 Agreement is sought from TC, ECC and HE that this study area is acceptable.

6.9 Sensitivity Test

6.9.1 As a sensitivity test, it is proposed to assume that all of the exports from the Aggregates Distribution Yard (inc. the Cement and Slag facility) will be undertaken by road. Therefore, all 1,600,000 tonnes from the Aggregates Distribution Yard (inc. the Cement and Slag facility) will be exported from Tilbury2 by road in 16-tonne vehicles.

6.9.2 This will be undertaken for the following scenarios:

- 2020 with Committed Development plus Development and sensitivity; and
- 2027 with Committed Development plus Development and sensitivity.

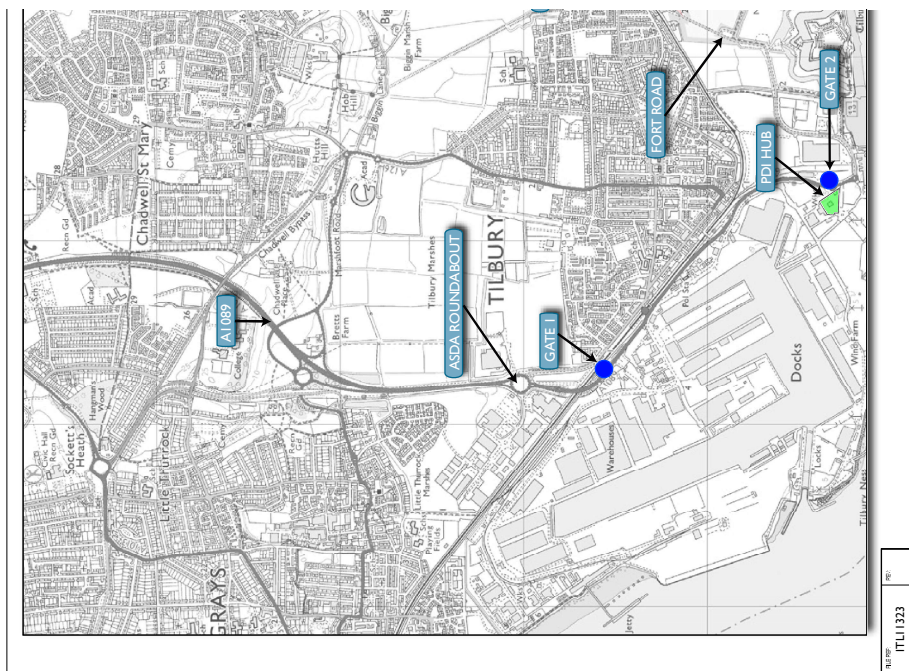
6.9.3 This would increase the number of HGV movements associated with Tilbury2 from 2,143 to 2,519 per weekday.

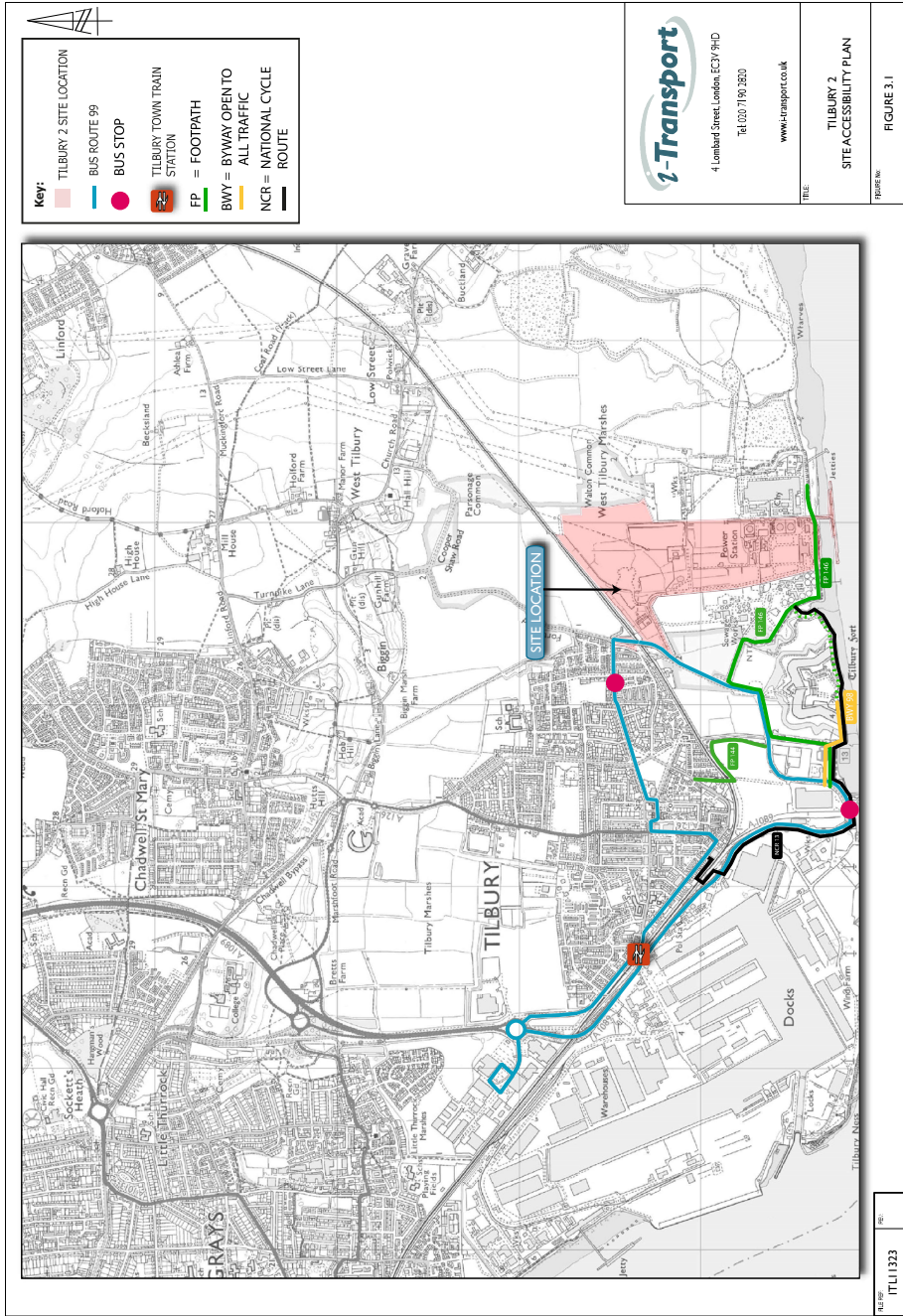
SECTION 7 SUMMARY AND CONCLUSION

7.1 This Transport Assessment Scoping Report sets out the proposed methodology and parameters for a Transport Assessment to assess the transport and highways implications of a development of land at the Former Tilbury Power Station, Tilbury for a proposed Port Terminal.

7.2 Agreement is sought from TC, ECC and HE that the parameters and suggested approach identified in this report are acceptable.

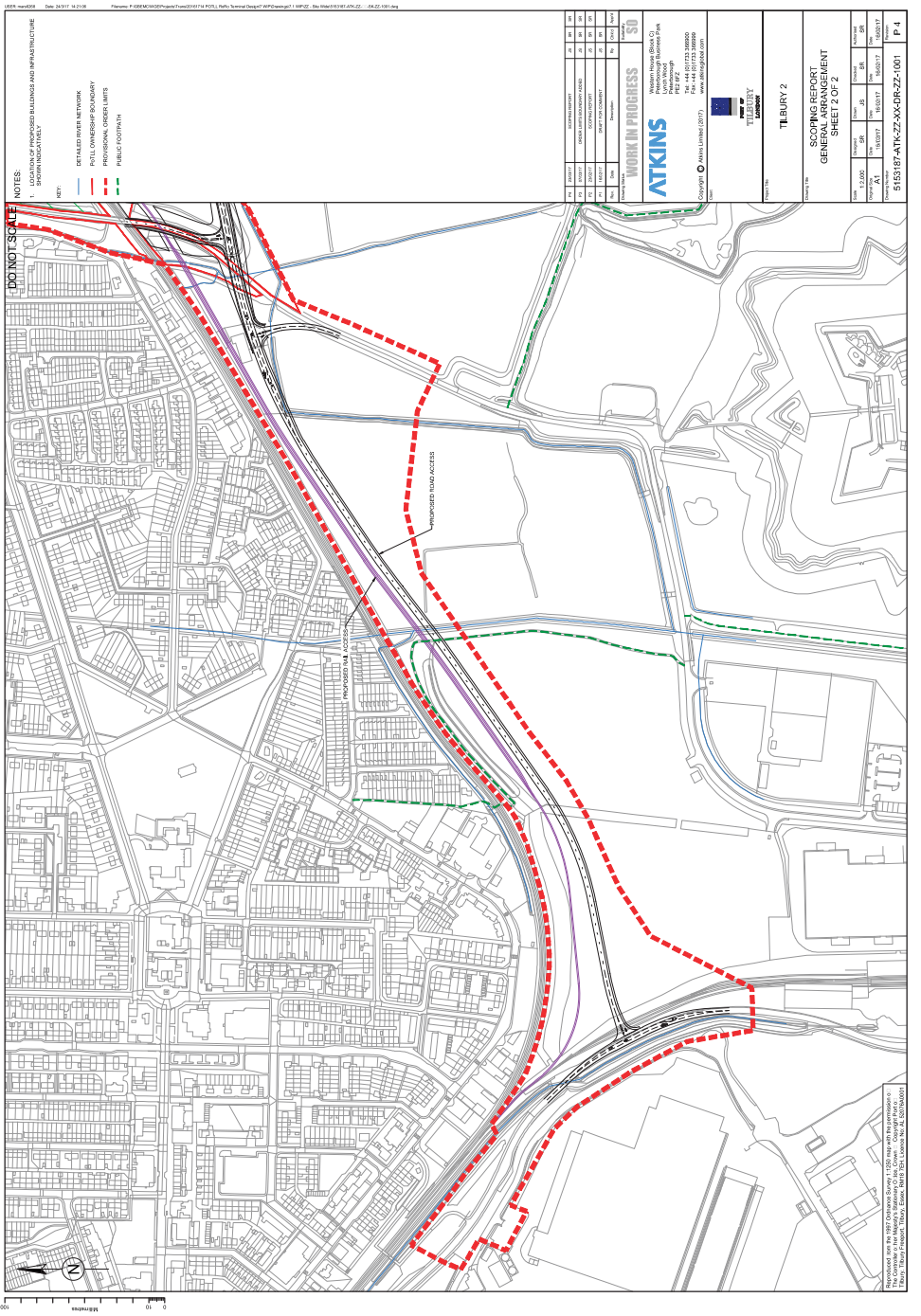
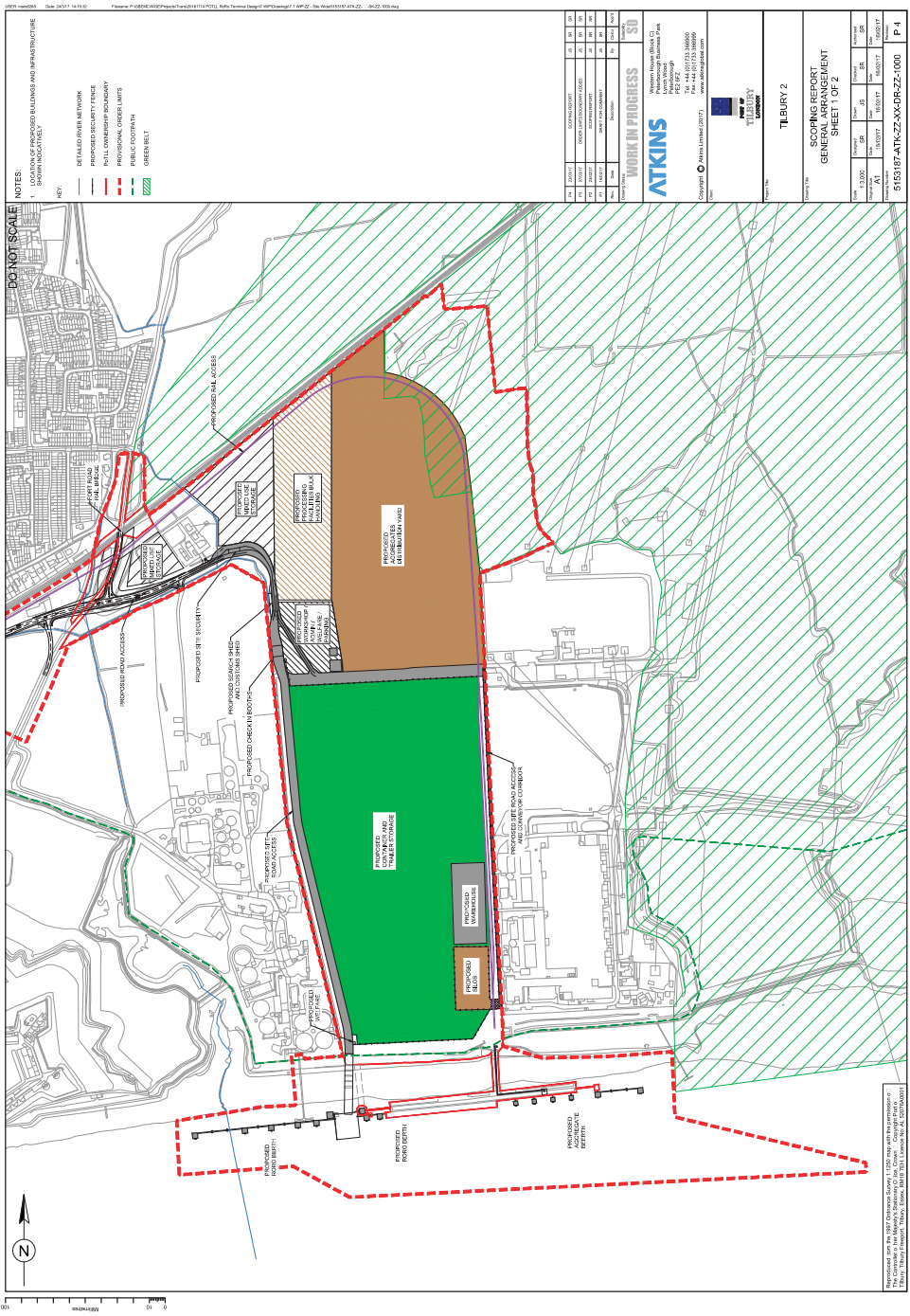
FIGURES





APPENDIX A

Emerging Site Masterplan





E enquiries@i-transport.co.uk
W www.i-transport.co.uk

Grove House, Lutyens Close
Chineham Court, Basingstoke
Hampshire RG24 8AG
T 01256 338 640
F 01256 338 644

Centurion House
129 Deansgate
Manchester M3 3WR
T 0161 830 2172
F 0161 830 2173

4 Lombard Street
London
EC3V 9HD
T 020 7190 2820
F 020 7190 2821

APPENDIX B

**THURROCK COUNCIL PUBLIC
RIGHTS OF WAY MAP**

RIGHTS OF WAY

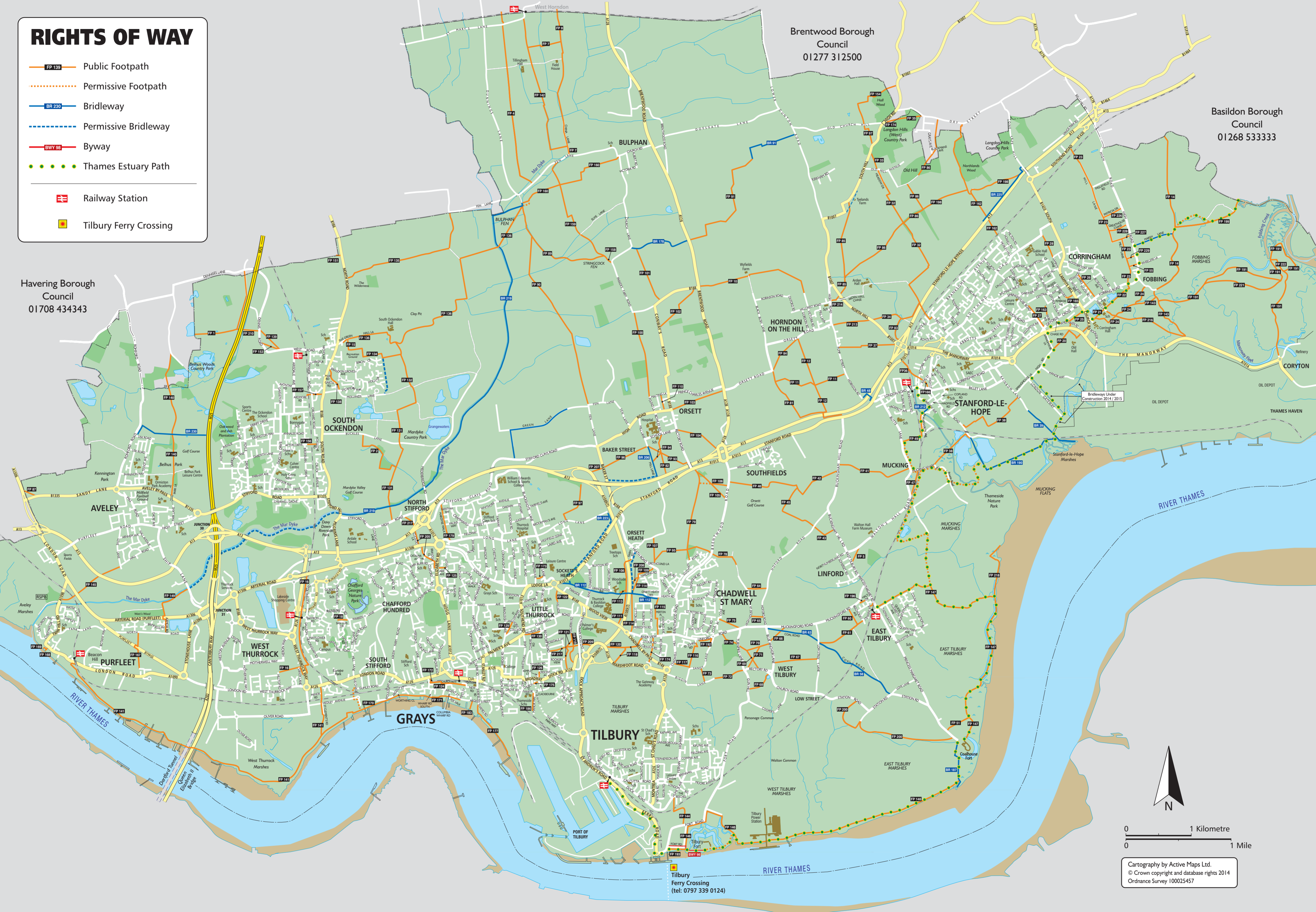
- FP 139 Public Footpath
- Permissive Footpath
- BR 230 Bridleway
- Permissive Bridleway
- BWY 66 Byway
- Thames Estuary Path

- Railway Station
- Tilbury Ferry Crossing

Havering Borough Council
01708 434343

Brentwood Borough Council
01277 312500

Basildon Borough Council
01268 533333



0 1 Kilometre
0 1 Mile

Cartography by Active Maps Ltd.
© Crown copyright and database rights 2014
Ordnance Survey 100025457

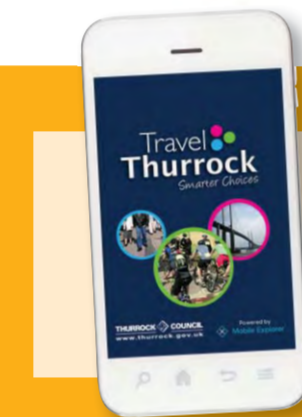
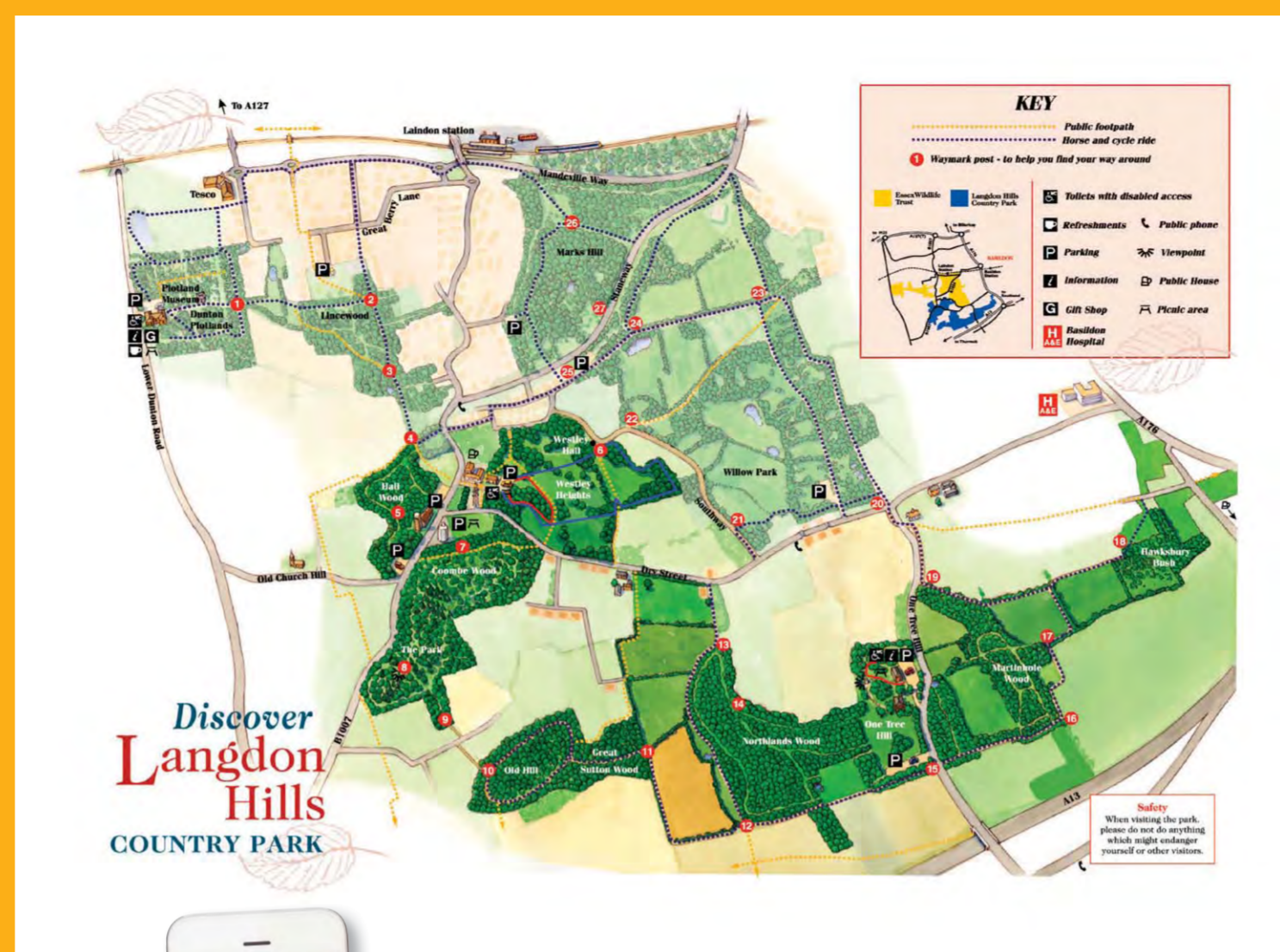
Tilbury Ferry Crossing
(tel: 0797 339 0124)



Rainham Marshes RSPB Nature Reserve



Thurrock Thameside Nature Park



Travel Thurrock
Smartphone App



Coalhouse Fort, Tilbury



Chafford Gorges Nature Park

Thurrock Council – All Departments

Contact Centre	01375 366100
Transport/Travel	01375 413883
Rights of way	01375 652306

Others

Thurrock Local Access Forum	01375 652306
(via Thurrock Council)	
Ramblers Association (Local Rep)	01375 642785
Essex Bridleways Association	01375 672487
Thurrock Cycle Forum	01375 652006
Sustrans	08451 130065
National Farmers Union	08708 458458
Thames Chase	01708 641880
Woodland Trust	08000 269650
Vitality	0800 0778000
Change4life	01375 898113

Places of Interest

Tilbury Fort	01375 858489
Coalhouse Fort	01375 844203
Belhus Park	01708 865628
RSPB Purfleet/Rainham	01708 899840
Langdon Hills Country Park Ranger Service	01268 542066
Grangewaters	01708 855228
Thurrock Thameside Nature Park	01375 643342
Chafford Gorges	01375 484016



Thurrock Rights of Way



Thurrock Rights of Way Map 2014



thurrock.gov.uk

Thurrock Local Access Forum
public.rightsofway@thurrock.gov.uk

Thurrock's Local Access Forum (LAF) has been established under the terms of the Countryside and Rights of Way Act 2000. The Forum represents landowners, cyclist, horse riders, walkers and other interested parties such as the Royal Society for the Protection of Birds RSPB and the Council for the Protection of Rural England CPRE. The function of the Forum is to advise Thurrock Council of public opinion and concerns regarding 'public access', especially in protecting and improving the Public Rights of Way network throughout Thurrock for future generations.

The Ramblers Association
www.ramblers.org.uk

Britain's biggest walking charity has been working for over 70 years to promote walking and to improve conditions for everyone who walks in England, Scotland and Wales.

Essex Bridleway Association
www.essexbridleways.co.uk
jennifermann@btinternet.com (local rep)

The EBA is a registered charity formed in 1979 to enable horse and pony riders, walkers and countryside users in Essex to:

- Preserve and maintain existing bridleways
- Restore old rights of way, many of which have been lost through incorrect classification and are not registered on the Definitive Map

- Create new bridleways.

Sustrans
www.sustrans.co.uk

Sustrans is the UK's leading sustainable transport charity. Its vision is a world in which people can choose to travel in ways that benefit their health and the environment. They are working on practical, innovative ways of dealing with the transport challenges that affect us all.

National Farmers Union
www.nfuonline.com

The NFU believe that a thriving, beautiful countryside is one of the most important aspects of our national heritage. We are determined to maintain it and to meet the challenge of producing wholesome, high quality food while protecting wildlife and the environment.

Public Rights of Way Definitions
Public Footpath

In England and Wales a public footpath is a path on which the public have a legally protected right to travel on foot only.

Bridleway

A public bridleway is a way over which the public have the following, but no other rights:

- to travel on foot
- to travel on horseback or leading a horse, with or without a right to drive animals of any description along the way

- to ride a bicycle (but, in exercising that right, cyclists must give way to pedestrians and persons on horseback).

Byway

In the United Kingdom, a byway open to all traffic (BOAT) is a highway over which the public have a right of way for vehicular and all other kinds of traffic but which is used by the public mainly for the purpose for which footpaths and bridleways are used.

Restricted Byways

On 2 May 2006 the Countryside and Rights of Way Act 2000 reclassified all remaining Roads Used as Public Paths as restricted byways. The public's rights along a restricted byway are to travel:

- on foot
- on horseback or leading a horse
- by vehicle other than mechanically propelled vehicles (e.g. bicycles, horse-drawn carriages).

Permissive Path

A permissive path, or permitted path, is a path where the public does not have a legal right to travel, but where they have been granted permission to do so for the time being.

Signage
Waymarkers



Public Footpath



Bridleway



Byway

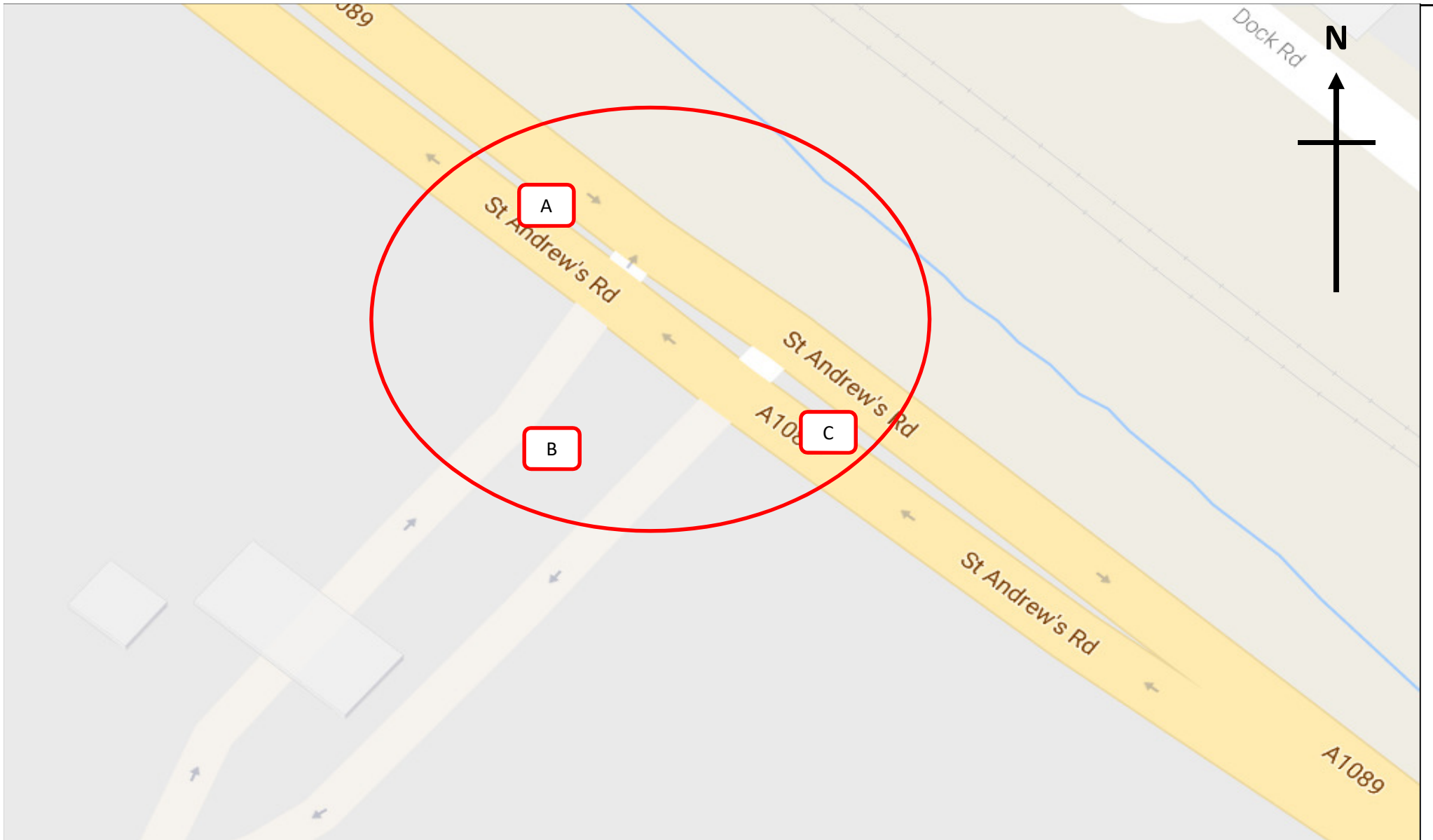



Scan this code with your smartphone to go to thurrock.gov.uk/travel

The Thames Estuary Path through Essex is an amazing path taking you past Thameside, forts, ancient churches, through Thames marshes and along the sea wall overlooking internationally important marshes and mudflats. From Tilbury to Southend it is approximately 30 miles, but the route has the advantage of being shadowed by C2C railway line with stations at Tilbury Town, East Tilbury, Stanford-le-Hope, Pitsea, Benfleet, Leigh, Chalkwell and Southend-on-Sea.

APPENDIX C

TRAFFIC SURVEY DATA



	Site / Location: Site 1, A1089 St Andrews Road / Gate 1 to the Port of Tilbury	Project No: 6727	Drawing No: 6727-01	Drawn By: SR
	Survey Date: Thursday 29th September 2016	Project Name: Tilbury		
	Survey Times: 00:00 to 24:00	Drawing Title: Site Layout and Observed Movements		



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	A to C							TOT	PCU's	A to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	3	0	0	0	3	6.9	1	0	0	5	0	0	0	6	12.5
00:15	0	0	0	1	0	0	0	1	2.3	1	0	0	3	0	0	0	4	7.9
00:30	1	0	0	4	0	0	0	5	10.2	1	0	1	4	0	0	0	6	11.7
00:45	0	0	0	4	0	0	0	4	9.2	3	0	0	6	0	0	0	9	16.8
H/TOT	1	0	0	12	0	0	0	13	28.6	6	0	1	18	0	0	0	25	48.9
01:00	1	0	1	4	0	0	0	6	11.7	3	0	0	4	0	0	0	7	12.2
01:15	2	0	0	1	0	0	0	3	4.3	1	0	0	4	0	0	0	5	10.2
01:30	2	0	0	5	0	0	0	7	13.5	0	0	1	3	0	0	0	4	8.4
01:45	1	0	0	4	0	0	0	5	10.2	2	0	1	4	0	0	0	7	12.7
H/TOT	6	0	1	14	0	0	0	21	39.7	6	0	2	15	0	0	0	23	43.5
02:00	1	0	1	3	0	0	0	5	9.4	0	0	0	2	0	0	0	2	4.6
02:15	0	0	0	1	0	0	0	1	2.3	1	0	0	5	0	0	0	6	12.5
02:30	3	0	1	3	0	0	0	7	11.4	3	0	0	6	0	0	0	9	16.8
02:45	1	0	0	1	0	0	0	2	3.3	4	0	0	4	0	0	0	8	13.2
H/TOT	5	0	2	8	0	0	0	15	26.4	8	0	0	17	0	0	0	25	47.1
03:00	0	0	1	4	0	0	0	5	10.7	7	0	0	3	0	0	0	10	13.9
03:15	1	0	2	4	0	0	0	7	13.2	8	0	0	13	0	0	0	21	37.9
03:30	3	0	1	3	0	0	0	7	11.4	6	1	1	10	0	0	0	18	31.5
03:45	6	0	2	5	0	0	0	13	20.5	9	1	0	7	0	0	0	17	26.1
H/TOT	10	0	6	16	0	0	0	32	55.8	30	2	1	33	0	0	0	66	109.4
04:00	6	0	5	4	0	0	0	15	22.7	9	0	1	11	0	0	0	21	35.8
04:15	6	0	2	6	0	0	0	14	22.8	13	2	2	9	0	0	0	26	38.7
04:30	7	2	1	7	0	1	0	18	27	19	2	0	12	0	0	0	33	48.6
04:45	6	0	2	6	0	0	0	14	22.8	22	10	2	17	0	3	0	54	75.3
H/TOT	25	2	10	23	0	1	0	61	95.3	63	14	5	49	0	3	0	134	198.4
05:00	7	1	2	5	0	0	0	15	22.5	44	5	1	17	0	0	0	67	89.6
05:15	6	1	1	8	0	0	0	16	26.9	81	7	2	28	0	2	0	120	156.2
05:30	10	0	2	9	1	0	0	22	35.7	127	6	2	24	0	4	0	163	192.8
05:45	20	0	4	4	0	0	0	28	35.2	148	12	3	35	0	0	0	198	245
H/TOT	43	2	9	26	1	0	0	81	120.3	400	30	8	104	0	6	0	548	683.6
06:00	14	0	5	15	1	0	0	35	58	52	8	6	25	0	1	0	92	126.9
06:15	5	2	4	6	0	0	0	17	26.8	71	18	11	30	0	1	0	131	174.9
06:30	19	3	3	12	1	0	0	38	56.1	86	10	8	44	0	0	0	148	209.2
06:45	13	5	2	10	0	0	0	30	44	127	14	7	43	0	2	0	193	251.2
H/TOT	51	10	14	43	2	0	0	120	184.9	336	50	32	142	0	4	0	564	762.2
07:00	18	3	3	7	0	0	0	31	41.6	57	14	2	33	0	0	0	106	149.9
07:15	27	1	5	9	1	0	0	43	58.2	60	8	3	26	0	2	0	99	133.1
07:30	23	3	4	10	1	1	0	42	57.4	81	13	8	27	0	0	0	129	168.1
07:45	32	2	2	15	0	0	0	51	71.5	119	15	8	40	0	4	0	186	239.6
H/TOT	100	9	14	41	2	1	0	167	228.7	317	50	21	126	0	6	0	520	690.7
08:00	14	2	3	15	1	0	0	35	57	70	14	5	43	0	1	0	133	190.8
08:15	22	3	6	11	0	0	0	42	59.3	62	9	9	41	0	1	0	122	179.2
08:30	23	1	5	13	1	0	0	43	63.4	88	8	4	37	0	2	0	139	187.9
08:45	26	2	3	14	0	0	0	45	64.7	77	9	5	36	0	2	0	129	177.1
H/TOT	85	8	17	53	2	0	0	165	244.4	297	40	23	157	0	6	0	523	735
09:00	23	4	4	12	1	0	0	44	62.6	54	18	3	43	0	1	0	119	175.8
09:15	13	4	4	13	0	0	0	34	52.9	42	11	6	49	0	0	1	109	174.9
09:30	10	3	1	17	1	1	0	33	56	41	7	6	51	0	1	0	106	174.7
09:45	22	4	1	10	0	0	0	37	50.5	31	9	7	41	0	0	0	88	144.8
H/TOT	68	15	10	52	2	1	0	148	222	168	45	22	184	0	2	1	422	670.2
10:00	8	5	1	10	1	0	0	25	39.5	21	10	6	46	0	0	0	83	145.8
10:15	9	4	1	13	1	0	0	28	46.4	27	11	11	37	0	0	0	86	139.6
10:30	13	3	1	13	0	0	0	30	47.4	20	10	6	43	0	1	0	80	138.3
10:45	18	2	3	12	1	0	0	36	54.1	25	8	8	49	0	0	0	90	157.7
H/TOT	48	14	6	48	3	0	0	119	187.4	93	39	31	175	0	1	0	339	581.4
11:00	8	5	5	20	0	0	0	38	66.5	24	6	5	53	0	0	0	88	159.4
11:15	7	3	3	18	1	0	0	32	57.9	31	7	10	47	0	0	0	95	161.1
11:30	12	2	3	24	0	0	0	41	73.7	21	4	7	36	0	0	0	68	118.3
11:45	8	3	1	11	1	0	0	24	39.8	15	7	11	49	0	0	0	82	151.2
H/TOT	35	13	12	73	2	0	0	135	237.9	91	24	33	185	0	0	0	333	590



SITE: 1

DATE: 29/09/2016

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DAY: Thursday

TIME	A to C							TOT	PCU's	A to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	12	7	1	13	0	0	0	33	50.4	19	6	0	50	0	0	0	75	140
12:15	15	4	4	11	1	0	0	35	52.3	33	5	11	45	0	0	0	94	158
12:30	7	0	4	13	0	0	0	24	42.9	22	10	9	45	0	1	0	87	149.4
12:45	15	3	2	11	1	0	0	32	48.3	34	8	10	62	0	0	0	114	199.6
H/TOT	49	14	11	48	2	0	0	124	193.9	108	29	30	202	0	1	0	370	647
13:00	21	0	3	14	0	0	0	38	57.7	44	7	4	61	0	0	0	116	197.3
13:15	10	0	4	19	1	0	0	34	61.7	49	10	8	44	0	1	0	112	172.6
13:30	14	4	3	18	0	0	0	39	63.9	72	8	6	58	0	1	0	145	222.8
13:45	12	2	2	17	1	0	0	34	58.1	58	14	4	58	0	0	0	134	211.4
H/TOT	57	6	12	68	2	0	0	145	241.4	223	39	22	221	0	2	0	507	804.1
14:00	11	1	1	19	0	0	0	32	57.2	20	7	7	58	0	0	0	92	170.9
14:15	11	1	6	17	0	0	0	35	60.1	19	7	11	46	0	1	0	84	148.7
14:30	6	4	4	24	0	0	0	38	71.2	14	10	8	51	0	0	0	83	153.3
14:45	13	0	5	17	0	0	0	35	59.6	12	5	3	48	0	0	1	69	132.1
H/TOT	41	6	16	77	0	0	0	140	248.1	65	29	29	203	0	1	1	328	605
15:00	12	1	2	14	1	2	0	32	51	9	10	11	59	0	0	0	89	171.2
15:15	13	1	1	15	0	0	0	30	50	16	6	5	59	0	1	0	87	165.6
15:30	7	2	5	15	1	0	0	30	53	8	8	7	37	0	0	0	60	111.6
15:45	10	2	3	15	1	1	0	32	53.4	13	1	4	35	0	0	0	53	100.5
H/TOT	42	6	11	59	3	3	0	124	207.4	46	25	27	190	0	1	0	289	548.9
16:00	17	1	3	23	0	0	0	44	75.4	11	5	7	30	0	1	0	54	95.9
16:15	11	4	4	23	1	0	0	43	75.9	13	6	5	31	0	0	0	55	97.8
16:30	17	2	2	10	0	0	0	31	45	12	8	7	28	0	0	0	55	94.9
16:45	12	3	3	16	1	0	0	35	58.3	23	3	9	24	0	0	0	59	94.7
H/TOT	57	10	12	72	2	0	0	153	254.6	59	22	28	113	0	1	0	223	383.3
17:00	23	6	1	12	0	0	0	42	58.1	26	2	1	25	0	0	0	54	87
17:15	16	0	0	14	1	0	0	31	50.2	39	6	2	32	0	1	0	80	122
17:30	17	1	0	16	0	1	0	35	55.2	44	2	4	22	0	2	0	74	103.4
17:45	20	2	4	22	1	0	0	49	80.6	27	3	4	15	0	0	0	49	70.5
H/TOT	76	9	5	64	2	1	0	157	244.1	136	13	11	94	0	3	0	257	382.9
18:00	6	1	1	6	0	0	0	14	22.3	15	3	1	20	0	0	0	39	65.5
18:15	15	2	0	17	1	0	0	35	58.1	20	3	2	28	0	0	0	53	90.4
18:30	14	0	1	15	0	0	0	30	50	6	0	4	13	0	0	0	23	41.9
18:45	9	2	1	9	1	0	0	22	35.2	12	0	3	25	0	0	0	40	74
H/TOT	44	5	3	47	2	0	0	101	165.6	53	6	10	86	0	0	0	155	271.8
19:00	15	2	1	10	0	0	0	28	41.5	10	0	0	13	0	0	0	23	39.9
19:15	14	2	0	9	0	0	0	25	36.7	6	1	4	15	0	0	0	26	47.5
19:30	4	1	1	8	0	0	0	14	24.9	6	0	3	15	0	0	0	24	45
19:45	3	1	1	7	0	0	0	12	21.6	11	0	0	8	0	0	0	19	29.4
H/TOT	36	6	3	34	0	0	0	79	124.7	33	1	7	51	0	0	0	92	161.8
20:00	2	0	0	3	0	0	0	5	8.9	6	2	1	17	0	0	0	26	48.6
20:15	2	1	2	4	0	0	0	9	15.2	9	0	0	7	0	0	0	16	25.1
20:30	1	0	0	2	0	0	0	3	5.6	3	1	0	6	0	0	0	10	17.8
20:45	3	0	3	5	0	0	0	11	19	4	0	2	3	0	0	0	9	13.9
H/TOT	8	1	5	14	0	0	0	28	48.7	22	3	3	33	0	0	0	61	105.4
21:00	5	0	0	7	0	0	0	12	21.1	8	0	0	4	0	0	0	12	17.2
21:15	9	0	0	4	0	0	0	13	18.2	19	0	2	3	0	0	0	24	28.9
21:30	6	0	0	1	0	0	0	7	8.3	15	1	0	7	0	1	0	24	32.5
21:45	0	1	0	3	0	0	0	4	7.9	14	2	1	5	0	0	0	22	29
H/TOT	20	1	0	15	0	0	0	36	55.5	56	3	3	19	0	1	0	82	107.6
22:00	0	0	0	3	0	0	0	3	6.9	2	0	0	5	0	0	0	7	13.5
22:15	0	0	1	3	0	0	0	4	8.4	1	0	0	6	0	0	0	7	14.8
22:30	3	0	1	7	0	0	0	11	20.6	2	0	0	6	0	0	0	8	15.8
22:45	2	0	0	3	0	0	0	5	8.9	1	0	0	7	0	0	0	8	17.1
H/TOT	5	0	2	16	0	0	0	23	44.8	6	0	0	24	0	0	0	30	61.2
23:00	1	0	0	4	0	0	0	5	10.2	3	0	0	2	0	0	0	5	7.6
23:15	1	1	0	7	0	0	0	9	18.1	1	0	0	7	0	0	0	8	17.1
23:30	0	0	1	4	0	0	0	5	10.7	2	1	1	2	0	0	0	6	9.1
23:45	1	0	0	3	0	0	0	4	7.9	2	0	0	2	0	0	0	4	6.6
H/TOT	3	1	1	18	0	0	0	23	46.9	8	1	1	13	0	0	0	23	40.4
P/TOT	915	138	182	941	27	7	0	2210	3547.1	2630	465	350	2454	0	38	2	5939	9279.8



SITE: 1

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DAY: Thursday

TIME	A to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	1	0	0	0	0	0	1	1
H/TOT	0	1	0	0	0	0	0	1	1
07:00	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	1
09:15	1	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	1	1	0.2
09:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	1	3	2.2
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	A to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	1	0	0	0	1	2.3
15:30	1	0	0	0	0	0	0	1	1
15:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	1	0	0	0	3	4.3
16:00	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	1	0	0	0	1	2.3
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
19:00	1	0	0	0	0	0	0	1	1
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	1	0	0	0	1	2.3
19:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	2	3.3
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	1	1
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	10	3	0	3	0	0	1	17	20.1



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	B to A							TOT	PCU's	B to C							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	2	0	0	6	0	0	0	8	15.8	0	0	0	0	0	0	0	0	0	0
00:15	7	0	0	10	0	0	0	17	30	0	0	0	0	0	0	0	0	0	0
00:30	2	1	0	4	0	0	0	7	12.2	0	0	0	0	0	0	0	0	0	0
00:45	3	0	0	4	0	0	0	7	12.2	0	0	0	0	0	0	0	0	0	0
H/TOT	14	1	0	24	0	0	0	39	70.2	0	0	0	0	0	0	0	0	0	0
01:00	8	0	0	4	0	0	1	13	17.4	0	0	0	0	0	0	0	0	0	0
01:15	6	0	0	10	0	0	0	16	29	0	0	0	0	0	0	0	0	0	0
01:30	5	0	0	5	0	0	1	11	16.7	0	0	0	1	0	0	0	1	2.3	0
01:45	2	2	0	6	0	0	0	10	17.8	0	0	0	0	0	0	0	0	0	0
H/TOT	21	2	0	25	0	0	2	50	80.9	0	0	0	1	0	0	0	1	2.3	0
02:00	5	0	0	1	0	0	0	6	7.3	0	0	0	0	0	0	0	0	0	0
02:15	7	1	0	5	0	0	0	13	19.5	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	4	0	1	0	6	10.6	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	5	0	0	0	6	12.5	0	0	0	0	0	0	0	0	0	0
H/TOT	14	1	0	15	0	1	0	31	49.9	0	0	0	0	0	0	0	0	0	0
03:00	5	0	0	12	0	0	0	17	32.6	0	0	0	1	0	0	0	1	2.3	0
03:15	2	0	0	12	0	0	0	14	29.6	0	0	0	0	0	0	0	0	0	0
03:30	4	0	2	8	0	0	0	14	25.4	0	0	0	0	0	0	0	0	0	0
03:45	4	1	2	6	0	0	0	13	21.8	0	0	0	0	0	0	0	0	0	0
H/TOT	15	1	4	38	0	0	0	58	109.4	0	0	0	1	0	0	0	1	2.3	0
04:00	2	1	4	13	0	0	0	20	38.9	0	0	0	0	0	0	0	0	0	0
04:15	11	0	3	21	0	0	0	35	63.8	0	0	0	0	0	0	0	0	0	0
04:30	1	1	4	18	0	0	0	24	49.4	0	0	0	0	0	0	0	0	0	0
04:45	3	0	1	25	0	0	1	30	62.2	0	0	0	0	0	0	0	0	0	0
H/TOT	17	2	12	77	0	0	1	109	214.3	0	0	0	0	0	0	0	0	0	0
05:00	10	0	4	18	0	0	1	33	57.6	0	0	0	2	0	0	0	2	4.6	0
05:15	8	1	1	24	0	0	0	34	65.7	0	0	0	0	0	0	0	0	0	0
05:30	14	0	3	21	0	0	0	38	66.8	0	0	0	0	0	0	0	0	0	0
05:45	29	6	8	26	0	1	1	71	107.4	0	0	0	0	0	0	0	0	0	0
H/TOT	61	7	16	89	0	1	2	176	297.5	0	0	0	2	0	0	0	2	4.6	0
06:00	37	3	7	32	0	0	2	81	124.5	2	0	0	0	0	0	0	2	2	2
06:15	8	10	4	36	0	1	0	59	107.2	0	0	0	0	0	0	0	0	0	0
06:30	14	5	2	57	0	0	0	78	153.1	0	0	0	0	0	0	0	0	0	0
06:45	10	4	6	48	0	0	0	68	133.4	0	0	0	0	0	0	0	0	0	0
H/TOT	69	22	19	173	0	1	2	286	518.2	2	0	0	0	0	0	0	2	2	2
07:00	10	5	6	48	0	0	0	69	134.4	0	0	0	0	0	0	0	0	0	0
07:15	8	4	4	48	0	0	0	64	128.4	0	0	0	0	0	0	0	0	0	0
07:30	6	3	7	40	0	0	0	56	111.5	1	0	0	1	0	0	1	3	3.5	0
07:45	10	5	7	50	0	0	1	73	140.7	0	0	0	0	0	0	0	0	0	0
H/TOT	34	17	24	186	0	0	1	262	515	1	0	0	1	0	0	1	3	3.5	0
08:00	15	5	4	51	0	0	0	75	143.3	1	0	0	0	0	0	0	1	1	1
08:15	7	6	11	42	0	0	0	66	126.1	1	0	0	0	0	0	0	1	1	1
08:30	13	7	5	42	0	0	0	67	124.1	0	0	0	0	0	0	0	0	0	0
08:45	14	7	9	41	0	0	0	71	128.8	0	0	0	0	0	0	0	0	0	0
H/TOT	49	25	29	176	0	0	0	279	522.3	2	0	0	0	0	0	0	2	2	2
09:00	30	4	15	41	0	0	0	90	150.8	1	0	0	0	0	0	0	1	1	1
09:15	10	10	7	49	0	0	0	76	143.2	0	0	0	0	0	0	0	0	0	0
09:30	14	10	6	48	0	1	0	79	143.8	0	0	0	1	0	0	0	1	2.3	0
09:45	23	10	7	41	0	0	0	81	137.8	0	0	0	0	0	0	0	0	0	0
H/TOT	77	34	35	179	0	1	0	326	575.6	1	0	0	1	0	0	0	2	3.3	0
10:00	21	7	10	42	0	0	0	80	139.6	0	1	0	0	0	0	0	1	1	1
10:15	19	8	2	35	0	1	0	65	110.9	0	0	0	0	0	0	0	0	0	0
10:30	18	13	6	38	0	0	0	75	127.4	1	0	0	0	0	0	0	1	1	1
10:45	26	9	5	46	0	0	0	86	148.3	0	0	0	0	0	0	0	0	0	0
H/TOT	84	37	23	161	0	1	0	306	526.2	1	1	0	0	0	0	0	2	2	2
11:00	29	9	5	53	0	0	0	96	167.4	0	0	0	0	0	0	0	0	0	0
11:15	25	10	11	48	0	0	0	94	161.9	0	0	0	0	0	0	0	0	0	0
11:30	31	10	8	50	0	0	0	99	168	0	0	0	0	0	0	0	0	0	0
11:45	28	7	7	44	0	0	1	87	146.9	1	0	0	0	0	0	0	1	1	1
H/TOT	113	36	31	195	0	0	1	376	644.2	1	0	0	0	0	0	0	1	1	1



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	B to A							TOT	PCU's	B to C							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	65	8	4	42	0	0	0	119	175.6	0	0	0	0	0	0	0	0	0	0
12:15	38	11	5	38	0	0	1	93	144.1	0	0	0	0	0	0	0	0	0	0
12:30	27	8	6	37	0	1	0	79	129.5	0	0	0	0	0	0	0	0	0	0
12:45	37	15	9	54	0	0	0	115	189.7	0	0	0	0	0	0	0	0	0	0
H/TOT	167	42	24	171	0	1	1	406	638.9	0	0	0	0	0	0	0	0	0	0
13:00	56	12	7	58	0	0	0	133	211.9	0	0	0	0	0	0	0	0	0	0
13:15	32	8	6	59	0	0	0	105	184.7	0	0	0	0	0	0	0	0	0	0
13:30	45	5	6	64	0	1	0	121	206.6	0	0	0	0	0	0	0	0	0	0
13:45	90	14	6	45	0	1	0	156	216.9	0	0	0	0	0	0	0	0	0	0
H/TOT	223	39	25	226	0	2	0	515	820.1	0	0	0	0	0	0	0	0	0	0
14:00	60	10	5	44	0	2	0	121	179.5	0	0	0	0	0	0	0	0	0	0
14:15	30	8	5	52	0	0	2	97	165.5	0	0	0	0	0	0	0	0	0	0
14:30	40	13	4	60	0	1	0	118	197.4	0	0	0	0	0	0	0	0	0	0
14:45	45	8	11	43	0	1	0	108	168.8	0	0	0	0	0	0	0	0	0	0
H/TOT	175	39	25	199	0	4	2	444	711.2	0	0	0	0	0	0	0	0	0	0
15:00	49	10	6	54	0	0	0	119	192.2	0	0	0	0	0	0	0	0	0	0
15:15	50	16	7	53	0	0	0	126	198.4	0	0	0	1	0	0	0	1	2.3	
15:30	59	7	4	47	0	1	0	118	180.5	1	0	0	0	0	0	0	1	1	
15:45	55	13	3	34	0	3	0	108	151.9	0	0	0	0	0	0	0	0	0	0
H/TOT	213	46	20	188	0	4	0	471	723	1	0	0	1	0	0	0	2	3.3	
16:00	89	18	5	43	0	1	1	157	214	3	0	0	0	0	0	0	3	3	
16:15	59	11	5	42	0	1	1	119	174.7	3	0	0	0	0	0	0	3	3	
16:30	122	14	7	40	0	3	1	187	239.9	0	1	0	1	0	0	1	3	3.5	
16:45	73	18	8	42	0	0	0	141	199.6	0	0	0	0	0	0	0	0	0	0
H/TOT	343	61	25	167	0	5	3	604	828.2	6	1	0	1	0	0	1	9	9.5	
17:00	153	7	3	31	0	0	1	195	236	2	0	0	0	0	0	0	2	2	
17:15	88	7	4	35	0	3	1	138	182.9	0	0	0	0	0	0	1	1	0.2	
17:30	97	13	5	29	0	2	2	148	185.4	3	0	0	0	0	0	0	3	3	
17:45	105	8	4	34	0	3	2	156	198.8	1	0	0	0	0	0	0	1	1	
H/TOT	443	35	16	129	0	8	6	637	803.1	6	0	0	0	0	0	1	7	6.2	
18:00	128	10	2	18	2	3	0	163	187.6	0	0	0	1	0	0	0	1	2.3	
18:15	50	4	2	22	0	2	1	81	108.6	1	0	0	0	0	0	0	1	1	
18:30	73	4	0	24	1	2	0	104	135	0	0	0	0	0	0	0	0	0	
18:45	31	4	1	21	0	1	1	59	85.4	0	0	0	0	1	0	0	1	2	
H/TOT	282	22	5	85	3	8	2	407	516.6	1	0	0	1	1	0	0	3	5.3	
19:00	42	2	5	22	2	0	2	75	106.5	0	0	0	0	0	0	0	0	0	
19:15	19	0	1	12	0	0	0	32	48.1	0	0	0	0	0	0	0	0	0	
19:30	25	2	2	11	0	0	0	40	55.3	0	0	0	0	0	0	0	0	0	
19:45	17	5	2	10	0	0	0	34	48	1	0	0	0	0	0	0	1	1	
H/TOT	103	9	10	55	2	0	2	181	257.9	1	0	0	0	0	0	0	1	1	
20:00	20	1	2	5	0	0	0	28	35.5	1	0	0	0	0	0	0	1	1	
20:15	17	2	1	8	1	1	0	30	41.3	0	0	0	0	0	0	0	0	0	
20:30	13	0	0	4	0	1	0	18	22.6	0	0	0	0	0	0	0	0	0	
20:45	6	1	0	7	1	0	0	15	25.1	0	0	0	0	0	0	0	0	0	
H/TOT	56	4	3	24	2	2	0	91	124.5	1	0	0	0	0	0	0	1	1	
21:00	8	0	0	7	0	0	1	16	24.3	1	0	0	0	1	0	0	2	3	
21:15	20	1	0	7	0	0	0	28	37.1	0	0	0	0	0	0	0	0	0	
21:30	20	1	0	5	0	0	0	26	32.5	0	0	0	0	0	0	0	0	0	
21:45	19	0	0	3	0	2	0	24	26.7	0	0	0	0	0	0	0	0	0	
H/TOT	67	2	0	22	0	2	1	94	120.6	1	0	0	0	1	0	0	2	3	
22:00	22	1	0	3	1	0	2	29	32.3	0	0	0	0	0	0	0	0	0	
22:15	10	0	0	5	0	0	0	15	21.5	0	0	0	0	0	0	0	0	0	
22:30	6	0	0	6	0	0	0	12	19.8	0	0	0	0	0	0	0	0	0	
22:45	5	0	0	3	0	0	0	8	11.9	0	0	0	0	0	0	0	0	0	
H/TOT	43	1	0	17	1	0	2	64	85.5	0	0	0	0	0	0	0	0	0	
23:00	9	1	0	8	0	0	0	18	28.4	0	0	0	0	0	0	0	0	0	
23:15	12	1	0	6	0	1	0	20	27.2	0	0	0	0	0	0	0	0	0	
23:30	7	0	0	4	0	0	0	11	16.2	0	0	0	0	0	0	0	0	0	
23:45	4	0	1	5	0	0	0	10	17	0	0	0	0	0	0	0	0	0	
H/TOT	32	2	1	23	0	1	0	59	88.8	0	0	0	0	0	0	0	0	0	
P/TOT	2715	487	347	2644	8	42	28	6271	9842.1	25	2	0	9	2	0	3	41	52.3	



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	B to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	B to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1	1



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	C to B							TOT	PCU's	C to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.5
00:15	0	0	0	1	0	0	0	1	2.3	0	0	0	6	0	0	0	6	13.8
00:30	0	0	0	1	0	0	0	1	2.3	0	0	1	6	0	0	0	7	15.3
00:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	3.8
H/TOT	0	0	0	2	0	0	0	2	4.6	0	0	3	13	0	0	0	16	34.4
01:00	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	8.4
01:15	0	0	0	2	0	0	0	2	4.6	0	0	0	2	0	0	0	2	4.6
01:30	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	4.8
01:45	0	0	0	1	0	0	0	1	2.3	0	0	0	3	0	0	0	3	6.9
H/TOT	0	0	0	3	0	0	0	3	6.9	1	0	2	9	0	0	0	12	24.7
02:00	1	0	0	1	0	0	0	2	3.3	1	0	0	4	0	0	0	5	10.2
02:15	0	0	0	1	0	0	0	1	2.3	1	0	1	4	0	0	0	6	11.7
02:30	0	0	0	1	0	0	0	1	2.3	1	0	0	1	0	0	0	2	3.3
02:45	2	0	0	0	0	0	0	2	2	0	0	0	3	0	0	0	3	6.9
H/TOT	3	0	0	3	0	0	0	6	9.9	3	0	1	12	0	0	0	16	32.1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	11.5
03:15	0	0	0	0	0	0	0	0	0	3	0	0	4	0	0	0	7	12.2
03:30	0	0	0	1	0	0	0	1	2.3	2	0	0	3	0	0	0	5	8.9
03:45	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	0	6	12.5
H/TOT	0	0	0	1	0	0	0	1	2.3	6	0	0	17	0	0	0	23	45.1
04:00	1	0	0	3	0	0	0	4	7.9	1	0	0	9	0	0	0	10	21.7
04:15	0	0	1	2	0	0	1	4	6.3	2	0	0	8	0	0	0	10	20.4
04:30	0	0	1	2	0	0	0	3	6.1	1	0	0	4	0	0	0	5	10.2
04:45	0	0	0	2	0	0	1	3	4.8	6	2	0	16	0	0	0	24	44.8
H/TOT	1	0	2	9	0	0	2	14	25.1	10	2	0	37	0	0	0	49	97.1
05:00	2	0	1	1	0	0	0	4	5.8	4	1	1	16	0	0	0	22	43.3
05:15	1	0	0	4	0	0	1	6	10.4	1	1	1	17	0	0	0	20	42.6
05:30	6	0	0	2	0	0	0	8	10.6	3	1	0	10	0	0	0	14	27
05:45	4	0	0	4	0	0	4	12	14	4	0	1	13	0	0	0	18	35.4
H/TOT	13	0	1	11	0	0	5	30	40.8	12	3	3	56	0	0	0	74	148.3
06:00	1	0	0	2	0	0	1	4	5.8	9	1	0	8	0	0	0	18	28.4
06:15	2	0	1	10	0	0	1	14	26.7	4	1	1	17	0	0	0	23	45.6
06:30	2	0	0	2	0	1	1	6	7.2	6	2	0	9	0	0	0	17	28.7
06:45	1	0	0	1	0	0	1	3	3.5	12	2	1	13	0	0	0	28	45.4
H/TOT	6	0	1	15	0	1	4	27	43.2	31	6	2	47	0	0	0	86	148.1
07:00	0	0	0	1	0	0	2	3	2.7	13	0	0	12	0	0	0	25	40.6
07:15	1	0	0	1	0	0	1	3	3.5	25	1	1	14	0	0	0	41	59.7
07:30	4	0	0	3	0	0	2	9	11.3	17	1	1	12	0	0	0	31	47.1
07:45	7	1	0	5	0	0	1	14	19.7	4	2	1	20	0	0	1	28	53.7
H/TOT	12	1	0	10	0	0	6	29	37.2	59	4	3	58	0	0	1	125	201.1
08:00	3	1	0	0	0	0	0	4	4	15	3	1	13	0	0	0	32	49.4
08:15	3	1	3	3	0	0	1	11	15.6	14	3	1	13	0	1	0	32	48.8
08:30	4	0	1	1	0	0	1	7	8	11	1	2	18	0	0	0	32	56.4
08:45	8	1	1	4	0	0	0	14	19.7	10	0	1	15	0	0	0	26	46
H/TOT	18	3	5	8	0	0	2	36	47.3	50	7	5	59	0	1	0	122	200.6
09:00	4	0	0	3	0	0	1	8	11.1	8	0	1	12	0	0	0	21	37.1
09:15	4	1	2	4	0	0	0	11	17.2	12	2	0	20	0	0	0	34	60
09:30	2	1	2	4	0	0	0	9	15.2	11	4	2	12	0	0	0	29	45.6
09:45	5	2	0	1	0	0	0	8	9.3	7	4	1	6	0	0	0	18	26.3
H/TOT	15	4	4	12	0	0	1	36	52.8	38	10	4	50	0	0	0	102	169
10:00	4	0	0	2	0	1	0	7	9	8	0	2	15	0	0	0	25	45.5
10:15	3	1	0	3	0	0	1	8	11.1	7	2	1	4	0	0	0	14	19.7
10:30	1	1	0	0	0	0	0	2	2	7	4	5	15	0	0	0	31	53
10:45	2	1	0	0	0	0	0	3	3	23	2	3	20	0	0	0	48	75.5
H/TOT	10	3	0	5	0	1	1	20	25.1	45	8	11	54	0	0	0	118	193.7
11:00	2	1	0	4	0	0	0	7	12.2	11	0	4	10	0	0	0	25	40
11:15	1	2	0	3	0	0	0	6	9.9	15	4	0	13	0	0	0	32	48.9
11:30	3	0	0	1	0	0	0	4	5.3	10	1	2	7	0	0	0	20	30.1
11:45	3	1	2	2	0	0	1	9	11.8	7	1	6	18	0	0	0	32	58.4
H/TOT	9	4	2	10	0	0	1	26	39.2	43	6	12	48	0	0	0	109	177.4



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	C to B							TOT	PCU's	C to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	1	0	1	2	0	0	0	4	7.1	7	3	2	19	0	0	0	31	56.7
12:15	2	0	0	0	0	0	0	2	2	15	0	2	16	0	0	0	33	54.8
12:30	2	2	0	1	0	0	0	5	6.3	5	4	2	7	0	0	0	18	28.1
12:45	0	1	1	1	0	0	0	3	4.8	19	1	5	6	0	0	0	31	41.3
H/TOT	5	3	2	4	0	0	0	14	20.2	46	8	11	48	0	0	0	113	180.9
13:00	2	2	0	3	0	0	0	7	10.9	16	2	5	7	0	0	0	30	41.6
13:15	4	1	0	2	0	0	3	10	10.2	15	2	0	14	0	0	0	31	49.2
13:30	2	0	0	4	0	0	0	6	11.2	15	5	4	10	0	0	0	34	49
13:45	2	0	0	1	0	0	1	4	4.5	10	3	4	9	0	0	0	26	39.7
H/TOT	10	3	0	10	0	0	4	27	36.8	56	12	13	40	0	0	0	121	179.5
14:00	1	0	0	2	0	0	0	3	5.6	20	2	0	10	0	0	0	32	45
14:15	3	0	0	1	0	0	0	4	5.3	13	3	2	15	1	0	0	34	55.5
14:30	2	0	1	1	0	0	0	4	5.8	13	3	5	13	0	0	0	34	53.4
14:45	1	1	1	5	0	0	1	9	15.2	16	0	3	11	0	0	0	30	45.8
H/TOT	7	1	2	9	0	0	1	20	31.9	62	8	10	49	1	0	0	130	199.7
15:00	1	0	0	6	0	0	1	8	15	8	1	5	14	1	0	0	29	50.7
15:15	2	0	2	4	0	0	0	8	14.2	13	7	3	17	0	0	0	40	63.6
15:30	3	1	0	1	0	0	0	5	6.3	15	1	6	9	0	0	0	31	45.7
15:45	2	0	1	3	0	0	0	6	10.4	11	3	2	14	0	1	0	31	49.6
H/TOT	8	1	3	14	0	0	1	27	45.9	47	12	16	54	1	1	0	131	209.6
16:00	3	1	1	2	0	0	0	7	10.1	29	0	3	13	0	0	0	45	63.4
16:15	1	1	0	3	0	0	0	5	8.9	18	1	2	3	0	0	0	24	28.9
16:30	0	0	0	0	0	0	0	0	0	27	0	1	6	0	0	1	35	42.5
16:45	2	0	1	0	0	0	0	3	3.5	14	6	1	9	0	1	0	31	42.6
H/TOT	6	2	2	5	0	0	0	15	22.5	88	7	7	31	0	1	1	135	177.4
17:00	2	0	0	1	0	0	0	3	4.3	29	3	5	14	0	0	1	52	71.9
17:15	0	0	0	2	0	0	0	2	4.6	23	2	1	8	0	0	0	34	44.9
17:30	3	1	0	3	0	0	2	9	11.3	23	6	2	2	0	0	0	33	36.6
17:45	1	0	0	0	0	0	0	1	1	26	3	3	6	0	0	0	38	47.3
H/TOT	6	1	0	6	0	0	2	15	21.2	101	14	11	30	0	0	1	157	200.7
18:00	2	0	1	0	0	0	0	3	3.5	23	2	1	9	0	0	0	35	47.2
18:15	1	0	0	1	0	0	0	2	3.3	27	3	5	5	0	0	0	40	49
18:30	0	0	1	0	0	0	0	1	1.5	31	2	2	7	0	0	0	42	52.1
18:45	1	0	0	2	0	0	1	4	5.8	18	0	3	7	0	0	0	28	38.6
H/TOT	4	0	2	3	0	0	1	10	14.1	99	7	11	28	0	0	0	145	186.9
19:00	0	0	0	2	0	0	0	2	4.6	23	4	5	3	0	0	0	35	41.4
19:15	0	0	0	0	0	0	0	0	0	21	2	1	7	0	1	0	32	41
19:30	0	0	0	0	0	0	0	0	0	14	2	0	5	0	0	0	21	27.5
19:45	0	0	0	0	0	0	0	0	0	8	0	0	3	0	0	0	11	14.9
H/TOT	0	0	0	2	0	0	0	2	4.6	66	8	6	18	0	1	0	99	124.8
20:00	1	0	0	1	1	0	0	3	5.3	4	2	2	3	0	0	0	11	15.9
20:15	0	0	1	0	0	0	0	1	1.5	3	0	5	3	0	0	0	11	17.4
20:30	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	6	10.9
20:45	1	0	0	0	0	0	0	1	1	2	0	0	1	0	0	0	3	4.3
H/TOT	2	0	1	1	1	0	0	5	7.8	9	3	9	10	0	0	0	31	48.5
21:00	1	0	0	2	0	0	2	5	6	3	1	1	3	0	0	0	8	12.4
21:15	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	4	7.1
21:30	0	0	0	1	0	0	0	1	2.3	7	0	0	5	0	0	0	12	18.5
21:45	0	0	0	1	0	0	0	1	2.3	13	0	0	0	0	0	0	13	13
H/TOT	1	0	0	4	0	0	2	7	10.6	24	1	2	10	0	0	0	37	51
22:00	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	4	6.6
22:15	0	0	0	0	1	0	0	1	2	1	0	0	1	0	0	0	2	3.3
22:30	0	0	0	1	0	0	0	1	2.3	4	0	0	3	0	0	0	7	10.9
22:45	0	0	0	1	0	0	0	1	2.3	0	0	0	2	0	0	0	2	4.6
H/TOT	0	0	0	2	1	0	0	3	6.6	7	0	0	8	0	0	0	15	25.4
23:00	0	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	5	7.6
23:15	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	3.3
23:30	0	0	0	1	0	0	0	1	2.3	1	0	0	3	0	0	0	4	7.9
23:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	11.5
H/TOT	0	0	0	1	0	0	0	1	2.3	4	1	0	11	0	0	0	16	30.3
P/TOT	136	26	27	150	2	2	33	376	558.9	907	127	142	797	2	4	3	1982	3086.3



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	C to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	C to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM A							TOT	PCU's	FROM ARM A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	2	0	1	6	0	0	0	9	17.3	1	0	0	8	0	0	0	9	19.4
00:15	7	0	0	16	0	0	0	23	43.8	1	0	0	4	0	0	0	5	10.2
00:30	2	1	1	10	0	0	0	14	27.5	2	0	1	8	0	0	0	11	21.9
00:45	3	0	1	5	0	0	0	9	16	3	0	0	10	0	0	0	13	26
H/TOT	14	1	3	37	0	0	0	55	104.6	7	0	1	30	0	0	0	38	77.5
01:00	8	0	1	7	0	0	1	17	25.8	4	0	1	8	0	0	0	13	23.9
01:15	6	0	0	12	0	0	0	18	33.6	3	0	0	5	0	0	0	8	14.5
01:30	6	0	1	6	0	0	1	14	21.5	2	0	1	8	0	0	0	11	21.9
01:45	2	2	0	9	0	0	0	13	24.7	3	0	1	8	0	0	0	12	22.9
H/TOT	22	2	2	34	0	0	2	62	105.6	12	0	3	29	0	0	0	44	83.2
02:00	6	0	0	5	0	0	0	11	17.5	1	0	1	5	0	0	0	7	14
02:15	8	1	1	9	0	0	0	19	31.2	1	0	0	6	0	0	0	7	14.8
02:30	2	0	0	5	0	1	0	8	13.9	6	0	1	9	0	0	0	16	28.2
02:45	1	0	0	8	0	0	0	9	19.4	5	0	0	5	0	0	0	10	16.5
H/TOT	17	1	1	27	0	1	0	47	82	13	0	2	25	0	0	0	40	73.5
03:00	5	0	0	17	0	0	0	22	44.1	7	0	1	7	0	0	0	15	24.6
03:15	5	0	0	16	0	0	0	21	41.8	9	0	2	17	0	0	0	28	51.1
03:30	6	0	2	11	0	0	0	19	34.3	9	1	2	13	0	0	0	25	42.9
03:45	5	1	2	11	0	0	0	19	34.3	15	1	2	12	0	0	0	30	46.6
H/TOT	21	1	4	55	0	0	0	81	154.5	40	2	7	49	0	0	0	98	165.2
04:00	3	1	4	22	0	0	0	30	60.6	15	0	6	15	0	0	0	36	58.5
04:15	13	0	3	29	0	0	0	45	84.2	19	2	4	15	0	0	0	40	61.5
04:30	2	1	4	22	0	0	0	29	59.6	26	4	1	19	0	1	0	51	75.6
04:45	9	2	1	41	0	0	1	54	107	28	10	4	23	0	3	0	68	98.1
H/TOT	27	4	12	114	0	0	1	158	311.4	88	16	15	72	0	4	0	195	293.7
05:00	14	1	5	34	0	0	1	55	100.9	51	6	3	22	0	0	0	82	112.1
05:15	9	2	2	41	0	0	0	54	108.3	87	8	3	36	0	2	0	136	183.1
05:30	17	1	3	31	0	0	0	52	93.8	137	6	4	33	1	4	0	185	228.5
05:45	33	6	9	39	0	1	1	89	142.8	168	12	7	39	0	0	0	226	280.2
H/TOT	73	10	19	145	0	1	2	250	445.8	443	32	17	130	1	6	0	629	803.9
06:00	46	4	7	40	0	0	2	99	152.9	66	8	11	40	1	1	0	127	184.9
06:15	12	11	5	53	0	1	0	82	152.8	76	20	15	36	0	1	0	148	201.7
06:30	20	7	2	66	0	0	0	95	181.8	105	13	11	56	1	0	0	186	265.3
06:45	22	7	7	61	0	0	0	97	179.8	140	20	9	53	0	2	0	224	296.2
H/TOT	100	29	21	220	0	1	2	373	667.3	387	61	46	185	2	4	0	685	948.1
07:00	23	6	6	60	0	0	0	95	176	75	18	5	40	0	0	0	138	192.5
07:15	33	5	5	62	0	0	0	105	188.1	87	9	8	35	1	2	0	142	191.3
07:30	23	4	8	52	0	0	0	87	158.6	104	16	12	37	1	1	0	171	225.5
07:45	14	7	8	70	0	0	2	101	194.4	151	17	10	55	0	4	0	237	311.1
H/TOT	93	22	27	244	0	0	2	388	717.1	417	60	35	167	2	7	0	688	920.4
08:00	30	8	5	64	0	0	0	107	192.7	84	16	8	58	1	1	0	168	247.8
08:15	21	9	12	55	0	1	0	98	174.9	84	12	15	52	0	1	0	164	238.5
08:30	24	8	7	60	0	0	0	99	180.5	111	9	9	50	1	2	0	182	251.3
08:45	24	7	10	56	0	0	0	97	174.8	103	11	8	50	0	2	0	174	241.8
H/TOT	99	32	34	235	0	1	0	401	722.9	382	48	40	210	2	6	0	688	979.4
09:00	39	4	16	53	0	0	0	112	188.9	78	22	7	55	1	1	0	164	239.4
09:15	23	12	7	69	0	0	0	111	204.2	56	15	10	62	0	0	1	144	228.8
09:30	25	14	8	60	0	1	1	109	189.6	51	10	7	68	1	2	1	140	230.9
09:45	30	14	8	47	0	0	0	99	164.1	53	13	8	51	0	0	0	125	195.3
H/TOT	117	44	39	229	0	1	1	431	746.8	238	60	32	236	2	3	2	573	894.4
10:00	29	7	12	57	0	0	0	105	185.1	29	15	7	56	1	0	0	108	185.3
10:15	26	10	3	39	0	1	0	79	130.6	36	15	12	50	1	0	0	114	186
10:30	26	17	11	53	0	0	0	107	181.4	34	13	7	56	0	1	0	111	186.7
10:45	49	11	8	66	0	0	0	134	223.8	43	10	11	61	1	0	0	126	211.8
H/TOT	130	45	34	215	0	1	0	425	720.9	142	53	37	223	3	1	0	459	769.8
11:00	40	9	9	63	0	0	0	121	207.4	32	11	10	73	0	0	0	126	225.9
11:15	40	14	11	61	0	0	0	126	210.8	38	10	13	65	1	0	0	127	219
11:30	42	11	10	57	0	0	0	120	199.1	34	6	10	60	0	0	0	110	193
11:45	35	8	13	62	0	0	1	119	205.3	23	10	12	60	1	0	0	106	191
H/TOT	157	42	43	243	0	0	1	486	822.6	127	37	45	258	2	0	0	469	828.9



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM A							TOT	PCU's	FROM ARM A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	72	11	6	61	0	0	0	150	232.3	31	13	1	63	0	0	0	108	190.4
12:15	53	11	7	54	0	0	1	126	198.9	48	9	15	56	1	0	0	129	210.3
12:30	32	12	8	44	0	1	0	97	157.6	29	10	13	58	0	1	0	111	192.3
12:45	56	16	14	60	0	0	0	146	231	49	11	12	73	1	0	0	146	247.9
H/TOT	213	50	35	219	0	1	1	519	819.8	157	43	41	250	2	1	0	494	840.9
13:00	72	14	12	65	0	0	0	163	253.5	65	7	7	75	0	0	0	154	255
13:15	47	10	6	73	0	0	0	136	233.9	59	10	12	63	1	1	0	146	234.3
13:30	61	10	10	74	0	1	0	156	256.6	87	12	9	76	0	1	0	185	287.7
13:45	100	17	10	54	0	1	0	182	256.6	70	16	6	75	1	0	0	168	269.5
H/TOT	280	51	38	266	0	2	0	637	1000.6	281	45	34	289	2	2	0	653	1046.5
14:00	80	12	5	54	0	2	0	153	224.5	31	8	8	77	0	0	0	124	228.1
14:15	43	11	7	67	1	0	2	131	221	30	8	17	63	0	1	0	119	208.8
14:30	53	16	9	73	0	1	0	152	250.8	20	14	12	75	0	0	0	121	224.5
14:45	61	8	14	54	0	1	0	138	214.6	25	5	8	65	0	0	1	104	191.7
H/TOT	237	47	35	248	1	4	2	574	910.9	106	35	45	280	0	1	1	468	853.1
15:00	57	11	11	68	1	0	0	148	242.9	21	11	13	73	1	2	0	121	222.2
15:15	63	23	10	71	0	0	0	167	264.3	29	7	6	75	0	1	0	118	217.9
15:30	75	8	10	56	0	1	0	150	227.2	16	10	12	52	1	0	0	91	165.6
15:45	67	16	5	48	0	4	0	140	202.5	24	3	7	50	1	1	0	86	154.9
H/TOT	262	58	36	243	1	5	0	605	936.9	90	31	38	250	3	4	0	416	760.6
16:00	118	18	8	56	0	1	1	202	277.4	28	6	10	53	0	1	0	98	171.3
16:15	78	12	7	45	0	1	1	144	204.6	25	10	9	54	1	0	0	99	174.7
16:30	149	14	8	46	0	3	2	222	282.4	29	10	9	38	0	0	0	86	139.9
16:45	87	24	9	51	0	1	0	172	242.2	35	6	12	40	1	0	0	94	153
H/TOT	432	68	32	198	0	6	4	740	1006.6	117	32	40	185	2	1	0	377	638.9
17:00	182	10	8	45	0	0	2	247	307.9	49	8	2	37	0	0	0	96	145.1
17:15	112	9	5	43	0	3	1	173	228.8	56	6	2	46	1	1	0	112	173.2
17:30	120	19	7	31	0	2	2	181	222	61	3	4	38	0	3	0	109	158.6
17:45	131	11	7	40	0	3	2	194	246.1	47	5	8	37	1	0	0	98	151.1
H/TOT	545	49	27	159	0	8	7	795	1004.8	213	22	16	158	2	4	0	415	628
18:00	151	12	3	27	2	3	0	198	234.8	21	4	2	26	0	0	0	53	87.8
18:15	77	7	7	28	0	2	1	122	159.9	35	5	2	46	1	0	0	89	150.8
18:30	104	6	2	31	1	2	0	146	187.1	20	0	5	28	0	0	0	53	91.9
18:45	49	4	4	28	0	1	1	87	124	21	2	4	34	1	0	0	62	109.2
H/TOT	381	29	16	114	3	8	2	553	705.8	97	11	13	134	2	0	0	257	439.7
19:00	66	6	10	25	2	0	2	111	148.9	26	2	1	23	0	0	0	52	82.4
19:15	40	2	2	19	0	1	0	64	89.1	20	3	4	24	0	0	0	51	84.2
19:30	39	4	2	17	0	0	0	62	85.1	10	1	4	24	0	0	0	39	72.2
19:45	25	5	2	13	0	0	0	45	62.9	14	1	1	15	0	0	0	31	51
H/TOT	170	17	16	74	2	1	2	282	386	70	7	10	86	0	0	0	173	289.8
20:00	24	3	4	8	0	0	0	39	51.4	8	2	1	20	0	0	0	31	57.5
20:15	20	2	6	11	1	1	0	41	58.7	11	1	2	11	0	0	0	25	40.3
20:30	13	1	2	7	0	1	0	24	33.5	4	1	0	8	0	0	0	13	23.4
20:45	8	1	0	8	1	0	0	18	29.4	7	0	5	8	0	0	0	20	32.9
H/TOT	65	7	12	34	2	2	0	122	173	30	4	8	47	0	0	0	89	154.1
21:00	11	1	1	10	0	0	1	24	36.7	13	0	0	11	0	0	0	24	38.3
21:15	21	1	1	9	0	0	0	32	44.2	28	0	2	7	0	0	0	37	47.1
21:30	27	1	0	10	0	0	0	38	51	21	1	0	8	0	1	0	31	40.8
21:45	32	0	0	3	0	2	0	37	39.7	14	3	1	8	0	0	0	26	36.9
H/TOT	91	3	2	32	0	2	1	131	171.6	76	4	3	34	0	1	0	118	163.1
22:00	24	1	0	5	1	0	2	33	38.9	2	0	0	8	0	0	0	10	20.4
22:15	11	1	0	6	0	0	0	18	25.8	1	1	1	9	0	0	0	12	24.2
22:30	10	0	0	9	0	0	0	19	30.7	5	0	1	13	0	0	0	19	36.4
22:45	5	0	0	5	0	0	0	10	16.5	3	0	0	10	0	0	0	13	26
H/TOT	50	2	0	25	1	0	2	80	111.9	11	1	2	40	0	0	0	54	107
23:00	11	2	0	10	0	0	0	23	36	4	0	0	6	0	0	0	10	17.8
23:15	13	1	0	7	0	1	0	22	30.5	2	1	0	14	0	0	0	17	35.2
23:30	8	0	0	7	0	0	0	15	24.1	2	1	2	6	0	0	0	11	19.8
23:45	4	0	1	10	0	0	0	15	28.5	3	0	0	5	0	0	0	8	14.5
H/TOT	36	3	1	34	0	1	0	75	119.1	11	2	2	31	0	0	0	46	87.3
P/TOT	3632	617	489	3444	10	46	32	8270	12949	3555	606	532	3398	27	45	3	8166	12847



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM B							TOT	PCU's	FROM ARM B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	1	0	0	5	0	0	0	6	12.5	2	0	0	6	0	0	0	8	15.8
00:15	1	0	0	4	0	0	0	5	10.2	7	0	0	10	0	0	0	17	30
00:30	1	0	1	5	0	0	0	7	14	2	1	0	4	0	0	0	7	12.2
00:45	3	0	0	6	0	0	0	9	16.8	3	0	0	4	0	0	0	7	12.2
H/TOT	6	0	1	20	0	0	0	27	53.5	14	1	0	24	0	0	0	39	70.2
01:00	3	0	0	4	0	0	0	7	12.2	8	0	0	4	0	0	1	13	17.4
01:15	1	0	0	6	0	0	0	7	14.8	6	0	0	10	0	0	0	16	29
01:30	0	0	1	3	0	0	0	4	8.4	5	0	0	6	0	0	1	12	19
01:45	2	0	1	5	0	0	0	8	15	2	2	0	6	0	0	0	10	17.8
H/TOT	6	0	2	18	0	0	0	26	50.4	21	2	0	26	0	0	2	51	83.2
02:00	1	0	0	3	0	0	0	4	7.9	5	0	0	1	0	0	0	6	7.3
02:15	1	0	0	6	0	0	0	7	14.8	7	1	0	5	0	0	0	13	19.5
02:30	3	0	0	7	0	0	0	10	19.1	1	0	0	4	0	1	0	6	10.6
02:45	6	0	0	4	0	0	0	10	15.2	1	0	0	5	0	0	0	6	12.5
H/TOT	11	0	0	20	0	0	0	31	57	14	1	0	15	0	1	0	31	49.9
03:00	7	0	0	3	0	0	0	10	13.9	5	0	0	13	0	0	0	18	34.9
03:15	8	0	0	13	0	0	0	21	37.9	2	0	0	12	0	0	0	14	29.6
03:30	6	1	1	11	0	0	0	19	33.8	4	0	2	8	0	0	0	14	25.4
03:45	9	1	0	7	0	0	0	17	26.1	4	1	2	6	0	0	0	13	21.8
H/TOT	30	2	1	34	0	0	0	67	111.7	15	1	4	39	0	0	0	59	111.7
04:00	10	0	1	14	0	0	0	25	43.7	2	1	4	13	0	0	0	20	38.9
04:15	13	2	3	11	0	0	1	30	54.7	11	0	3	21	0	0	0	35	63.8
04:30	19	2	1	14	0	0	0	36	54.7	1	1	4	18	0	0	0	24	49.4
04:45	22	10	2	19	0	3	1	57	80.1	3	0	1	25	0	0	1	30	62.2
H/TOT	64	14	7	58	0	3	2	148	223.5	17	2	12	77	0	0	1	109	214.3
05:00	46	5	2	18	0	0	0	71	95.4	10	0	4	20	0	0	1	35	62.2
05:15	82	7	2	32	0	2	1	126	166.6	8	1	1	24	0	0	0	34	65.7
05:30	133	6	2	26	0	4	0	171	203.4	14	0	3	21	0	0	0	38	66.8
05:45	152	12	3	39	0	0	4	210	259	29	6	8	26	0	1	1	71	107.4
H/TOT	413	30	9	115	0	6	5	578	724.4	61	7	16	91	0	1	2	178	302.1
06:00	53	8	6	27	0	1	1	96	132.7	39	3	7	32	0	0	2	83	126.5
06:15	73	18	12	40	0	1	1	145	201.6	8	10	4	36	0	1	0	59	107.2
06:30	88	10	8	46	0	1	1	154	216.4	14	5	2	57	0	0	0	78	153.1
06:45	128	14	7	44	0	2	1	196	254.7	10	4	6	48	0	0	0	68	133.4
H/TOT	342	50	33	157	0	5	4	591	805.4	71	22	19	173	0	1	2	288	520.2
07:00	57	14	2	34	0	0	2	109	152.6	10	5	6	48	0	0	0	69	134.4
07:15	61	8	3	27	0	2	1	102	136.6	8	4	4	48	0	0	0	64	128.4
07:30	85	13	8	30	0	0	2	138	179.4	7	3	7	41	0	0	1	59	115
07:45	126	16	8	45	0	4	1	200	259.3	10	5	7	50	0	0	1	73	140.7
H/TOT	329	51	21	136	0	6	6	549	727.9	35	17	24	187	0	0	2	265	518.5
08:00	74	15	5	43	0	1	0	138	195.8	17	5	4	51	0	0	0	77	145.3
08:15	65	10	12	44	0	1	1	133	194.8	8	6	11	42	0	0	0	67	127.1
08:30	92	8	5	38	0	2	1	146	195.9	13	7	5	42	0	0	0	67	124.1
08:45	85	10	6	40	0	2	0	143	196.8	14	7	9	41	0	0	0	71	128.8
H/TOT	316	43	28	165	0	6	2	560	783.3	52	25	29	176	0	0	0	282	525.3
09:00	58	18	3	46	0	1	1	127	186.9	31	4	15	41	0	0	0	91	151.8
09:15	46	12	8	53	0	0	1	120	192.1	10	10	7	49	0	0	0	76	143.2
09:30	43	8	8	55	0	1	0	115	189.9	14	10	6	49	0	1	0	80	146.1
09:45	36	11	7	42	0	0	0	96	154.1	23	10	7	41	0	0	0	81	137.8
H/TOT	183	49	26	196	0	2	2	458	723	78	34	35	180	0	1	0	328	578.9
10:00	25	10	6	48	0	1	0	90	154.8	21	8	10	42	0	0	0	81	140.6
10:15	30	12	11	40	0	0	1	94	150.7	19	8	2	35	0	1	0	65	110.9
10:30	21	11	6	43	0	1	0	82	140.3	19	13	6	38	0	0	0	76	128.4
10:45	27	9	8	49	0	0	0	93	160.7	26	9	5	46	0	0	0	86	148.3
H/TOT	103	42	31	180	0	2	1	359	606.5	85	38	23	161	0	1	0	308	528.2
11:00	26	7	5	57	0	0	0	95	171.6	29	9	5	53	0	0	0	96	167.4
11:15	32	9	10	50	0	0	0	101	171	25	10	11	48	0	0	0	94	161.9
11:30	24	4	7	37	0	0	0	72	123.6	31	10	8	50	0	0	0	99	168
11:45	18	8	13	51	0	0	1	91	163	29	7	7	44	0	0	1	88	147.9
H/TOT	100	28	35	195	0	0	1	359	629.2	114	36	31	195	0	0	1	377	645.2



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM B							TOT	PCU's	FROM ARM B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	20	6	1	52	0	0	0	79	147.1	65	8	4	42	0	0	0	119	175.6
12:15	35	5	11	45	0	0	0	96	160	38	11	5	38	0	0	1	93	144.1
12:30	24	12	9	46	0	1	0	92	155.7	27	8	6	37	0	1	0	79	129.5
12:45	34	9	11	63	0	0	0	117	204.4	37	15	9	54	0	0	0	115	189.7
H/TOT	113	32	32	206	0	1	0	384	667.2	167	42	24	171	0	1	1	406	638.9
13:00	46	9	4	64	0	0	0	123	208.2	56	12	7	58	0	0	0	133	211.9
13:15	53	11	8	46	0	1	3	122	182.8	32	8	6	59	0	0	0	105	184.7
13:30	74	8	6	62	0	1	0	151	234	45	5	6	64	0	1	0	121	206.6
13:45	60	14	4	59	0	0	1	138	215.9	90	14	6	45	0	1	0	156	216.9
H/TOT	233	42	22	231	0	2	4	534	840.9	223	39	25	226	0	2	0	515	820.1
14:00	21	7	7	60	0	0	0	95	176.5	60	10	5	44	0	2	0	121	179.5
14:15	22	7	11	47	0	1	0	88	154	30	8	5	52	0	0	2	97	165.5
14:30	16	10	9	52	0	0	0	87	159.1	40	13	4	60	0	1	0	118	197.4
14:45	13	6	4	53	0	0	2	78	147.3	45	8	11	43	0	1	0	108	168.8
H/TOT	72	30	31	212	0	1	2	348	636.9	175	39	25	199	0	4	2	444	711.2
15:00	10	10	11	65	0	0	1	97	186.2	49	10	6	54	0	0	0	119	192.2
15:15	18	6	7	63	0	1	0	95	179.8	50	16	7	54	0	0	0	127	200.7
15:30	11	9	7	38	0	0	0	65	117.9	60	7	4	47	0	1	0	119	181.5
15:45	15	1	5	38	0	0	0	59	110.9	55	13	3	34	0	3	0	108	151.9
H/TOT	54	26	30	204	0	1	1	316	594.8	214	46	20	189	0	4	0	473	726.3
16:00	14	6	8	32	0	1	0	61	106	92	18	5	43	0	1	1	160	217
16:15	14	7	5	34	0	0	0	60	106.7	62	11	5	42	0	1	1	122	177.7
16:30	12	8	7	28	0	0	0	55	94.9	122	15	7	41	0	3	2	190	243.4
16:45	25	3	10	24	0	0	0	62	98.2	73	18	8	42	0	0	0	141	199.6
H/TOT	65	24	30	118	0	1	0	238	405.8	349	62	25	168	0	5	4	613	837.7
17:00	28	2	1	26	0	0	0	57	91.3	155	7	3	31	0	0	1	197	238
17:15	39	6	2	34	0	1	0	82	126.6	88	7	4	35	0	3	2	139	183.1
17:30	47	3	4	25	0	2	2	83	114.7	100	13	5	29	0	2	2	151	188.4
17:45	28	3	4	15	0	0	0	50	71.5	106	8	4	34	0	3	2	157	199.8
H/TOT	142	14	11	100	0	3	2	272	404.1	449	35	16	129	0	8	7	644	809.3
18:00	17	3	2	20	0	0	0	42	69	128	10	2	19	2	3	0	164	189.9
18:15	21	3	2	29	0	0	0	55	93.7	51	4	2	22	0	2	1	82	109.6
18:30	6	0	5	13	0	0	0	24	43.4	73	4	0	24	1	2	0	104	135
18:45	13	0	3	27	0	0	1	44	79.8	31	4	1	21	1	1	1	60	87.4
H/TOT	57	6	12	89	0	0	1	165	285.9	283	22	5	86	4	8	2	410	521.9
19:00	10	0	0	15	0	0	0	25	44.5	42	2	5	22	2	0	2	75	106.5
19:15	6	1	4	15	0	0	0	26	47.5	19	0	1	12	0	0	0	32	48.1
19:30	6	0	3	15	0	0	0	24	45	25	2	2	11	0	0	0	40	55.3
19:45	11	0	0	8	0	0	0	19	29.4	18	5	2	10	0	0	0	35	49
H/TOT	33	1	7	53	0	0	0	94	166.4	104	9	10	55	2	0	2	182	258.9
20:00	7	2	1	18	1	0	0	29	53.9	21	1	2	5	0	0	0	29	36.5
20:15	9	0	1	7	0	0	0	17	26.6	17	2	1	8	1	1	0	30	41.3
20:30	3	1	0	6	0	0	0	10	17.8	13	0	0	4	0	1	0	18	22.6
20:45	5	0	2	3	0	0	0	10	14.9	6	1	0	7	1	0	0	15	25.1
H/TOT	24	3	4	34	1	0	0	66	113.2	57	4	3	24	2	2	0	92	125.5
21:00	9	0	0	6	0	0	2	17	23.2	9	0	0	7	1	0	1	18	27.3
21:15	19	0	2	3	0	0	0	24	28.9	20	1	0	7	0	0	0	28	37.1
21:30	15	1	0	8	0	1	0	25	34.8	20	1	0	5	0	0	0	26	32.5
21:45	14	2	1	6	0	0	0	23	31.3	19	0	0	3	0	2	0	24	26.7
H/TOT	57	3	3	23	0	1	2	89	118.2	68	2	0	22	1	2	1	96	123.6
22:00	2	0	0	5	0	0	0	7	13.5	22	1	0	3	1	0	2	29	32.3
22:15	1	0	0	6	1	0	0	8	16.8	10	0	0	5	0	0	0	15	21.5
22:30	2	0	0	7	0	0	0	9	18.1	6	0	0	6	0	0	0	12	19.8
22:45	1	0	0	8	0	0	0	9	19.4	5	0	0	3	0	0	0	8	11.9
H/TOT	6	0	0	26	1	0	0	33	67.8	43	1	0	17	1	0	2	64	85.5
23:00	3	0	0	2	0	0	0	5	7.6	9	1	0	8	0	0	0	18	28.4
23:15	1	0	0	7	0	0	0	8	17.1	12	1	0	6	0	1	0	20	27.2
23:30	2	1	1	3	0	0	0	7	11.4	7	0	0	4	0	0	0	11	16.2
23:45	2	0	0	2	0	0	0	4	6.6	4	0	1	5	0	0	0	10	17
H/TOT	8	1	1	14	0	0	0	24	42.7	32	2	1	23	0	1	0	59	88.8
P/TOT	2767	491	377	2604	2	40	35	6316	9839.7	2741	489	347	2653	10	42	31	6313	9895.4



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM C							TOT	PCU's	FROM ARM C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	3	0	0	0	3	6.9	0	0	1	0	0	0	0	1	1.5
00:15	0	0	0	1	0	0	0	1	2.3	0	0	0	7	0	0	0	7	16.1
00:30	1	0	0	4	0	0	0	5	10.2	0	0	1	7	0	0	0	8	17.6
00:45	0	0	0	4	0	0	0	4	9.2	0	0	1	1	0	0	0	2	3.8
H/TOT	1	0	0	12	0	0	0	13	28.6	0	0	3	15	0	0	0	18	39
01:00	1	0	1	4	0	0	0	6	11.7	0	0	1	3	0	0	0	4	8.4
01:15	2	0	0	1	0	0	0	3	4.3	0	0	0	4	0	0	0	4	9.2
01:30	2	0	0	6	0	0	0	8	15.8	1	0	1	1	0	0	0	3	4.8
01:45	1	0	0	4	0	0	0	5	10.2	0	0	0	4	0	0	0	4	9.2
H/TOT	6	0	1	15	0	0	0	22	42	1	0	2	12	0	0	0	15	31.6
02:00	1	0	1	3	0	0	0	5	9.4	2	0	0	5	0	0	0	7	13.5
02:15	0	0	0	1	0	0	0	1	2.3	1	0	1	5	0	0	0	7	14
02:30	3	0	1	3	0	0	0	7	11.4	1	0	0	2	0	0	0	3	5.6
02:45	1	0	0	1	0	0	0	2	3.3	2	0	0	3	0	0	0	5	8.9
H/TOT	5	0	2	8	0	0	0	15	26.4	6	0	1	15	0	0	0	22	42
03:00	0	0	1	5	0	0	0	6	13	0	0	0	5	0	0	0	5	11.5
03:15	1	0	2	4	0	0	0	7	13.2	3	0	0	4	0	0	0	7	12.2
03:30	3	0	1	3	0	0	0	7	11.4	2	0	0	4	0	0	0	6	11.2
03:45	6	0	2	5	0	0	0	13	20.5	1	0	0	5	0	0	0	6	12.5
H/TOT	10	0	6	17	0	0	0	33	58.1	6	0	0	18	0	0	0	24	47.4
04:00	6	0	5	4	0	0	0	15	22.7	2	0	0	12	0	0	0	14	29.6
04:15	6	0	2	6	0	0	0	14	22.8	2	0	1	10	0	0	1	14	26.7
04:30	7	2	1	7	0	1	0	18	27	1	0	1	6	0	0	0	8	16.3
04:45	6	0	2	6	0	0	0	14	22.8	6	2	0	18	0	0	1	27	49.6
H/TOT	25	2	10	23	0	1	0	61	95.3	11	2	2	46	0	0	2	63	122.2
05:00	7	1	2	7	0	0	0	17	27.1	6	1	2	17	0	0	0	26	49.1
05:15	6	1	1	8	0	0	0	16	26.9	2	1	1	21	0	0	1	26	53
05:30	10	0	2	9	1	0	0	22	35.7	9	1	0	12	0	0	0	22	37.6
05:45	20	0	4	4	0	0	0	28	35.2	8	0	1	17	0	0	4	30	49.4
H/TOT	43	2	9	28	1	0	0	83	124.9	25	3	4	67	0	0	5	104	189.1
06:00	16	0	5	15	1	0	0	37	60	10	1	0	10	0	0	1	22	34.2
06:15	5	2	4	6	0	0	0	17	26.8	6	1	2	27	0	0	1	37	72.3
06:30	19	3	3	12	1	0	0	38	56.1	8	2	0	11	0	1	1	23	35.9
06:45	13	5	2	10	0	0	0	30	44	13	2	1	14	0	0	1	31	48.9
H/TOT	53	10	14	43	2	0	0	122	186.9	37	6	3	62	0	1	4	113	191.3
07:00	18	3	3	7	0	0	0	31	41.6	13	0	0	13	0	0	2	28	43.3
07:15	27	1	5	9	1	0	0	43	58.2	26	1	1	15	0	0	1	44	63.2
07:30	24	3	4	11	1	1	1	45	60.9	21	1	1	15	0	0	2	40	58.4
07:45	32	2	2	15	0	0	0	51	71.5	11	3	1	25	0	0	2	42	73.4
H/TOT	101	9	14	42	2	1	1	170	232.2	71	5	3	68	0	0	7	154	238.3
08:00	15	2	3	15	1	0	0	36	58	18	4	1	13	0	0	0	36	53.4
08:15	23	3	6	11	0	0	0	43	60.3	17	4	4	16	0	1	1	43	64.4
08:30	23	1	5	13	1	0	0	43	63.4	15	1	3	19	0	0	1	39	64.4
08:45	26	2	3	14	0	0	0	45	64.7	18	1	2	19	0	0	0	40	65.7
H/TOT	87	8	17	53	2	0	0	167	246.4	68	10	10	67	0	1	2	158	247.9
09:00	24	4	4	12	1	0	0	45	63.6	12	0	1	15	0	0	1	29	48.2
09:15	13	4	4	13	0	0	0	34	52.9	16	3	2	24	0	0	0	45	77.2
09:30	10	3	1	18	1	1	0	34	58.3	13	5	4	16	0	0	0	38	60.8
09:45	22	4	1	10	0	0	0	37	50.5	12	6	1	7	0	0	0	26	35.6
H/TOT	69	15	10	53	2	1	0	150	225.3	53	14	8	62	0	0	1	138	221.8
10:00	8	6	1	10	1	0	0	26	40.5	12	0	2	17	0	1	0	32	54.5
10:15	9	4	1	13	1	0	0	28	46.4	10	3	1	7	0	0	1	22	30.8
10:30	14	3	1	13	0	0	0	31	48.4	8	5	5	15	0	0	0	33	55
10:45	18	2	3	12	1	0	0	36	54.1	25	3	3	20	0	0	0	51	78.5
H/TOT	49	15	6	48	3	0	0	121	189.4	55	11	11	59	0	1	1	138	218.8
11:00	8	5	5	20	0	0	0	38	66.5	13	1	4	14	0	0	0	32	52.2
11:15	7	3	3	18	1	0	0	32	57.9	16	6	0	16	0	0	0	38	58.8
11:30	12	2	3	24	0	0	0	41	73.7	13	1	2	8	0	0	0	24	35.4
11:45	9	3	1	11	1	0	0	25	40.8	10	2	8	20	0	0	1	41	70.2
H/TOT	36	13	12	73	2	0	0	136	238.9	52	10	14	58	0	0	1	135	216.6



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM C							TOT	PCU's	FROM ARM C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	12	7	1	13	0	0	0	33	50.4	8	3	3	21	0	0	0	35	63.8
12:15	15	4	4	11	1	0	0	35	52.3	17	0	2	16	0	0	0	35	56.8
12:30	7	0	4	13	0	0	0	24	42.9	7	6	2	8	0	0	0	23	34.4
12:45	15	3	2	11	1	0	0	32	48.3	19	2	6	7	0	0	0	34	46.1
H/TOT	49	14	11	48	2	0	0	124	193.9	51	11	13	52	0	0	0	127	201.1
13:00	21	0	3	14	0	0	0	38	57.7	18	4	5	10	0	0	0	37	52.5
13:15	10	0	4	19	1	0	0	34	61.7	19	3	0	16	0	0	3	41	59.4
13:30	14	4	3	18	0	0	0	39	63.9	17	5	4	14	0	0	0	40	60.2
13:45	12	2	2	17	1	0	0	34	58.1	12	3	4	10	0	0	1	30	44.2
H/TOT	57	6	12	68	2	0	0	145	241.4	66	15	13	50	0	0	4	148	216.3
14:00	11	1	1	19	0	0	0	32	57.2	21	2	0	12	0	0	0	35	50.6
14:15	11	1	6	17	0	0	0	35	60.1	16	3	2	16	1	0	0	38	60.8
14:30	6	4	4	24	0	0	0	38	71.2	15	3	6	14	0	0	0	38	59.2
14:45	13	0	5	17	0	0	0	35	59.6	17	1	4	16	0	0	1	39	61
H/TOT	41	6	16	77	0	0	0	140	248.1	69	9	12	58	1	0	1	150	231.6
15:00	12	1	2	14	1	2	0	32	51	9	1	5	20	1	0	1	37	65.7
15:15	13	1	1	16	0	0	0	31	52.3	15	7	5	21	0	0	0	48	77.8
15:30	8	2	5	15	1	0	0	31	54	18	2	6	10	0	0	0	36	52
15:45	10	2	3	15	1	1	0	32	53.4	13	3	3	17	0	1	0	37	60
H/TOT	43	6	11	60	3	3	0	126	210.7	55	13	19	68	1	1	1	158	255.5
16:00	20	1	3	23	0	0	0	47	78.4	32	1	4	15	0	0	0	52	73.5
16:15	14	4	4	23	1	0	0	46	78.9	19	2	2	6	0	0	0	29	37.8
16:30	17	3	2	11	0	0	1	34	48.5	27	0	1	6	0	0	1	35	42.5
16:45	12	3	3	16	1	0	0	35	58.3	16	6	2	9	0	1	0	34	46.1
H/TOT	63	11	12	73	2	0	1	162	264.1	94	9	9	36	0	1	1	150	199.9
17:00	25	6	1	12	0	0	0	44	60.1	31	3	5	15	0	0	1	55	76.2
17:15	16	0	0	14	1	0	1	32	50.4	23	2	1	10	0	0	0	36	49.5
17:30	20	1	0	16	0	1	0	38	58.2	26	7	2	5	0	0	2	42	47.9
17:45	21	2	4	22	1	0	0	50	81.6	27	3	3	6	0	0	0	39	48.3
H/TOT	82	9	5	64	2	1	1	164	250.3	107	15	11	36	0	0	3	172	221.9
18:00	6	1	1	7	0	0	0	15	24.6	25	2	2	9	0	0	0	38	50.7
18:15	16	2	0	17	1	0	0	36	59.1	28	3	5	6	0	0	0	42	52.3
18:30	14	0	1	15	0	0	0	30	50	31	2	3	7	0	0	0	43	53.6
18:45	9	2	1	9	2	0	0	23	37.2	19	0	3	9	0	0	1	32	44.4
H/TOT	45	5	3	48	3	0	0	104	170.9	103	7	13	31	0	0	1	155	201
19:00	15	2	1	10	0	0	0	28	41.5	23	4	5	5	0	0	0	37	46
19:15	14	2	0	9	0	0	0	25	36.7	21	2	1	7	0	1	0	32	41
19:30	4	1	1	8	0	0	0	14	24.9	14	2	0	5	0	0	0	21	27.5
19:45	4	1	1	7	0	0	0	13	22.6	8	0	0	3	0	0	0	11	14.9
H/TOT	37	6	3	34	0	0	0	80	125.7	66	8	6	20	0	1	0	101	129.4
20:00	3	0	0	3	0	0	0	6	9.9	5	2	2	4	1	0	0	14	21.2
20:15	2	1	2	4	0	0	0	9	15.2	3	0	6	3	0	0	0	12	18.9
20:30	1	0	0	2	0	0	0	3	5.6	0	1	2	3	0	0	0	6	10.9
20:45	3	0	3	5	0	0	0	11	19	3	0	0	1	0	0	0	4	5.3
H/TOT	9	1	5	14	0	0	0	29	49.7	11	3	10	11	1	0	0	36	56.3
21:00	6	0	0	7	1	0	0	14	24.1	4	1	1	5	0	0	2	13	18.4
21:15	9	0	0	4	0	0	0	13	18.2	1	0	1	2	0	0	0	4	7.1
21:30	6	0	0	1	0	0	0	7	8.3	7	0	0	6	0	0	0	13	20.8
21:45	0	1	0	3	0	0	0	4	7.9	13	0	0	1	0	0	0	14	15.3
H/TOT	21	1	0	15	1	0	0	38	58.5	25	1	2	14	0	0	2	44	61.6
22:00	0	0	0	3	0	0	0	3	6.9	2	0	0	2	0	0	0	4	6.6
22:15	0	0	1	3	0	0	0	4	8.4	1	0	0	1	1	0	0	3	5.3
22:30	3	0	1	7	0	0	0	11	20.6	4	0	0	4	0	0	0	8	13.2
22:45	2	0	0	3	0	0	0	5	8.9	0	0	0	3	0	0	0	3	6.9
H/TOT	5	0	2	16	0	0	0	23	44.8	7	0	0	10	1	0	0	18	32
23:00	1	0	0	4	0	0	0	5	10.2	2	1	0	2	0	0	0	5	7.6
23:15	1	1	0	7	0	0	0	9	18.1	1	0	0	1	0	0	0	2	3.3
23:30	0	0	1	4	0	0	0	5	10.7	1	0	0	4	0	0	0	5	10.2
23:45	1	0	0	3	0	0	0	4	7.9	0	0	0	5	0	0	0	5	11.5
H/TOT	3	1	1	18	0	0	0	23	46.9	4	1	0	12	0	0	0	17	32.6
P/TOT	940	140	182	950	29	7	3	2251	3599.4	1043	153	169	947	4	6	36	2358	3645.2



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	JUNCTION TOTAL							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	3	0	1	14	0	0	0	18	36.7
00:15	8	0	0	21	0	0	0	29	56.3
00:30	4	1	2	19	0	0	0	26	51.7
00:45	6	0	1	15	0	0	0	22	42
H/TOT	21	1	4	69	0	0	0	95	186.7
01:00	12	0	2	15	0	0	1	30	49.7
01:15	9	0	0	19	0	0	0	28	52.7
01:30	8	0	2	15	0	0	1	26	45.7
01:45	5	2	1	18	0	0	0	26	49.9
H/TOT	34	2	5	67	0	0	2	110	198
02:00	8	0	1	11	0	0	0	20	34.8
02:15	9	1	1	16	0	0	0	27	48.3
02:30	8	0	1	15	0	1	0	25	44.4
02:45	8	0	0	13	0	0	0	21	37.9
H/TOT	33	1	3	55	0	1	0	93	165.4
03:00	12	0	1	25	0	0	0	38	71
03:15	14	0	2	33	0	0	0	49	92.9
03:30	15	1	4	25	0	0	0	45	79.5
03:45	20	2	4	23	0	0	0	49	80.9
H/TOT	61	3	11	106	0	0	0	181	324.3
04:00	19	1	10	40	0	0	0	70	127
04:15	32	2	8	46	0	0	1	89	152
04:30	28	5	6	43	0	1	0	83	141.3
04:45	37	12	5	66	0	3	2	125	209.9
H/TOT	116	20	29	195	0	4	3	367	630.2
05:00	67	7	9	59	0	0	1	143	223.4
05:15	97	10	5	81	0	2	1	196	301.8
05:30	160	7	7	66	1	4	0	245	332.9
05:45	205	18	16	82	0	1	5	327	437
H/TOT	529	42	37	288	1	7	7	911	1295.1
06:00	115	12	18	82	1	1	3	232	345.6
06:15	90	31	21	99	0	2	1	244	381.2
06:30	127	20	13	124	1	1	1	287	454.3
06:45	163	26	16	115	0	2	1	323	478.5
H/TOT	495	89	68	420	2	6	6	1086	1659.6
07:00	98	23	11	101	0	0	2	235	370.2
07:15	121	14	13	98	1	2	1	250	382.9
07:30	132	20	20	93	1	1	3	270	398.9
07:45	172	25	18	130	0	4	3	352	525.2
H/TOT	523	82	62	422	2	7	9	1107	1677.2
08:00	119	25	13	122	1	1	0	281	446.5
08:15	109	22	30	110	0	2	1	274	430
08:30	139	17	17	111	1	2	1	288	439.8
08:45	135	19	19	110	0	2	0	285	436.3
H/TOT	502	83	79	453	2	7	2	1128	1752.6
09:00	121	26	23	111	1	1	1	284	439.4
09:15	82	28	19	135	0	0	1	265	449.2
09:30	78	25	17	133	1	3	1	258	437.8
09:45	88	29	16	99	0	0	0	232	368.7
H/TOT	369	108	75	478	2	4	3	1039	1695.1
10:00	62	23	19	115	1	1	0	221	380.4
10:15	65	26	15	92	1	1	1	201	327.7
10:30	61	31	18	109	0	1	0	220	370.1
10:45	94	22	19	127	1	0	0	263	438.6
H/TOT	282	102	71	443	3	3	1	905	1516.8
11:00	74	21	19	140	0	0	0	254	445.5
11:15	79	26	24	129	1	0	0	259	439.7
11:30	78	17	20	118	0	0	0	233	396.4
11:45	62	19	27	124	1	0	2	235	409.1
H/TOT	293	83	90	511	2	0	2	981	1690.7

PEAK HOUR CALCULATION	TOT	PCU's
00:00 to 01:00	95	186.7
00:15 to 01:15	107	199.7
00:30 to 01:30	106	196.1
00:45 to 01:45	106	190.1
01:00 to 02:00	110	198
01:15 to 02:15	100	183.1
01:30 to 02:30	99	178.7
01:45 to 02:45	98	177.4
02:00 to 03:00	93	165.4
02:15 to 03:15	111	201.6
02:30 to 03:30	133	246.2
02:45 to 03:45	153	281.3
03:00 to 04:00	181	324.3
03:15 to 04:15	213	380.3
03:30 to 04:30	253	439.4
03:45 to 04:45	291	501.2
04:00 to 05:00	367	630.2
04:15 to 05:15	440	726.6
04:30 to 05:30	547	876.4
04:45 to 05:45	709	1068
05:00 to 06:00	911	1295.1
05:15 to 06:15	1000	1417.3
05:30 to 06:30	1048	1496.7
05:45 to 06:45	1090	1618.1
06:00 to 07:00	1086	1659.6
06:15 to 07:15	1089	1684.2
06:30 to 07:30	1095	1685.9
06:45 to 07:45	1078	1630.5
07:00 to 08:00	1107	1677.2
07:15 to 08:15	1153	1753.5
07:30 to 08:30	1177	1800.6
07:45 to 08:45	1195	1841.5
08:00 to 09:00	1128	1752.6
08:15 to 09:15	1131	1745.5
08:30 to 09:30	1122	1764.7
08:45 to 09:45	1092	1762.7
AM Peak	1195	1841.5
09:00 to 10:00	1039	1695.1
09:15 to 10:15	976	1636.1
09:30 to 10:30	912	1514.6
09:45 to 10:45	874	1446.9
10:00 to 11:00	905	1516.8
10:15 to 11:15	938	1581.9
10:30 to 11:30	996	1693.9
10:45 to 11:45	1009	1720.2
11:00 to 12:00	981	1690.7
11:15 to 12:15	989	1675
11:30 to 12:30	987	1646.5
11:45 to 12:45	967	1606.3



SITE: 1

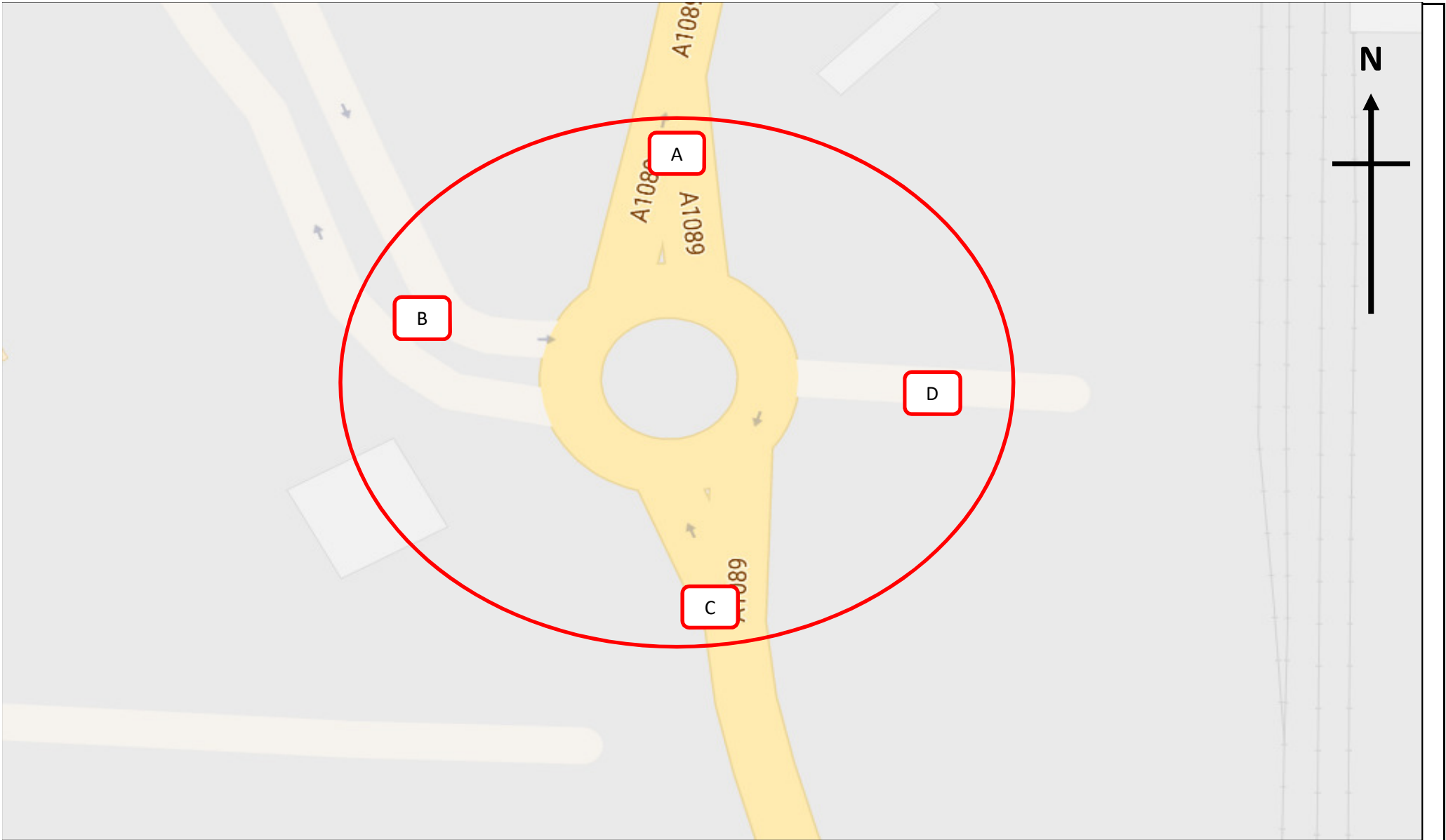
DATE: 29/09/2016


LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: Thursday

TIME	JUNCTION TOTAL							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	104	24	8	126	0	0	0	262	429.8
12:15	103	20	22	110	1	0	1	257	411.2
12:30	63	24	21	103	0	2	0	213	356.2
12:45	105	28	27	134	1	0	0	295	483.7
H/TOT	375	96	78	473	2	2	1	1027	1680.9
13:00	139	23	19	143	0	0	0	324	519.4
13:15	110	21	18	138	1	1	3	292	478.4
13:30	149	22	19	154	0	2	0	346	554.5
13:45	172	33	16	130	1	1	1	354	530.6
H/TOT	570	99	72	565	2	4	4	1316	2082.9
14:00	112	20	13	133	0	2	0	280	458.2
14:15	76	19	24	131	1	1	2	254	435.1
14:30	75	30	22	149	0	1	0	277	481.1
14:45	87	14	23	124	0	1	2	251	421.5
H/TOT	350	83	82	537	1	5	4	1062	1795.9
15:00	79	22	24	147	2	2	1	277	480.1
15:15	94	30	18	150	0	1	0	293	496.4
15:30	94	19	22	109	1	1	0	246	399.1
15:45	92	19	13	101	1	5	0	231	366.8
H/TOT	359	90	77	507	4	9	1	1047	1742.4
16:00	152	25	19	111	0	2	1	310	461.8
16:15	106	23	16	102	1	1	1	250	390.2
16:30	178	25	17	85	0	3	3	311	425.8
16:45	124	30	22	91	1	1	0	269	398.7
H/TOT	560	103	74	389	2	7	5	1140	1676.5
17:00	235	18	10	83	0	0	2	348	459.3
17:15	167	15	7	91	1	4	2	287	405.8
17:30	187	23	11	72	0	5	4	302	394.9
17:45	180	16	15	77	1	3	2	294	399.2
H/TOT	769	72	43	323	2	12	10	1231	1659.2
18:00	174	16	6	54	2	3	0	255	328.4
18:15	114	12	9	74	1	2	1	213	312.7
18:30	124	6	8	59	1	2	0	200	280.5
18:45	71	6	8	64	2	1	2	154	241
H/TOT	483	40	31	251	6	8	3	822	1162.6
19:00	91	8	11	50	2	0	2	164	234.9
19:15	60	5	6	43	0	1	0	115	173.3
19:30	49	5	6	40	0	0	0	100	155
19:45	40	6	3	28	0	0	0	77	114.9
H/TOT	240	24	26	161	2	1	2	456	678.1
20:00	34	5	5	29	1	0	0	74	115.2
20:15	31	3	9	22	1	1	0	67	100.5
20:30	17	2	2	15	0	1	0	37	56.9
20:45	16	1	5	16	1	0	0	39	63.3
H/TOT	98	11	21	82	3	2	0	217	335.9
21:00	26	1	1	23	1	0	3	55	84
21:15	49	1	3	16	0	0	0	69	91.3
21:30	48	2	0	19	0	1	0	70	94.1
21:45	46	3	1	12	0	2	0	64	78.9
H/TOT	169	7	5	70	1	3	3	258	348.3
22:00	26	1	0	13	1	0	2	43	59.3
22:15	12	1	1	15	1	0	0	30	51
22:30	15	0	1	23	0	0	0	39	69.4
22:45	8	0	0	16	0	0	0	24	44.8
H/TOT	61	2	2	67	2	0	2	136	224.5
23:00	15	2	0	16	0	0	0	33	53.8
23:15	15	2	0	21	0	1	0	39	65.7
23:30	10	1	2	14	0	0	0	27	46.2
23:45	7	0	1	15	0	0	0	23	43
H/TOT	47	5	3	66	0	1	0	122	208.7
P/TOT	7339	1248	1048	6998	41	93	70	16837	26388

PEAK HOUR CALCULATION	TOT	PCU's
12:00 to 13:00	1027	1680.9
12:15 to 13:15	1089	1770.5
12:30 to 13:30	1124	1837.7
12:45 to 13:45	1257	2036
13:00 to 14:00	1316	2082.9
13:15 to 14:15	1272	2021.7
13:30 to 14:30	1234	1978.4
13:45 to 14:45	1165	1905
14:00 to 15:00	1062	1795.9
14:15 to 15:15	1059	1817.8
14:30 to 15:30	1098	1879.1
14:45 to 15:45	1067	1797.1
Infer Peak	1316	2082.9
15:00 to 16:00	1047	1742.4
15:15 to 16:15	1080	1724.1
15:30 to 16:30	1037	1617.9
15:45 to 16:45	1102	1644.6
16:00 to 17:00	1140	1676.5
16:15 to 17:15	1178	1674
16:30 to 17:30	1215	1689.6
16:45 to 17:45	1206	1658.7
17:00 to 18:00	1231	1659.2
17:15 to 18:15	1138	1528.3
17:30 to 18:30	1064	1435.2
17:45 to 18:45	962	1320.8
18:00 to 19:00	822	1162.6
18:15 to 19:15	731	1069.1
18:30 to 19:30	633	929.7
18:45 to 19:45	533	804.2
19:00 to 20:00	456	678.1
19:15 to 20:15	366	558.4
19:30 to 20:30	318	485.6
19:45 to 20:45	255	387.5
20:00 to 21:00	217	335.9
20:15 to 21:15	198	304.7
20:30 to 21:30	200	295.5
20:45 to 21:45	233	332.7
21:00 to 22:00	258	348.3
21:15 to 22:15	246	323.6
21:30 to 22:30	207	283.3
21:45 to 22:45	176	258.6
22:00 to 23:00	136	224.5
22:15 to 23:15	126	219
22:30 to 23:30	135	233.7
22:45 to 23:45	123	210.5
23:00 to 00:00	122	208.7
PM Peak	1231	1742.4



	Site / Location: Site 2, A1089 St Andrews Road / Gate 2 to the Port of Tilbury	Project No: 6727	Drawing No: 6727-02	Drawn By: SR
	Survey Date: Thursday 29th September 2016	Project Name: Tilbury		
	Survey Times: 00:00 to 24:00	Drawing Title: Site Layout and Observed Movements		



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	A to D							TOT	PCU's	A to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4	7.9
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	5	10.2
01:00	0	0	0	1	0	0	0	1	2.3	1	0	0	0	0	0	0	1	1
01:15	0	0	0	1	0	0	0	1	2.3	2	0	0	0	0	0	0	2	2
01:30	0	0	0	1	0	0	0	1	2.3	2	0	0	2	0	0	0	4	6.6
01:45	0	0	0	3	0	0	0	3	6.9	1	0	0	0	0	0	0	1	1
H/TOT	0	0	0	6	0	0	0	6	13.8	6	0	0	2	0	0	0	8	10.6
02:00	0	0	0	2	0	0	0	2	4.6	0	0	1	0	0	0	0	1	1.5
02:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:30	0	0	0	1	0	0	0	1	2.3	3	0	0	1	0	0	0	4	5.3
02:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	3.3
H/TOT	0	0	0	3	0	0	0	3	6.9	5	0	1	2	0	0	0	8	11.1
03:00	0	0	0	1	0	0	0	1	2.3	0	0	0	3	0	0	0	3	6.9
03:15	0	0	0	2	0	0	0	2	4.6	1	0	0	0	0	0	0	1	1
03:30	0	0	0	1	0	0	0	1	2.3	2	0	0	2	0	0	0	4	6.6
03:45	0	0	0	0	0	0	0	0	0	7	0	0	2	0	0	0	9	11.6
H/TOT	0	0	0	4	0	0	0	4	9.2	10	0	0	7	0	0	0	17	26.1
04:00	3	0	0	2	0	0	0	5	7.6	3	0	0	0	0	0	0	3	3
04:15	0	0	0	1	0	0	0	1	2.3	4	0	0	3	0	0	0	7	10.9
04:30	0	0	0	2	0	0	0	2	4.6	6	2	0	5	0	1	0	14	19.9
04:45	1	0	0	0	0	0	0	1	1	7	0	0	1	0	0	0	8	9.3
H/TOT	4	0	0	5	0	0	0	9	15.5	20	2	0	9	0	1	0	32	43.1
05:00	0	0	0	4	0	0	0	4	9.2	5	1	1	2	0	0	0	9	12.1
05:15	0	0	0	0	0	0	0	0	0	5	0	0	2	0	0	0	7	9.6
05:30	1	0	0	0	0	0	0	1	1	10	0	0	2	1	0	0	13	16.6
05:45	1	0	0	0	0	0	0	1	1	19	1	0	1	0	0	0	21	22.3
H/TOT	2	0	0	4	0	0	0	6	11.2	39	2	1	7	1	0	0	50	60.6
06:00	1	0	0	2	0	0	0	3	5.6	13	0	1	6	1	0	0	21	30.3
06:15	0	0	0	1	0	0	0	1	2.3	4	2	0	4	0	0	0	10	15.2
06:30	0	0	0	0	0	0	0	0	0	17	1	1	2	0	0	0	21	24.1
06:45	1	0	0	1	0	0	0	2	3.3	11	5	0	1	1	0	0	18	20.3
H/TOT	2	0	0	4	0	0	0	6	11.2	45	8	2	13	2	0	0	70	89.9
07:00	0	0	0	0	0	0	0	0	0	17	3	1	4	0	0	0	25	30.7
07:15	0	0	0	1	0	0	0	1	2.3	22	2	1	2	1	0	0	28	32.1
07:30	1	0	0	0	0	0	0	1	1	17	4	5	4	1	1	0	32	40.1
07:45	1	0	0	1	0	0	0	2	3.3	21	4	0	3	0	0	0	28	31.9
H/TOT	2	0	0	2	0	0	0	4	6.6	77	13	7	13	2	1	0	113	134.8
08:00	0	0	0	1	0	0	0	1	2.3	13	1	1	9	1	0	0	25	38.2
08:15	0	0	0	0	0	0	0	0	0	23	3	2	3	0	0	0	31	35.9
08:30	0	1	1	3	0	0	0	5	9.4	20	2	1	3	0	0	0	26	30.4
08:45	1	0	0	0	0	0	0	1	1	31	1	2	10	1	0	0	45	60
H/TOT	1	1	1	4	0	0	0	7	12.7	87	7	6	25	2	0	0	127	164.5
09:00	0	0	0	1	0	0	0	1	2.3	18	2	3	2	1	0	0	26	31.1
09:15	0	1	0	1	0	0	0	2	3.3	12	6	1	9	0	0	0	28	40.2
09:30	0	0	0	1	0	0	0	1	2.3	11	2	1	8	1	0	0	23	34.9
09:45	0	1	0	1	0	0	0	2	3.3	17	6	1	5	0	0	0	29	36
H/TOT	0	2	0	4	0	0	0	6	11.2	58	16	6	24	2	0	0	106	142.2
10:00	0	0	0	3	0	0	0	3	6.9	6	5	1	0	1	0	0	13	14.5
10:15	1	0	0	0	0	0	0	1	1	7	3	1	7	1	0	0	19	29.6
10:30	0	0	0	1	0	0	0	1	2.3	10	3	0	4	0	0	0	17	22.2
10:45	1	1	0	2	0	0	0	4	6.6	15	2	2	6	1	0	0	26	35.8
H/TOT	2	1	0	6	0	0	0	9	16.8	38	13	4	17	3	0	0	75	102.1
11:00	1	0	0	1	0	0	0	2	3.3	8	4	2	7	0	0	0	21	31.1
11:15	0	0	0	2	0	0	0	2	4.6	9	2	3	4	0	0	0	18	24.7
11:30	0	0	0	2	0	0	0	2	4.6	6	1	2	7	1	0	0	17	28.1
11:45	0	0	0	2	0	0	0	2	4.6	16	5	0	5	0	0	0	26	32.5
H/TOT	1	0	0	7	0	0	0	8	17.1	39	12	7	23	1	0	0	82	116.4



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	A to D							TOT	PCU's	A to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	1	1	0	1	0	0	0	3	4.3	8	6	0	3	1	0	0	18	22.9
12:15	0	0	0	2	0	0	0	2	4.6	13	5	3	5	0	0	9	35	35.8
12:30	0	0	0	2	0	0	0	2	4.6	7	1	1	3	1	0	0	13	18.4
12:45	0	0	0	4	0	0	0	4	9.2	12	2	2	3	0	0	0	19	23.9
H/TOT	1	1	0	9	0	0	0	11	22.7	40	14	6	14	2	0	9	85	101
13:00	1	0	0	2	0	0	0	3	5.6	22	0	2	8	1	0	0	33	45.4
13:15	1	0	0	3	0	0	0	4	7.9	10	0	2	7	0	0	0	19	29.1
13:30	0	0	0	3	0	0	0	3	6.9	10	3	2	6	1	0	0	22	31.8
13:45	1	0	0	3	0	0	0	4	7.9	10	1	2	6	0	0	1	20	28
H/TOT	3	0	0	11	0	0	0	14	28.3	52	4	8	27	2	0	1	94	134.3
14:00	0	0	0	1	0	0	0	1	2.3	11	0	1	12	1	0	0	25	42.1
14:15	0	0	0	2	0	0	0	2	4.6	12	2	1	13	0	0	0	28	45.4
14:30	0	0	0	4	0	0	0	4	9.2	5	2	3	13	0	0	0	23	41.4
14:45	1	0	0	4	0	0	0	5	10.2	11	2	5	7	0	0	0	25	36.6
H/TOT	1	0	0	11	0	0	0	12	26.3	39	6	10	45	1	0	0	101	165.5
15:00	0	0	0	1	0	0	0	1	2.3	13	1	0	6	1	1	0	22	30.2
15:15	0	0	0	3	0	0	0	3	6.9	10	1	1	7	0	1	0	20	29
15:30	0	0	0	5	0	0	0	5	11.5	11	1	4	8	1	0	0	25	38.4
15:45	0	0	0	0	0	0	0	0	0	6	2	3	5	0	1	0	17	24.4
H/TOT	0	0	0	9	0	0	0	9	20.7	40	5	8	26	2	3	0	84	122
16:00	0	0	0	1	0	0	0	1	2.3	22	1	1	8	1	0	0	33	44.9
16:15	0	0	0	3	0	0	0	3	6.9	12	3	3	14	0	0	1	33	51.9
16:30	0	0	0	2	0	0	0	2	4.6	15	4	1	8	1	0	0	29	40.9
16:45	0	0	0	2	0	0	0	2	4.6	11	3	3	8	0	0	0	25	36.9
H/TOT	0	0	0	8	0	0	0	8	18.4	60	11	8	38	2	0	1	120	174.6
17:00	0	0	0	0	0	0	0	0	0	21	4	0	9	1	1	0	36	48.1
17:15	0	0	0	1	0	0	0	1	2.3	11	2	0	6	0	0	0	19	26.8
17:30	0	0	0	1	0	0	0	1	2.3	16	1	0	11	1	1	0	30	44.7
17:45	1	0	0	2	0	0	0	3	5.6	16	2	4	13	0	0	0	35	53.9
H/TOT	1	0	0	4	0	0	0	5	10.2	64	9	4	39	2	2	0	120	173.5
18:00	2	0	0	0	0	0	0	2	2	8	0	0	5	1	0	0	14	21.5
18:15	0	0	0	2	0	0	0	2	4.6	13	1	0	9	0	0	0	23	34.7
18:30	0	0	0	1	0	0	0	1	2.3	13	0	0	9	1	0	0	23	35.7
18:45	1	0	0	2	0	0	0	3	5.6	10	2	1	4	1	0	0	18	24.7
H/TOT	3	0	0	5	0	0	0	8	14.5	44	3	1	27	3	0	0	78	116.6
19:00	0	0	0	0	0	0	0	0	0	11	2	1	8	1	0	0	23	34.9
19:15	0	0	0	0	0	0	0	0	0	15	2	0	5	0	0	0	22	28.5
19:30	0	0	0	2	0	0	0	2	4.6	5	1	1	1	0	0	0	8	9.8
19:45	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	8	13.2
H/TOT	0	0	0	2	0	0	0	2	4.6	34	6	2	18	1	0	0	61	86.4
20:00	0	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	5	8.9
20:15	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	5	7.6
20:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	3.3
20:45	0	0	0	1	0	0	0	1	2.3	1	0	1	0	0	0	0	2	2.5
H/TOT	0	0	0	1	0	0	0	1	2.3	7	0	1	6	0	0	0	14	22.3
21:00	0	0	0	3	0	0	0	3	6.9	4	0	0	1	0	0	0	5	6.3
21:15	0	0	0	2	0	0	0	2	4.6	9	0	0	1	0	0	0	10	11.3
21:30	0	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	7	8.3
21:45	1	0	0	1	0	0	0	2	3.3	1	1	0	0	0	0	0	2	2
H/TOT	1	0	0	6	0	0	0	7	14.8	20	1	0	3	0	0	0	24	27.9
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	2	0	0	0	2	4.6	0	0	1	0	0	0	0	1	1.5
22:30	0	0	0	1	0	0	0	1	2.3	3	0	1	2	0	0	0	6	9.1
22:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	3.3
H/TOT	0	0	0	3	0	0	0	3	6.9	4	0	2	3	0	0	0	9	13.9
23:00	0	0	0	1	0	0	0	1	2.3	1	0	0	1	0	0	0	2	3.3
23:15	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	4.3
23:30	0	0	0	3	0	0	0	3	6.9	0	0	1	1	0	0	0	2	3.8
23:45	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	4.3
H/TOT	0	0	0	4	0	0	0	4	9.2	4	1	1	4	0	0	0	10	15.7
P/TOT	24	5	1	122	0	0	0	152	311.1	833	133	85	396	28	7	11	1493	2065.3



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	A to B							TOT	PCU's	A to A							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	7	0	0	0	7	16.1	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	2	0	0	0	3	6.1	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	6	0	0	0	7	15.3	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	1	2	0	0	0	3	6.1	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	4	0	0	0	5	10.7	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	1	0	0	0	2	3.8	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	1	0	0	0	2	3.8	0	0	0	0	0	0	0	0	0	0
03:30	0	0	2	1	0	0	0	3	5.3	0	0	0	0	0	0	0	0	0	0
03:45	0	0	2	1	0	0	0	3	5.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	6	4	0	0	0	10	18.2	0	0	0	0	0	0	0	0	0	0
04:00	0	0	5	3	0	0	0	8	14.4	0	0	0	0	0	0	0	0	0	0
04:15	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	3	0	0	0	4	8.4	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	8	9	0	0	0	17	32.7	0	0	0	0	0	0	0	0	0	0
05:00	0	0	2	2	0	0	0	4	7.6	0	0	0	0	0	0	0	0	0	0
05:15	0	0	2	5	0	0	0	7	14.5	0	0	0	1	0	0	0	1	2.3	0
05:30	0	0	2	6	0	0	1	9	17	0	0	0	0	0	0	0	0	0	0
05:45	0	0	2	3	0	0	0	5	9.9	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	8	16	0	0	1	25	49	0	0	0	1	0	0	0	1	2.3	0
06:00	0	0	5	7	0	0	0	12	23.6	0	0	0	0	0	0	0	0	0	0
06:15	0	0	4	2	0	0	1	7	10.8	0	0	1	0	0	0	0	1	1.5	0
06:30	0	0	1	10	0	0	0	11	24.5	0	0	0	0	0	0	0	0	0	0
06:45	0	0	1	8	0	0	0	9	19.9	1	0	0	1	0	0	0	2	3.3	0
H/TOT	0	0	11	27	0	0	1	39	78.8	1	0	1	1	0	0	0	3	4.8	0
07:00	0	0	1	3	0	0	1	5	8.6	0	0	0	0	0	0	0	0	0	0
07:15	0	0	4	7	0	0	1	12	22.3	0	0	0	1	0	0	0	1	2.3	0
07:30	0	0	0	6	0	0	0	6	13.8	0	0	1	0	0	0	0	1	1.5	0
07:45	0	0	2	7	0	0	2	11	19.5	0	0	0	1	0	0	0	1	2.3	0
H/TOT	0	0	7	23	0	0	4	34	64.2	0	0	1	2	0	0	0	3	6.1	0
08:00	1	0	3	9	0	0	1	14	26.4	1	0	0	0	0	0	0	1	1	0
08:15	1	0	2	6	0	0	0	9	17.8	0	0	0	1	0	0	0	1	2.3	0
08:30	0	0	3	8	0	0	0	11	22.9	1	0	0	0	0	0	0	1	1	0
08:45	0	0	0	6	0	0	0	6	13.8	0	0	0	1	0	0	0	1	2.3	0
H/TOT	2	0	8	29	0	0	1	40	80.9	2	0	0	2	0	0	0	4	6.6	0
09:00	1	0	1	7	0	0	0	9	18.6	2	0	0	1	0	0	0	3	4.3	0
09:15	0	0	2	4	0	0	0	6	12.2	3	0	1	0	0	0	0	4	4.5	0
09:30	0	0	0	7	0	0	1	8	16.3	1	0	0	0	0	0	0	1	1	0
09:45	0	0	0	4	0	0	0	4	9.2	1	0	0	0	0	0	0	1	1	0
H/TOT	1	0	3	22	0	0	1	27	56.3	7	0	1	1	0	0	0	9	10.8	0
10:00	0	0	0	8	0	0	0	8	18.4	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	7	0	0	0	7	16.1	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	6	0	0	1	8	15	0	0	0	0	0	0	0	0	0	0
10:45	2	0	1	4	0	0	0	7	12.7	0	0	1	0	0	0	0	1	1.5	0
H/TOT	3	0	1	25	0	0	1	30	62.2	0	0	1	0	0	0	0	1	1.5	0
11:00	1	0	3	14	0	0	0	18	37.7	0	0	0	0	0	0	0	0	0	0
11:15	2	0	0	11	0	0	0	13	27.3	0	0	0	1	0	0	0	1	2.3	0
11:30	0	0	1	5	0	0	0	6	13	0	0	0	1	0	0	0	1	2.3	0
11:45	1	0	0	11	0	0	0	12	26.3	0	1	0	0	0	0	0	1	1	0
H/TOT	4	0	4	41	0	0	0	49	104.3	0	1	0	2	0	0	0	3	5.6	0



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	A to B							TOT	PCU's	A to A							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	0	0	0	9	0	0	0	9	20.7	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	3	0	0	0	3	6.9	1	0	0	0	0	0	0	1	1	0
12:30	0	0	1	8	0	0	0	9	19.9	0	0	0	0	0	0	0	0	0	0
12:45	0	1	1	5	0	0	0	7	14	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	2	25	0	0	0	28	61.5	1	0	0	0	0	0	0	1	1	0
13:00	0	0	1	3	0	0	0	4	8.4	0	0	0	0	0	0	0	0	0	0
13:15	0	0	1	10	0	0	0	11	24.5	0	0	0	0	0	0	0	0	0	0
13:30	0	0	2	8	0	0	0	10	21.4	0	0	0	1	0	0	0	1	2.3	0
13:45	0	0	0	5	0	0	0	5	11.5	0	1	0	0	0	0	0	1	1	0
H/TOT	0	0	4	26	0	0	0	30	65.8	0	1	0	1	0	0	0	2	3.3	0
14:00	0	0	0	7	0	0	0	7	16.1	1	0	0	0	0	0	0	1	1	0
14:15	0	0	2	5	0	0	0	7	14.5	0	0	0	0	0	0	0	0	0	0
14:30	0	0	2	5	0	0	0	7	14.5	0	0	0	1	0	0	0	1	2.3	0
14:45	0	0	1	5	0	0	0	6	13	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	22	0	0	0	27	58.1	1	0	0	1	0	0	0	2	3.3	0
15:00	0	0	1	10	0	0	0	11	24.5	1	0	0	0	0	0	0	1	1	0
15:15	0	0	0	3	0	0	0	3	6.9	1	0	0	0	0	0	0	1	1	0
15:30	1	0	1	5	0	0	0	7	14	2	1	0	1	0	0	0	4	5.3	0
15:45	0	0	1	6	0	0	0	7	15.3	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	3	24	0	0	0	28	60.7	4	1	0	1	0	0	0	6	7.3	0
16:00	0	0	1	11	0	0	0	12	26.8	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	9	0	0	0	9	20.7	0	0	0	0	0	0	0	0	0	0
16:30	0	0	1	4	0	0	0	5	10.7	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	3	0	0	0	4	8.4	0	0	0	1	0	0	0	1	2.3	0
H/TOT	0	0	3	27	0	0	0	30	66.6	0	0	0	1	0	0	0	1	2.3	0
17:00	0	0	2	6	0	0	0	8	16.8	0	0	1	0	0	0	0	1	1.5	0
17:15	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	5	0	0	0	5	11.5	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	8	0	0	0	8	18.4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	22	0	0	0	24	53.6	0	0	1	0	0	0	0	1	1.5	0
18:00	0	0	1	2	0	0	0	3	6.1	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	4	0	0	0	4	9.2	0	1	0	0	0	0	0	1	1	0
18:30	0	0	1	7	0	0	0	8	17.6	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	15	0	0	0	17	37.5	0	1	0	0	0	0	0	1	1	0
19:00	0	0	0	4	0	0	1	5	9.4	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	4	0	0	0	4	9.2	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	4	0	0	0	4	9.2	0	0	0	0	0	0	0	0	0	0
19:45	0	0	1	1	0	0	0	2	3.8	0	0	0	2	0	0	0	2	4.6	0
H/TOT	0	0	1	13	0	0	1	15	31.6	0	0	0	2	0	0	0	2	4.6	0
20:00	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
20:45	0	0	1	3	0	0	0	4	8.4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	8	0	0	0	9	19.9	0	0	0	0	0	0	0	0	0	0
21:00	0	0	1	3	0	0	0	4	8.4	1	0	0	0	0	0	0	1	1	0
21:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
21:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	7	0	0	0	8	17.6	2	0	0	0	0	0	0	2	2	0
22:00	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
22:30	0	0	1	3	0	0	0	4	8.4	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	9	0	0	0	10	22.2	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	5	0	0	0	5	11.5	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	10	0	0	0	10	23	0	0	0	0	0	0	0	0	0	0
P/TOT	11	1	83	421	0	0	10	526	1106.8	18	4	5	15	0	0	0	42	64	0



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	B to A							TOT	PCU's	B to D							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
00:15	0	0	1	6	0	0	0	7	15.3	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	10	0	0	0	11	24.5	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	1	0	0	0	2	3.8	0	0	0	2	0	0	0	2	4.6	4.6
01:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3	2.3
01:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	5	0	0	0	6	13	0	0	0	3	0	0	0	3	6.9	6.9
02:00	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3	2.3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	3	0	0	0	3	6.9	0	0	0	1	0	0	0	1	2.3	2.3
03:00	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3	2.3
03:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	4	0	0	0	4	9.2	0	0	0	1	0	0	0	1	2.3	2.3
H/TOT	0	0	0	10	0	0	0	10	23	0	0	0	2	0	0	0	2	4.6	4.6
04:00	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	2	0	0	0	2	4.6	0	0	0	2	0	0	0	2	4.6	4.6
04:45	0	0	0	7	0	0	0	7	16.1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	14	0	0	0	14	32.2	0	0	0	2	0	0	0	2	4.6	4.6
05:00	0	0	0	8	0	0	0	8	18.4	0	0	0	0	0	0	0	0	0	0
05:15	0	0	1	3	0	0	0	4	8.4	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	3	0	0	1	4	7.1	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	6	0	0	0	6	13.8	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	20	0	0	1	22	47.7	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	5	0	0	0	5	11.5	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	10	0	0	0	10	23	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	18	0	0	0	18	41.4	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	12	0	0	0	12	27.6	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	10	0	0	0	10	23	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	9	0	0	0	9	20.7	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	18	0	0	1	19	41.6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	49	0	0	1	50	112.9	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	7	0	0	0	8	17.6	0	0	0	0	0	0	0	0	0	0
08:15	0	0	3	10	0	0	0	13	27.5	0	0	1	0	0	0	0	1	1.5	1.5
08:30	0	0	0	11	0	0	0	11	25.3	0	0	0	0	0	0	0	0	0	0
08:45	0	0	1	14	0	0	0	15	33.7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	42	0	0	0	47	104.1	0	0	1	0	0	0	0	1	1.5	1.5
09:00	0	0	0	9	0	0	0	9	20.7	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	9	0	0	0	9	20.7	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	9	0	0	1	10	20.9	0	0	0	0	0	0	0	0	0	0
09:45	0	0	1	4	0	0	0	5	10.7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	31	0	0	1	33	73	0	0	0	0	0	0	0	0	0	0
10:00	0	0	1	8	0	0	0	9	19.9	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
10:30	1	0	3	6	0	0	0	10	19.3	0	0	0	0	0	0	0	0	0	0
10:45	1	0	1	10	0	0	0	12	25.5	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	5	27	0	0	0	34	71.6	0	0	0	0	0	0	0	0	0	0
11:00	2	0	2	7	0	0	0	11	21.1	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	8	0	0	0	8	18.4	0	0	0	0	0	0	0	0	0	0
11:30	1	0	0	7	0	0	0	8	17.1	0	0	0	0	0	0	0	0	0	0
11:45	1	0	2	11	0	0	0	14	29.3	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	4	33	0	0	0	41	85.9	0	0	0	0	0	0	0	0	0	0



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	B to A							TOT	PCU's	B to D							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	0	0	0	16	0	0	0	16	36.8	0	0	0	0	0	0	0	0	0	0
12:15	0	0	2	9	0	0	1	12	23.9	0	0	0	0	0	0	0	0	0	0
12:30	0	0	1	3	0	0	0	4	8.4	0	0	0	0	0	0	0	0	0	0
12:45	0	1	3	2	0	0	0	6	10.1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	6	30	0	0	1	38	79.2	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	6	0	0	0	7	15.3	0	0	0	0	0	0	0	0	0	0
13:15	0	0	1	7	0	0	0	8	17.6	0	1	0	0	0	0	0	0	1	1
13:30	0	0	3	8	0	0	0	11	22.9	0	0	0	0	0	0	0	0	0	0
13:45	0	0	2	3	0	0	0	5	9.9	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	24	0	0	0	31	65.7	0	1	0	0	0	0	0	1	1	1
14:00	0	0	0	4	0	0	0	4	9.2	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	9	0	0	0	9	20.7	0	0	0	0	0	0	0	0	0	0
14:30	0	0	1	7	0	0	0	8	17.6	0	0	0	1	0	0	0	1	2.3	2.3
14:45	0	0	0	3	0	0	1	4	7.1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	23	0	0	1	25	54.6	0	0	0	1	0	0	0	1	2.3	2.3
15:00	0	0	1	8	0	0	0	9	19.9	0	0	0	0	0	0	0	0	0	0
15:15	0	0	2	6	0	0	0	8	16.8	0	0	0	0	0	0	0	0	0	0
15:30	0	0	4	3	0	0	1	8	13.1	0	0	0	0	0	0	0	0	0	0
15:45	0	0	1	9	0	0	0	10	22.2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	8	26	0	0	1	35	72	0	0	0	0	0	0	0	0	0	0
16:00	0	0	1	7	0	0	0	8	17.6	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	1	0	0	0	2	3.8	0	0	0	0	0	0	0	0	0	0
16:30	0	0	1	2	0	0	1	4	6.3	0	0	0	0	0	0	0	0	0	0
16:45	0	0	2	6	0	0	0	8	16.8	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	16	0	0	1	22	44.5	0	0	0	0	0	0	0	0	0	0
17:00	0	0	2	6	0	0	0	8	16.8	0	0	0	0	0	0	0	0	0	0
17:15	0	0	1	3	0	0	0	4	8.4	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	3	0	0	0	4	8.4	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	3	0	0	1	5	8.6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	15	0	0	1	21	42.2	0	0	0	0	0	0	0	0	0	0
18:00	0	0	1	4	0	0	0	5	10.7	0	0	0	0	0	0	0	0	0	0
18:15	0	0	1	1	0	0	0	2	3.8	0	0	0	0	0	0	0	0	0	0
18:30	0	0	2	1	0	0	0	3	5.3	0	0	0	0	0	0	0	0	0	0
18:45	0	0	2	6	0	0	0	8	16.8	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	6	12	0	0	0	18	36.6	0	0	0	0	0	0	0	0	0	0
19:00	0	0	2	3	0	0	0	5	9.9	0	0	0	0	0	0	0	0	0	0
19:15	0	0	1	5	0	0	1	7	13.2	0	0	0	0	0	0	0	0	0	0
19:30	1	0	0	3	0	0	0	4	7.9	0	0	0	1	0	0	0	1	2.3	2.3
19:45	0	0	2	1	0	0	0	3	5.3	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	5	12	0	0	1	19	36.3	0	0	0	1	0	0	0	1	2.3	2.3
20:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
20:15	0	0	2	3	0	0	0	5	9.9	0	0	0	0	0	0	0	0	0	0
20:30	0	0	1	1	0	0	0	2	3.8	0	0	0	1	0	0	0	1	2.3	2.3
20:45	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	5	0	0	0	9	17.5	0	0	0	1	0	0	0	1	2.3	2.3
21:00	0	0	0	1	0	0	1	2	2.5	0	0	0	0	0	0	0	0	0	0
21:15	0	0	1	2	0	0	0	3	6.1	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	3	0	0	0	3	6.9	0	0	0	1	0	0	0	1	2.3	2.3
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	6	0	0	1	8	15.5	0	0	0	1	0	0	0	1	2.3	2.3
22:00	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3	2.3
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	4	0	0	0	4	9.2	0	0	0	1	0	0	0	1	2.3	2.3
23:00	0	0	0	2	0	0	0	2	4.6	0	0	0	1	0	0	0	1	2.3	2.3
23:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	5	0	0	0	5	11.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	10	0	0	0	10	23	0	0	0	1	0	0	0	1	2.3	2.3
P/TOT	7	1	66	445	0	0	10	529	1132.5	0	1	1	14	0	0	0	16	34.7	34.7



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	B to C							TOT	PCU's	B to B							TOT	PCU's			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	1	0	1	0.4	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	1	0.4	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	0	0	2	3.8	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3	1	0	0	0	0	0	0	1	1	1	1	1



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	B to C							TOT	PCU's	B to B							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
14:00	0	0	1	0	0	0	0	1	1.5	1	0	0	0	0	0	0	1	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	2	0	0	0	0	3	4	1	0	0	0	0	0	0	1	1	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1
15:30	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1.5	1	0	0	0	0	0	0	1	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
16:30	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	4.5	0	0	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	0	1	2	1.7	0	0	0	0	0	0	0	0	0	0
17:15	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0
17:30	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	6	0	0	0	1	7	9.2	0	0	0	0	0	0	0	0	0	0
18:00	0	0	3	0	0	0	0	3	4.5	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	4.5	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0
20:00	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	1	21	3	0	1	1	28	41	3	0	0	0	0	0	0	3	3	3



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	C to B							TOT	PCU's	C to A							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	6.1
00:15	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	4	6.6
00:30	0	0	1	0	0	0	0	1	1.5	0	0	0	1	0	0	0	0	1	2.3
00:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1.5
H/TOT	0	0	1	0	0	0	0	1	1.5	2	0	2	5	0	0	0	9	16.5	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3	
01:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	3.3	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4	7.9	
02:00	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	4	6.6	
02:15	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	4.8	
02:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	3.3	
02:45	0	0	1	0	0	0	0	1	1.5	2	0	0	3	0	0	0	5	8.9	
H/TOT	0	0	1	0	0	0	0	1	1.5	6	0	1	7	0	0	0	14	23.6	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6.9	
03:15	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5	6.3	
03:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	
03:45	0	0	1	0	0	0	0	1	1.5	1	0	0	2	0	0	0	3	5.6	
H/TOT	0	0	1	0	0	0	0	1	1.5	6	0	0	6	0	0	0	12	19.8	
04:00	0	0	0	0	0	0	0	0	0	2	0	0	7	0	0	0	9	18.1	
04:15	0	0	0	0	0	0	0	0	0	1	0	0	7	0	0	1	9	17.3	
04:30	0	0	1	1	0	0	0	2	3.8	1	0	1	2	0	0	0	4	7.1	
04:45	0	0	1	0	0	0	0	1	1.5	4	2	1	13	0	0	0	20	37.4	
H/TOT	0	0	2	1	0	0	0	3	5.3	8	2	2	29	0	0	1	42	79.9	
05:00	0	0	3	0	0	0	0	3	4.5	5	1	0	7	0	0	0	13	22.1	
05:15	0	0	1	0	0	0	0	1	1.5	3	0	0	16	0	0	0	19	39.8	
05:30	0	0	0	0	0	0	0	0	0	8	1	0	6	0	0	1	16	23	
05:45	0	0	0	0	0	0	0	0	0	6	0	1	13	0	0	3	23	38	
H/TOT	0	0	4	0	0	0	0	4	6	22	2	1	42	0	0	4	71	122.9	
06:00	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	14	23.1	
06:15	0	0	0	0	0	0	0	0	0	8	1	1	21	0	0	1	32	59	
06:30	0	0	1	0	0	0	0	1	1.5	7	0	0	6	0	1	1	15	21.4	
06:45	0	0	2	0	0	0	0	2	3	7	2	0	1	0	0	0	10	11.3	
H/TOT	0	0	3	0	0	0	0	3	4.5	28	4	1	35	0	1	2	71	114.8	
07:00	0	0	0	0	0	0	0	0	0	16	0	0	2	0	0	0	18	20.6	
07:15	0	0	0	0	0	0	0	0	0	20	1	1	4	0	0	0	26	31.7	
07:30	0	0	2	0	0	0	0	2	3	15	2	1	4	0	0	0	22	27.7	
07:45	1	0	0	0	0	0	0	1	1	10	2	1	6	0	0	0	19	27.3	
H/TOT	1	0	2	0	0	0	0	3	4	61	5	3	16	0	0	0	85	107.3	
08:00	0	0	2	0	0	0	0	2	3	13	6	0	5	0	0	0	24	30.5	
08:15	0	0	1	0	0	0	0	1	1.5	19	2	1	3	0	1	0	26	29.8	
08:30	0	0	0	0	0	0	0	0	0	10	1	1	7	0	0	0	19	28.6	
08:45	0	0	1	0	0	0	0	1	1.5	17	1	1	4	0	0	0	23	28.7	
H/TOT	0	0	4	0	0	0	0	4	6	59	10	3	19	0	1	0	92	117.6	
09:00	0	0	0	0	0	0	0	0	0	10	0	0	4	0	0	0	14	19.2	
09:15	1	0	0	0	0	0	0	1	1	14	4	2	8	0	0	0	28	39.4	
09:30	0	0	0	0	0	0	0	0	0	14	3	3	5	0	0	1	26	33.2	
09:45	0	0	0	0	0	0	0	0	0	7	4	0	3	0	0	0	14	17.9	
H/TOT	1	0	0	0	0	0	0	1	1	45	11	5	20	0	0	1	82	109.7	
10:00	0	0	0	0	0	0	0	0	0	8	0	2	9	0	0	0	19	31.7	
10:15	0	1	0	0	0	0	0	1	1	7	3	1	4	0	0	0	15	20.7	
10:30	0	0	0	0	0	0	0	0	0	10	5	2	7	0	0	0	24	34.1	
10:45	0	0	0	0	0	0	0	0	0	18	4	1	6	0	0	0	29	37.3	
H/TOT	0	1	0	0	0	0	0	1	1	43	12	6	26	0	0	0	87	123.8	
11:00	0	0	0	1	0	0	0	1	2.3	11	2	2	8	0	0	0	23	34.4	
11:15	0	1	0	1	0	0	0	2	3.3	12	5	0	7	0	0	0	24	33.1	
11:30	2	0	0	0	0	0	0	2	2	11	0	3	1	0	0	0	15	17.8	
11:45	0	0	0	0	0	0	0	0	0	5	2	5	4	0	0	0	16	23.7	
H/TOT	2	1	0	2	0	0	0	5	7.6	39	9	10	20	0	0	0	78	109	



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	C to B							TOT	PCU's	C to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	0	0	0	0	0	0	0	0	0	8	3	3	6	0	0	0	20	29.3
12:15	0	0	0	0	0	0	1	1	0.2	15	1	0	5	0	0	0	21	27.5
12:30	0	0	0	0	0	0	0	0	0	8	5	2	3	0	0	0	18	22.9
12:45	0	0	0	0	0	0	0	0	0	18	3	2	5	0	0	0	28	35.5
H/TOT	0	0	0	0	0	0	1	1	0.2	49	12	7	19	0	0	0	87	115.2
13:00	0	1	0	0	0	0	0	1	1	15	2	2	2	0	0	0	21	24.6
13:15	0	0	0	0	0	0	0	0	0	17	2	1	5	0	0	0	25	32
13:30	0	0	0	1	0	0	0	1	2.3	17	4	2	8	0	0	0	31	42.4
13:45	0	0	1	1	0	0	0	2	3.8	11	1	1	2	0	0	0	15	18.1
H/TOT	0	1	1	2	0	0	0	4	7.1	60	9	6	17	0	0	0	92	117.1
14:00	0	0	0	1	0	0	0	1	2.3	18	2	0	6	0	0	1	27	34
14:15	0	0	0	0	0	0	0	0	0	13	2	2	7	1	0	0	25	36.1
14:30	0	0	0	0	0	0	2	2	0.4	17	2	5	8	0	0	0	32	44.9
14:45	0	0	0	0	0	0	1	1	0.2	14	1	3	5	0	0	0	23	31
H/TOT	0	0	0	1	0	0	3	4	2.9	62	7	10	26	1	0	1	107	146
15:00	0	0	0	0	0	0	0	0	0	9	1	4	12	1	0	0	27	45.6
15:15	0	0	0	0	0	0	0	0	0	17	5	4	12	0	0	0	38	55.6
15:30	0	0	0	0	0	0	1	1	0.2	17	2	3	3	0	0	0	25	30.4
15:45	0	0	0	1	0	0	0	1	2.3	12	3	0	6	0	1	0	22	29.2
H/TOT	0	0	0	1	0	0	1	2	2.5	55	11	11	33	1	1	0	112	160.8
16:00	0	0	0	0	0	0	0	0	0	33	1	3	6	0	0	0	43	52.3
16:15	0	0	0	0	0	0	0	0	0	17	2	1	2	0	0	0	22	25.1
16:30	0	0	0	0	0	0	2	2	0.4	23	0	0	3	0	0	0	26	29.9
16:45	0	0	0	0	0	0	0	0	0	14	6	0	4	0	1	1	26	29.8
H/TOT	0	0	0	0	0	0	2	2	0.4	87	9	4	15	0	1	1	117	137.1
17:00	0	0	0	0	0	0	0	0	0	28	4	2	5	0	0	0	39	46.5
17:15	0	0	0	0	0	0	0	0	0	25	2	0	5	0	0	0	32	38.5
17:30	0	0	0	0	0	0	0	0	0	21	6	1	2	0	0	1	31	33.3
17:45	0	0	0	0	0	0	0	0	0	23	3	1	1	0	0	0	28	29.8
H/TOT	0	0	0	0	0	0	0	0	0	97	15	4	13	0	0	1	130	148.1
18:00	0	0	0	0	0	0	0	0	0	20	2	2	5	0	0	0	29	36.5
18:15	0	0	0	0	0	0	0	0	0	22	2	3	6	0	0	0	33	42.3
18:30	0	0	0	1	0	0	0	1	2.3	28	3	2	3	0	0	0	36	40.9
18:45	0	0	0	0	0	0	0	0	0	21	0	2	3	0	0	0	26	30.9
H/TOT	0	0	0	1	0	0	0	1	2.3	91	7	9	17	0	0	0	124	150.6
19:00	0	0	0	1	0	0	0	1	2.3	20	1	1	3	0	0	0	25	29.4
19:15	0	0	0	0	0	0	0	0	0	18	1	0	0	0	1	1	21	19.6
19:30	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	16
19:45	0	0	0	1	0	0	0	1	2.3	3	0	0	1	0	0	0	4	5.3
H/TOT	0	0	0	2	0	0	0	2	4.6	56	3	1	4	0	1	1	66	70.3
20:00	0	0	0	0	0	0	0	0	0	4	2	3	1	1	0	0	11	14.8
20:15	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	6	7.5
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4	5.3
H/TOT	0	0	0	0	0	0	0	0	0	10	2	6	2	1	0	0	21	27.6
21:00	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	5	6.8
21:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
21:30	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6
21:45	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	23	0	0	2	0	0	1	26	27.8
22:00	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	4	6.3
22:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3
22:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	0	0	0	0	0	0	5	0	0	3	1	0	0	9	13.9
23:00	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
23:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	3.3
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6	7.3
P/TOT	4	3	19	10	0	0	7	43	59.9	919	131	92	380	4	5	13	1544	2074.6



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	C to D								TOT	PCU's	C to C								TOT	PCU's		
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL						
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	1	0	0	0	3	4.8	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	4	0	0	0	4	9.2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	0	0	1	2.3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	0	2	2	0	0	0	1	0	0	0	1	0	0	0	1	2.3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	2
11:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2	2
H/TOT	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	4	4



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	D to C								TOT	PCU's	D to B								TOT	PCU's		
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL						
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2.3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2.3	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2.3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2.3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4.6	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2.3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2.3	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2.3
03:30	0	0	0	2	0	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	0	2	4.6	0	0	0	1	0	0	0	0	0	1	2.3	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2.3
04:15	0	0	0	2	0	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	1	0	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	3	0	0	0	0	4	7.9	0	0	0	1	0	0	0	0	0	1	2.3	
05:00	0	0	0	2	0	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	1	0	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	3	0	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	3.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	3.8	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2.3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2.3	
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
11:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	0	1	2.3	1	1	0	0	0	0	0	0	0	2	2	



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	D to C							TOT	PCU's	D to B							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	3	0	0	0	4	7.9	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	1	0	2	0	0	0	3	5.6	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	3	0	0	0	5	8.9	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.5	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3	0	0	1	0	0	0	0	1	1.5	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3	0
16:30	0	1	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	4	0	0	0	6	11.2	0	0	0	1	0	0	0	1	2.3	0
17:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3	0
H/TOT	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	4	0	0	0	4	9.2	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3	0
H/TOT	0	0	0	4	0	0	0	4	9.2	0	0	0	1	0	0	0	1	2.3	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3	0
23:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
P/TOT	5	2	0	32	0	0	0	39	80.6	1	3	2	14	0	0	0	20	39.2	0



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	D to A								TOT	PCU's	D to D								TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL					
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	5	0	0	0	5	11.5	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	5	0	0	0	5	11.5	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	4	0	0	0	6	11.2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	4	0	0	0	4	9.2	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	0	1	0	0	0	3	4.3	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	1	0	0	4	0	0	0	5	10.2	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	5	0	0	0	8	14.5	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	4	0	0	0	5	10.2	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	0	7	0	0	0	8	17.1	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	3	0	9	0	0	0	12	23.7	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	0	0	2	0	0	0	4	6.6	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
10:45	2	0	0	1	0	0	0	3	4.3	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	5	0	0	0	9	15.5	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	2	0	0	0	3	5.6	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	4	0	0	0	6	11.2	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	D to A							TOT	PCU's	D to D							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	5	0	0	0	6	12.5	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	3	0	0	0	4	8.4	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	9	0	0	0	11	23.2	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	7	0	0	0	8	17.1	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	2	0	0	0	3	5.6	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	4	0	0	0	4	9.2	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	10	0	0	0	11	24	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	6	0	0	0	6	13.8	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	6	0	0	0	6	13.8	0	0	0	0	0	0	0	0	0	0
18:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	3	0	0	0	7	10.9	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	4	0	0	0	4	9.2	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	1	0	0	2	0	0	0	3	5.6	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	3	0	0	0	4	7.9	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
P/TOT	20	4	1	110	0	0	0	135	278.5	0	0	0	0	0	0	0	0	0	0



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM A							TOT	PCU's	FROM ARM A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	1	3	0	0	0	4	8.4	0	0	0	4	0	0	0	4	9.2
00:15	2	0	1	10	0	0	0	13	26.5	0	0	0	1	0	0	0	1	2.3
00:30	0	0	0	4	0	0	0	4	9.2	0	0	0	1	0	0	0	1	2.3
00:45	0	0	1	0	0	0	0	1	1.5	1	0	0	5	0	0	0	6	12.5
H/TOT	2	0	3	17	0	0	0	22	45.6	1	0	0	11	0	0	0	12	26.3
01:00	0	0	1	3	0	0	0	4	8.4	1	0	1	3	0	0	0	5	9.4
01:15	0	0	0	4	0	0	0	4	9.2	2	0	0	2	0	0	0	4	6.6
01:30	1	0	0	2	0	0	0	3	5.6	2	0	0	5	0	0	0	7	13.5
01:45	0	0	0	4	0	0	0	4	9.2	1	0	0	4	0	0	0	5	10.2
H/TOT	1	0	1	13	0	0	0	15	32.4	6	0	1	14	0	0	0	21	39.7
02:00	2	0	0	7	0	0	0	9	18.1	0	0	1	4	0	0	0	5	10.7
02:15	1	0	1	3	0	0	0	5	9.4	1	0	0	0	0	0	0	1	1
02:30	1	0	0	2	0	0	0	3	5.6	3	0	1	4	0	0	0	8	13.7
02:45	2	0	0	3	0	0	0	5	8.9	1	0	0	1	0	0	0	2	3.3
H/TOT	6	0	1	15	0	0	0	22	42	5	0	2	9	0	0	0	16	28.7
03:00	0	0	0	5	0	0	0	5	11.5	0	0	1	5	0	0	0	6	13
03:15	4	0	0	3	0	0	0	7	10.9	1	0	1	3	0	0	0	5	9.4
03:30	1	0	0	4	0	0	0	5	10.2	2	0	2	4	0	0	0	8	14.2
03:45	1	0	0	6	0	0	0	7	14.8	7	0	2	3	0	0	0	12	16.9
H/TOT	6	0	0	18	0	0	0	24	47.4	10	0	6	15	0	0	0	31	53.5
04:00	2	0	0	11	0	0	0	13	27.3	6	0	5	5	0	0	0	16	25
04:15	2	0	0	9	0	0	1	12	22.9	4	0	2	4	0	0	0	10	16.2
04:30	1	0	1	6	0	0	0	8	16.3	6	2	1	10	0	1	0	20	32.9
04:45	5	2	1	21	0	0	0	29	56.8	8	0	0	4	0	0	0	12	17.2
H/TOT	10	2	2	47	0	0	1	62	123.3	24	2	8	23	0	1	0	58	91.3
05:00	5	1	0	16	0	0	0	22	42.8	5	1	3	8	0	0	0	17	28.9
05:15	3	0	1	22	0	0	0	26	55.1	5	0	2	8	0	0	0	15	26.4
05:30	8	1	0	10	0	0	2	21	32.4	11	0	2	8	1	0	1	23	34.6
05:45	6	0	1	19	0	0	3	29	51.8	20	1	2	4	0	0	0	27	33.2
H/TOT	22	2	2	67	0	0	5	98	182.1	41	2	9	28	1	0	1	82	123.1
06:00	8	1	0	9	0	0	0	18	29.7	14	0	6	15	1	0	0	36	59.5
06:15	8	1	2	26	0	0	1	38	72	4	2	5	7	0	0	1	19	29.8
06:30	8	0	0	12	0	1	1	22	36.2	17	1	2	12	0	0	0	32	48.6
06:45	8	2	0	12	0	0	0	22	37.6	13	5	1	11	1	0	0	31	46.8
H/TOT	32	4	2	59	0	1	2	100	175.5	48	8	14	45	2	0	1	118	184.7
07:00	16	0	0	14	0	0	0	30	48.2	17	3	2	7	0	0	1	30	39.3
07:15	20	1	1	15	0	0	0	37	57	22	2	5	11	1	0	1	42	59
07:30	15	2	2	14	0	0	0	33	52.2	18	4	6	10	1	1	0	40	56.4
07:45	10	2	1	26	0	0	1	40	73.5	22	4	2	12	0	0	2	42	57
H/TOT	61	5	4	69	0	0	1	140	230.9	79	13	15	40	2	1	4	154	211.7
08:00	14	6	1	14	0	0	0	35	53.7	15	1	4	19	1	0	1	41	67.9
08:15	20	2	4	15	0	1	0	42	62.9	24	3	4	10	0	0	0	41	56
08:30	11	1	1	19	0	0	0	32	57.2	21	3	5	14	0	0	0	43	63.7
08:45	17	1	2	19	0	0	0	39	64.7	32	1	2	17	1	0	0	53	77.1
H/TOT	62	10	8	67	0	1	0	148	238.5	92	8	15	60	2	0	1	178	264.7
09:00	12	0	0	14	0	0	0	26	44.2	21	2	4	11	1	0	0	39	56.3
09:15	17	5	3	24	0	0	0	49	81.7	15	7	4	14	0	0	0	40	60.2
09:30	15	4	3	15	0	0	2	39	58.4	12	2	1	16	1	0	1	33	54.5
09:45	8	5	1	8	0	0	0	22	32.9	18	7	1	10	0	0	0	36	49.5
H/TOT	52	14	7	61	0	0	2	136	217.2	66	18	10	51	2	0	1	148	220.5
10:00	10	0	3	19	0	0	0	32	58.2	6	5	1	11	1	0	0	24	39.8
10:15	7	3	1	8	0	0	0	19	29.9	8	3	1	14	1	0	0	27	46.7
10:30	11	5	5	14	0	0	0	35	55.7	11	3	0	11	0	0	1	26	39.5
10:45	21	4	3	17	0	0	0	45	68.6	18	3	4	12	1	0	0	38	56.6
H/TOT	49	12	12	58	0	0	0	131	212.4	43	14	6	48	3	0	1	115	182.6
11:00	14	2	4	16	0	0	0	36	58.8	10	4	5	22	0	0	0	41	72.1
11:15	12	5	0	16	0	0	0	33	53.8	11	2	3	18	0	0	0	34	58.9
11:30	12	0	3	10	0	0	0	25	39.5	6	1	3	15	1	0	0	26	48
11:45	7	3	7	17	0	0	0	34	59.6	17	6	0	18	0	0	0	41	64.4
H/TOT	45	10	14	59	0	0	0	128	211.7	44	13	11	73	1	0	0	142	243.4



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM A							TOT	PCU's	FROM ARM A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	8	3	3	24	0	0	0	38	70.7	9	7	0	13	1	0	0	30	47.9
12:15	16	1	2	15	0	0	1	35	54.7	14	5	3	10	0	0	9	41	48.3
12:30	8	5	3	7	0	0	0	23	33.6	7	1	2	13	1	0	0	24	42.9
12:45	19	4	5	8	0	0	0	36	48.9	12	3	3	12	0	0	0	30	47.1
H/TOT	51	13	13	54	0	0	1	132	207.9	42	16	8	48	2	0	9	125	186.2
13:00	15	2	4	11	0	0	0	32	48.3	23	0	3	13	1	0	0	40	59.4
13:15	17	2	2	15	0	0	0	36	56.5	11	0	3	20	0	0	0	34	61.5
13:30	18	4	5	18	0	0	0	45	70.9	10	3	4	18	1	0	0	36	62.4
13:45	11	2	3	7	0	0	0	23	33.6	11	2	2	14	0	0	1	30	48.4
H/TOT	61	10	14	51	0	0	0	136	209.3	55	5	12	65	2	0	1	140	231.7
14:00	19	2	0	12	0	0	1	34	48.8	12	0	1	20	1	0	0	34	61.5
14:15	13	2	2	17	1	0	0	35	59.1	12	2	3	20	0	0	0	37	64.5
14:30	18	2	6	17	0	0	0	43	68.1	5	2	5	23	0	0	0	35	67.4
14:45	14	1	3	11	0	0	1	30	45	12	2	6	16	0	0	0	36	59.8
H/TOT	64	7	11	57	1	0	2	142	221	41	6	15	79	1	0	0	142	253.2
15:00	10	2	5	22	1	0	0	40	72.1	14	1	1	17	1	1	0	35	58
15:15	18	5	6	19	0	0	0	48	75.7	11	1	1	13	0	1	0	27	43.8
15:30	19	3	7	11	0	0	1	41	58	14	2	5	19	1	0	0	41	69.2
15:45	12	3	1	18	0	1	0	35	58.3	6	2	4	11	0	1	0	24	39.7
H/TOT	59	13	19	70	1	1	1	164	264.1	45	6	11	60	2	3	0	127	210.7
16:00	33	1	4	14	0	0	0	52	72.2	22	1	2	20	1	0	0	46	74
16:15	17	2	2	4	0	0	0	25	31.2	12	3	3	26	0	0	1	45	79.5
16:30	23	0	1	8	0	0	1	33	43.1	15	4	2	14	1	0	0	36	56.2
16:45	14	6	2	12	0	1	1	36	51.2	11	3	4	14	0	0	0	32	52.2
H/TOT	87	9	9	38	0	1	2	146	197.7	60	11	11	74	2	0	1	159	261.9
17:00	28	4	5	13	0	0	0	50	69.4	21	4	3	15	1	1	0	45	66.4
17:15	25	2	1	9	0	0	0	37	49.2	11	2	0	10	0	0	0	23	36
17:30	21	6	2	7	0	0	1	37	46.3	16	1	0	17	1	1	0	36	58.5
17:45	23	3	2	5	0	0	1	34	40.7	17	2	4	23	0	0	0	46	77.9
H/TOT	97	15	10	34	0	0	2	158	205.6	65	9	7	65	2	2	0	150	238.8
18:00	23	2	3	9	0	0	0	37	50.2	10	0	1	7	1	0	0	19	29.6
18:15	23	3	4	7	0	0	0	37	48.1	13	2	0	15	0	0	0	30	49.5
18:30	28	3	4	5	0	0	0	40	48.5	13	0	1	17	1	0	0	32	55.6
18:45	21	0	4	11	0	0	0	36	52.3	11	2	1	8	1	0	0	23	34.9
H/TOT	95	8	15	32	0	0	0	150	199.1	47	4	3	47	3	0	0	104	169.6
19:00	20	1	3	6	0	0	0	30	39.3	11	2	1	12	1	0	1	28	44.3
19:15	18	1	1	6	0	1	2	29	35.1	15	2	0	9	0	0	0	26	37.7
19:30	16	1	0	3	0	0	0	20	23.9	5	1	1	7	0	0	0	14	23.6
19:45	3	0	2	5	0	0	0	10	17.5	3	1	1	7	0	0	0	12	21.6
H/TOT	57	3	6	20	0	1	2	89	115.8	34	6	3	35	1	0	1	80	127.2
20:00	4	2	3	4	1	0	0	14	21.7	2	0	0	5	0	0	0	7	13.5
20:15	3	0	5	3	0	0	0	11	17.4	3	0	0	4	0	0	0	7	12.2
20:30	0	0	1	3	0	0	0	4	8.4	1	0	0	2	0	0	0	3	5.6
20:45	3	0	1	1	0	0	0	5	6.8	1	0	2	4	0	0	0	7	13.2
H/TOT	10	2	10	11	1	0	0	34	54.3	7	0	2	15	0	0	0	24	44.5
21:00	3	0	0	4	0	0	2	9	12.6	5	0	1	7	0	0	0	13	22.6
21:15	1	0	1	3	0	0	0	5	9.4	9	0	0	5	0	0	0	14	20.5
21:30	7	0	0	3	0	0	0	10	13.9	7	0	0	1	0	0	0	8	9.3
21:45	14	0	0	1	0	0	0	15	16.3	2	1	0	3	0	0	0	6	9.9
H/TOT	25	0	1	11	0	0	2	39	52.2	23	1	1	16	0	0	0	41	62.3
22:00	2	0	0	2	1	0	0	5	8.6	0	0	0	2	0	0	0	2	4.6
22:15	0	0	0	1	0	0	0	1	2.3	0	0	1	4	0	0	0	5	10.7
22:30	4	0	0	4	0	0	0	8	13.2	3	0	2	6	0	0	0	11	19.8
22:45	0	0	0	3	0	0	0	3	6.9	1	0	0	3	0	0	0	4	7.9
H/TOT	6	0	0	10	1	0	0	17	31	4	0	3	15	0	0	0	22	43
23:00	2	1	0	2	0	0	0	5	7.6	1	0	0	4	0	0	0	5	10.2
23:15	1	0	0	1	0	0	0	2	3.3	1	1	0	6	0	0	0	8	15.8
23:30	1	0	0	3	0	0	0	4	7.9	0	0	1	5	0	0	0	6	13
23:45	0	0	0	6	0	0	0	6	13.8	2	0	0	3	0	0	0	5	8.9
H/TOT	4	1	0	12	0	0	0	17	32.6	4	1	1	18	0	0	0	24	47.9
P/TOT	964	140	164	950	4	5	23	2250	3549.6	886	143	174	954	28	7	21	2213	3547.2



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM B							TOT	PCU's	FROM ARM B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	3	0	0	0	3	6.9	0	0	0	1	0	0	0	1	2.3
00:15	0	0	0	2	0	0	0	2	4.6	0	0	1	7	0	0	0	8	17.6
00:30	0	0	1	1	0	0	0	2	3.8	0	0	0	3	0	0	0	3	6.9
00:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	8	0	0	0	9	19.9	0	0	1	11	0	0	0	12	26.8
01:00	0	0	1	3	0	0	0	4	8.4	0	0	1	3	0	0	0	4	8.4
01:15	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3
01:30	0	0	0	3	0	0	0	3	6.9	0	0	0	2	0	0	0	2	4.6
01:45	0	0	0	1	0	0	0	1	2.3	0	0	0	2	0	0	0	2	4.6
H/TOT	0	0	1	8	0	0	0	9	19.9	0	0	1	8	0	0	0	9	19.9
02:00	0	0	0	2	0	0	0	2	4.6	0	0	0	2	0	0	0	2	4.6
02:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4.6
02:30	0	0	1	3	0	0	0	4	8.4	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	5	0	0	0	7	14.5	0	0	0	4	0	0	0	4	9.2
03:00	0	0	1	1	0	0	0	2	3.8	0	0	0	2	0	0	0	2	4.6
03:15	0	0	1	2	0	0	0	3	6.1	0	0	0	2	0	0	0	2	4.6
03:30	0	0	2	1	0	0	0	3	5.3	0	0	0	3	0	0	0	3	6.9
03:45	0	0	3	1	0	0	0	4	6.8	0	0	0	5	0	0	0	5	11.5
H/TOT	0	0	7	5	0	0	0	12	22	0	0	0	12	0	0	0	12	27.6
04:00	0	0	5	4	0	0	0	9	16.7	0	0	0	3	0	0	0	3	6.9
04:15	0	0	2	0	0	0	0	2	3	0	0	0	2	0	0	0	2	4.6
04:30	0	0	2	4	0	0	0	6	12.2	0	0	0	4	0	0	0	4	9.2
04:45	0	0	1	3	0	0	0	4	8.4	0	0	0	7	0	0	0	7	16.1
H/TOT	0	0	10	11	0	0	0	21	40.3	0	0	0	16	0	0	0	16	36.8
05:00	0	0	5	2	0	0	0	7	12.1	0	0	0	8	0	0	0	8	18.4
05:15	0	0	3	5	0	0	0	8	16	0	0	1	3	0	0	0	4	8.4
05:30	0	0	2	6	0	0	1	9	17	0	0	0	3	0	0	1	4	7.1
05:45	0	0	2	3	0	0	0	5	9.9	0	0	0	6	0	0	0	6	13.8
H/TOT	0	0	12	16	0	0	1	29	55	0	0	1	20	0	0	1	22	47.7
06:00	0	0	5	7	0	0	0	12	23.6	0	0	0	1	0	1	0	2	2.7
06:15	0	0	4	2	0	0	1	7	10.8	0	0	0	5	0	0	0	5	11.5
06:30	0	0	2	10	0	0	0	12	26	0	0	0	2	0	0	0	2	4.6
06:45	0	0	4	9	0	0	0	13	26.7	0	0	0	10	0	0	0	10	23
H/TOT	0	0	15	28	0	0	1	44	87.1	0	0	0	18	0	1	0	19	41.8
07:00	0	0	1	3	0	0	1	5	8.6	0	0	0	12	0	0	0	12	27.6
07:15	0	0	4	7	0	0	1	12	22.3	0	0	0	10	0	0	0	10	23
07:30	0	0	2	6	0	0	0	8	16.8	0	0	0	9	0	0	0	9	20.7
07:45	1	0	2	7	0	0	2	12	20.5	0	0	0	18	0	0	1	19	41.6
H/TOT	1	0	9	23	0	0	4	37	68.2	0	0	0	49	0	0	1	50	112.9
08:00	1	0	5	10	0	0	1	17	31.7	0	0	1	7	0	0	0	8	17.6
08:15	1	0	3	6	0	0	0	10	19.3	0	0	4	10	0	0	0	14	29
08:30	0	0	3	8	0	0	0	11	22.9	0	0	0	11	0	0	0	11	25.3
08:45	0	0	1	6	0	0	0	7	15.3	0	0	1	14	0	0	0	15	33.7
H/TOT	2	0	12	30	0	0	1	45	89.2	0	0	6	42	0	0	0	48	105.6
09:00	1	1	1	7	0	0	0	10	19.6	0	0	0	9	0	0	0	9	20.7
09:15	1	0	2	4	0	0	0	7	13.2	0	0	0	10	0	0	0	10	23
09:30	0	0	0	7	0	0	1	8	16.3	0	0	1	9	0	0	1	11	22.4
09:45	0	0	0	4	0	0	0	4	9.2	0	0	1	4	0	0	0	5	10.7
H/TOT	2	1	3	22	0	0	1	29	58.3	0	0	2	32	0	0	1	35	76.8
10:00	0	1	0	8	0	0	0	9	19.4	0	0	1	8	0	0	0	9	19.9
10:15	0	1	0	7	0	0	0	8	17.1	0	1	0	3	0	0	0	4	7.9
10:30	1	0	0	6	0	0	1	8	15	1	0	3	6	0	0	0	10	19.3
10:45	2	0	1	4	0	0	0	7	12.7	1	0	1	10	0	0	0	12	25.5
H/TOT	3	2	1	25	0	0	1	32	64.2	2	1	5	27	0	0	0	35	72.6
11:00	2	1	3	15	0	0	0	21	42	2	0	2	8	0	0	0	12	23.4
11:15	2	1	0	12	0	0	0	15	30.6	0	0	0	8	0	0	0	8	18.4
11:30	3	0	1	5	0	0	0	9	16	2	0	0	7	0	0	0	9	18.1
11:45	1	0	0	11	0	0	0	12	26.3	1	0	2	11	0	0	0	14	29.3
H/TOT	8	2	4	43	0	0	0	57	114.9	5	0	4	34	0	0	0	43	89.2



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM B							TOT	PCU's	FROM ARM B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	0	0	0	9	0	0	0	9	20.7	0	0	0	16	0	0	0	16	36.8
12:15	0	0	0	3	0	0	1	4	7.1	0	0	2	9	0	0	1	12	23.9
12:30	0	0	1	8	0	0	0	9	19.9	0	0	1	3	0	0	0	4	8.4
12:45	0	1	1	5	0	0	0	7	14	0	1	3	2	0	0	0	6	10.1
H/TOT	0	1	2	25	0	0	1	29	61.7	0	1	6	30	0	0	1	38	79.2
13:00	0	1	1	3	0	0	0	5	9.4	0	0	1	6	0	0	0	7	15.3
13:15	0	0	1	10	0	0	0	11	24.5	0	1	1	7	0	0	0	9	18.6
13:30	0	0	2	9	0	0	0	11	23.7	0	0	4	8	0	0	0	12	24.4
13:45	0	0	1	6	0	0	0	7	15.3	0	0	2	3	0	0	0	5	9.9
H/TOT	0	1	5	28	0	0	0	34	72.9	0	1	8	24	0	0	0	33	68.2
14:00	1	0	0	8	0	0	0	9	19.4	1	0	1	4	0	0	0	6	11.7
14:15	0	0	3	5	0	0	0	8	16	0	0	0	9	0	0	0	9	20.7
14:30	0	0	2	5	0	0	2	9	14.9	0	0	2	8	0	0	0	10	21.4
14:45	0	0	1	5	0	0	1	7	13.2	1	0	0	3	0	0	1	5	8.1
H/TOT	1	0	6	23	0	0	3	33	63.5	2	0	3	24	0	0	1	30	61.9
15:00	0	0	1	10	0	0	0	11	24.5	0	0	1	8	0	0	0	9	19.9
15:15	1	0	0	3	0	0	0	4	7.9	1	0	2	6	0	0	0	9	17.8
15:30	1	0	1	5	0	0	1	8	14.2	0	0	5	3	0	0	1	9	14.6
15:45	0	0	1	7	0	0	0	8	17.6	0	0	1	9	0	0	0	10	22.2
H/TOT	2	0	3	25	0	0	1	31	64.2	1	0	9	26	0	0	1	37	74.5
16:00	0	0	1	11	0	0	0	12	26.8	0	0	1	7	0	0	0	8	17.6
16:15	0	0	0	10	0	0	0	10	23	0	0	2	1	0	0	0	3	5.3
16:30	0	0	1	4	0	0	2	7	11.1	0	0	3	2	0	0	1	6	9.3
16:45	0	0	1	3	0	0	0	4	8.4	0	0	2	6	0	0	0	8	16.8
H/TOT	0	0	3	28	0	0	2	33	69.3	0	0	8	16	0	0	1	25	49
17:00	0	0	2	6	0	0	0	8	16.8	0	0	3	6	0	0	1	10	18.5
17:15	0	0	0	3	0	0	0	3	6.9	0	0	3	3	0	0	0	6	11.4
17:30	0	0	0	5	0	0	0	5	11.5	0	0	3	3	0	0	0	6	11.4
17:45	0	0	0	8	0	0	0	8	18.4	0	0	2	3	0	0	1	6	10.1
H/TOT	0	0	2	22	0	0	0	24	53.6	0	0	11	15	0	0	2	28	51.4
18:00	0	0	1	2	0	0	0	3	6.1	0	0	4	4	0	0	0	8	15.2
18:15	0	0	0	4	0	0	0	4	9.2	0	0	1	1	0	0	0	2	3.8
18:30	0	0	1	8	0	0	0	9	19.9	0	0	2	1	0	0	0	3	5.3
18:45	0	0	0	3	0	0	0	3	6.9	0	0	2	6	0	0	0	8	16.8
H/TOT	0	0	2	17	0	0	0	19	42.1	0	0	9	12	0	0	0	21	41.1
19:00	0	0	0	5	0	0	1	6	11.7	0	0	2	3	0	0	0	5	9.9
19:15	0	0	0	4	0	0	0	4	9.2	0	0	2	5	0	0	1	8	14.7
19:30	0	0	0	4	0	0	0	4	9.2	1	0	0	4	0	0	0	5	10.2
19:45	0	0	1	3	0	0	0	4	8.4	0	0	3	1	0	0	0	4	6.8
H/TOT	0	0	1	16	0	0	1	18	38.5	1	0	7	13	0	0	1	22	41.6
20:00	0	0	0	2	0	0	0	2	4.6	0	0	2	1	0	0	0	3	5.3
20:15	0	0	0	2	0	0	0	2	4.6	0	0	2	3	0	0	0	5	9.9
20:30	0	0	0	1	0	0	0	1	2.3	0	0	1	2	0	0	0	3	6.1
20:45	0	0	1	4	0	0	0	5	10.7	0	0	1	0	0	0	0	1	1.5
H/TOT	0	0	1	9	0	0	0	10	22.2	0	0	6	6	0	0	0	12	22.8
21:00	0	0	1	3	0	0	0	4	8.4	0	0	0	1	0	0	1	2	2.5
21:15	0	0	0	2	0	0	0	2	4.6	0	0	1	2	0	0	0	3	6.1
21:30	0	0	0	1	0	0	0	1	2.3	0	0	0	4	0	0	0	4	9.2
21:45	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	8	0	0	0	9	19.9	0	0	1	7	0	0	1	9	17.8
22:00	0	0	0	2	0	0	0	2	4.6	0	0	0	2	0	0	0	2	4.6
22:15	0	0	0	3	0	0	0	3	6.9	0	0	0	0	0	0	0	0	0
22:30	0	0	1	3	0	0	0	4	8.4	0	0	0	2	0	0	0	2	4.6
22:45	0	0	0	2	0	0	0	2	4.6	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	1	10	0	0	0	11	24.5	0	0	0	5	0	0	0	5	11.5
23:00	0	0	0	2	0	0	0	2	4.6	0	0	0	3	0	0	0	3	6.9
23:15	0	0	0	5	0	0	0	5	11.5	0	0	0	1	0	0	0	1	2.3
23:30	0	0	0	1	0	0	0	1	2.3	0	0	0	2	0	0	0	2	4.6
23:45	0	0	0	2	0	0	0	2	4.6	0	0	0	5	0	0	0	5	11.5
H/TOT	0	0	0	10	0	0	0	10	23	0	0	0	11	0	0	0	11	25.3
P/TOT	19	7	104	445	0	0	17	592	1208.9	11	3	88	462	0	1	11	576	1211.2



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM C							TOT	PCU's	FROM ARM C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	1	0	0	0	1	2.3	0	0	1	2	0	0	0	3	6.1
00:15	0	0	0	1	0	0	0	1	2.3	2	0	0	2	0	0	0	4	6.6
00:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	3.8
00:45	1	0	0	3	0	0	0	4	7.9	0	0	1	0	0	0	0	1	1.5
H/TOT	1	0	0	5	0	0	0	6	12.5	2	0	3	5	0	0	0	10	18
01:00	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	2.3
01:15	2	0	0	0	0	0	0	2	2	0	0	0	1	0	0	0	1	2.3
01:30	2	0	0	2	0	0	0	4	6.6	1	0	0	1	0	0	0	2	3.3
01:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	6	0	0	2	0	0	0	8	10.6	1	0	0	3	0	0	0	4	7.9
02:00	0	0	1	0	0	0	0	1	1.5	2	0	0	2	0	0	0	4	6.6
02:15	1	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	3	4.8
02:30	3	0	0	1	0	0	0	4	5.3	1	0	0	1	0	0	0	2	3.3
02:45	1	0	0	1	0	0	0	2	3.3	2	0	1	3	0	0	0	6	10.4
H/TOT	5	0	1	2	0	0	0	8	11.1	6	0	2	7	0	0	0	15	25.1
03:00	0	0	0	3	0	0	0	3	6.9	0	0	0	3	0	0	0	3	6.9
03:15	1	0	0	0	0	0	0	1	1	4	0	0	1	0	0	0	5	6.3
03:30	2	0	0	4	0	0	0	6	11.2	1	0	0	0	0	0	0	1	1
03:45	7	0	0	2	0	0	0	9	11.6	1	0	1	2	0	0	0	4	7.1
H/TOT	10	0	0	9	0	0	0	19	30.7	6	0	1	6	0	0	0	13	21.3
04:00	3	0	0	0	0	0	0	3	3	2	0	0	7	0	0	0	9	18.1
04:15	4	0	0	5	0	0	0	9	15.5	1	0	0	7	0	0	1	9	17.3
04:30	6	2	0	5	0	1	0	14	19.9	2	0	2	3	0	0	0	7	11.9
04:45	8	0	0	2	0	0	0	10	12.6	4	2	2	14	0	0	0	22	41.2
H/TOT	21	2	0	12	0	1	0	36	51	9	2	4	31	0	0	1	47	88.5
05:00	5	1	1	4	0	0	0	11	16.7	5	1	3	8	0	0	0	17	28.9
05:15	5	0	0	3	0	0	0	8	11.9	3	0	2	16	0	0	0	21	42.8
05:30	10	0	0	2	1	0	0	13	16.6	8	1	0	6	0	0	1	16	23
05:45	19	1	0	1	0	0	0	21	22.3	7	0	1	13	0	0	3	24	39
H/TOT	39	2	1	10	1	0	0	53	67.5	23	2	6	43	0	0	4	78	133.7
06:00	13	0	1	6	1	1	0	22	30.7	6	1	0	7	0	0	0	14	23.1
06:15	4	2	0	4	0	0	0	10	15.2	8	1	1	22	0	0	1	33	61.3
06:30	17	1	1	2	0	0	0	21	24.1	7	0	1	7	0	1	1	17	25.2
06:45	11	5	0	1	1	0	0	18	20.3	7	2	2	3	0	0	0	14	18.9
H/TOT	45	8	2	13	2	1	0	71	90.3	28	4	4	39	0	1	2	78	128.5
07:00	17	3	1	4	0	0	0	25	30.7	16	0	0	3	0	0	0	19	22.9
07:15	22	2	1	2	1	0	0	28	32.1	20	1	1	5	0	0	0	27	34
07:30	17	4	5	4	1	1	0	32	40.1	15	2	3	4	0	0	0	24	30.7
07:45	22	4	0	3	0	0	0	29	32.9	11	2	1	7	0	0	0	21	30.6
H/TOT	78	13	7	13	2	1	0	114	135.8	62	5	5	19	0	0	0	91	118.2
08:00	13	1	1	9	1	0	0	25	38.2	13	6	2	5	0	0	0	26	33.5
08:15	23	3	2	3	0	0	0	31	35.9	19	2	2	3	0	1	0	27	31.3
08:30	20	2	1	3	0	0	0	26	30.4	10	1	1	7	0	0	0	19	28.6
08:45	31	1	2	10	1	0	0	45	60	17	1	2	5	0	0	0	25	32.5
H/TOT	87	7	6	25	2	0	0	127	164.5	59	10	7	20	0	1	0	97	125.9
09:00	18	2	3	2	1	0	0	26	31.1	10	0	0	4	0	0	0	14	19.2
09:15	12	6	1	10	0	0	0	29	42.5	15	5	2	8	0	0	0	30	41.4
09:30	11	2	2	9	1	0	0	25	38.7	14	4	3	6	0	0	1	28	36.5
09:45	17	6	1	5	0	0	0	29	36	7	4	0	3	0	0	0	14	17.9
H/TOT	58	16	7	26	2	0	0	109	148.3	46	13	5	21	0	0	1	86	115
10:00	6	5	1	0	1	0	0	13	14.5	8	0	2	9	0	0	0	19	31.7
10:15	7	5	1	7	1	0	0	21	31.6	7	5	1	4	0	0	0	17	22.7
10:30	10	3	0	4	0	0	0	17	22.2	10	5	2	7	0	0	0	24	34.1
10:45	15	2	2	6	1	0	0	26	35.8	18	4	1	6	0	0	0	29	37.3
H/TOT	38	15	4	17	3	0	0	77	104.1	43	14	6	26	0	0	0	89	125.8
11:00	8	4	2	8	0	0	0	22	33.4	11	2	2	9	0	0	0	24	36.7
11:15	9	2	3	4	0	0	0	18	24.7	12	6	0	8	0	0	0	26	36.4
11:30	7	2	2	7	1	0	0	19	30.1	14	1	3	1	0	0	0	19	21.8
11:45	18	5	0	6	0	0	0	29	36.8	7	2	5	4	0	0	0	18	25.7
H/TOT	42	13	7	25	1	0	0	88	125	44	11	10	22	0	0	0	87	120.6



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM C							TOT	PCU's	FROM ARM C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	9	6	0	3	1	0	0	19	23.9	8	3	3	6	0	0	0	20	29.3
12:15	14	5	3	6	0	0	9	37	39.1	16	1	0	5	0	0	1	23	28.7
12:30	8	1	1	4	1	0	0	15	21.7	9	5	2	3	0	0	0	19	23.9
12:45	12	2	2	4	0	0	0	20	26.2	18	3	3	5	0	0	0	29	37
H/TOT	43	14	6	17	2	0	9	91	110.9	51	12	8	19	0	0	1	91	118.9
13:00	23	0	2	9	1	0	0	35	48.7	15	3	2	2	0	0	0	22	25.6
13:15	10	0	2	7	0	0	0	19	29.1	17	3	1	5	0	0	0	26	33
13:30	10	4	3	8	1	0	0	26	38.9	17	4	2	9	0	0	0	32	44.7
13:45	10	1	2	6	0	0	1	20	28	11	1	2	3	0	0	0	17	21.9
H/TOT	53	5	9	30	2	0	1	100	144.7	60	11	7	19	0	0	0	97	125.2
14:00	11	0	2	12	1	0	0	26	43.6	18	2	0	7	0	0	1	28	36.3
14:15	12	2	1	13	0	0	0	28	45.4	13	2	2	7	1	0	0	25	36.1
14:30	5	2	4	13	0	0	0	24	42.9	17	2	5	9	0	0	2	35	47.6
14:45	12	2	5	8	0	0	0	27	39.9	14	2	3	6	0	0	1	26	34.5
H/TOT	40	6	12	46	1	0	0	105	171.8	62	8	10	29	1	0	4	114	154.5
15:00	13	1	0	6	1	1	0	22	30.2	9	1	4	12	1	0	0	27	45.6
15:15	10	1	1	8	0	1	0	21	31.3	17	5	4	12	0	0	0	38	55.6
15:30	11	1	5	9	1	0	0	27	42.2	17	2	3	3	0	0	1	26	30.6
15:45	6	2	3	6	0	1	0	18	26.7	12	3	0	7	0	1	0	23	31.5
H/TOT	40	5	9	29	2	3	0	88	130.4	55	11	11	34	1	1	1	114	163.3
16:00	23	1	1	8	1	0	0	34	45.9	33	1	3	6	0	0	0	43	52.3
16:15	12	3	4	15	0	0	1	35	55.7	17	3	1	3	0	0	0	24	28.4
16:30	15	5	3	9	1	0	0	33	47.2	23	0	0	4	0	0	2	29	32.6
16:45	11	3	3	10	0	0	0	27	41.5	14	6	0	4	0	1	1	26	29.8
H/TOT	61	12	11	42	2	0	1	129	190.3	87	10	4	17	0	1	3	122	143.1
17:00	21	4	1	10	1	1	1	39	52.1	28	4	2	5	0	0	0	39	46.5
17:15	11	2	2	6	0	0	0	21	29.8	26	2	0	6	0	0	0	34	41.8
17:30	16	1	2	11	1	1	0	32	47.7	21	6	1	2	0	0	1	31	33.3
17:45	16	2	5	13	0	0	0	36	55.4	23	3	1	1	0	0	0	28	29.8
H/TOT	64	9	10	40	2	2	1	128	185	98	15	4	14	0	0	1	132	151.4
18:00	8	0	3	5	1	0	0	17	26	20	2	2	5	0	0	0	29	36.5
18:15	13	1	0	9	0	0	0	23	34.7	22	2	3	6	0	0	0	33	42.3
18:30	13	0	0	10	1	0	0	24	38	28	3	2	4	0	0	0	37	43.2
18:45	10	2	1	4	1	0	0	18	24.7	21	0	2	3	0	0	0	26	30.9
H/TOT	44	3	4	28	3	0	0	82	123.4	91	7	9	18	0	0	0	125	152.9
19:00	11	2	1	8	1	0	0	23	34.9	20	1	1	5	0	0	0	27	34
19:15	15	2	1	9	0	0	0	27	39.2	18	1	0	0	0	1	1	21	19.6
19:30	5	1	1	1	0	0	0	8	9.8	15	1	0	1	0	0	0	17	18.3
19:45	3	1	1	4	0	0	0	9	14.7	3	0	0	2	0	0	0	5	7.6
H/TOT	34	6	4	22	1	0	0	67	98.6	56	3	1	8	0	1	1	70	79.5
20:00	2	0	2	3	0	0	0	7	11.9	4	2	3	2	1	0	0	12	17.1
20:15	3	0	0	2	0	0	0	5	7.6	3	0	3	0	0	0	0	6	7.5
20:30	1	0	0	1	0	0	0	2	3.3	0	0	0	1	0	0	0	1	2.3
20:45	1	0	1	0	0	0	0	2	2.5	3	0	0	1	0	0	0	4	5.3
H/TOT	7	0	3	6	0	0	0	16	25.3	10	2	6	4	1	0	0	23	32.2
21:00	4	0	0	1	0	0	0	5	6.3	2	0	0	2	0	0	1	5	6.8
21:15	9	0	0	2	0	0	0	11	13.6	1	0	0	0	0	0	0	1	1
21:30	6	0	0	1	0	0	0	7	8.3	6	0	0	0	0	0	0	6	6
21:45	1	1	0	0	0	0	0	2	2	14	0	0	0	0	0	0	14	14
H/TOT	20	1	0	4	0	0	0	25	30.2	23	0	0	2	0	0	1	26	27.8
22:00	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	4	6.3
22:15	0	0	1	0	0	0	0	1	1.5	0	0	0	1	0	0	0	1	2.3
22:30	3	0	1	3	0	0	0	7	11.4	3	0	0	1	0	0	0	4	5.3
22:45	1	0	0	1	0	0	0	2	3.3	0	0	0	1	0	0	0	1	2.3
H/TOT	4	0	2	4	0	0	0	10	16.2	5	0	0	4	1	0	0	10	16.2
23:00	1	0	0	2	0	0	0	3	5.6	2	1	0	0	0	0	0	3	3
23:15	1	1	0	1	0	0	0	3	4.3	1	0	0	0	0	0	0	1	1
23:30	0	0	1	2	0	0	0	3	6.1	1	0	0	1	0	0	0	2	3.3
23:45	2	0	0	1	0	0	0	3	4.3	0	0	0	1	0	0	0	1	2.3
H/TOT	4	1	1	6	0	0	0	12	20.3	4	1	0	2	0	0	0	7	9.6
P/TOT	844	138	106	433	28	8	12	1569	2198.5	931	141	113	412	4	5	20	1626	2203.1



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM D							TOT	PCU's	FROM ARM D							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6.9	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6.9	0
01:00	0	0	0	3	0	0	0	3	6.9	0	0	0	2	0	0	0	2	4.6	0
01:15	0	0	0	1	0	0	0	1	2.3	0	0	0	2	0	0	0	2	4.6	0
01:30	0	0	0	2	0	0	0	2	4.6	0	0	0	1	0	0	0	1	2.3	0
01:45	0	0	0	3	0	0	0	3	6.9	0	0	0	2	0	0	0	2	4.6	0
H/TOT	0	0	0	9	0	0	0	9	20.7	0	0	0	7	0	0	0	7	16.1	0
02:00	0	0	0	2	0	0	0	2	4.6	0	0	0	3	0	0	0	3	6.9	0
02:15	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3	0
02:30	0	0	0	1	0	0	0	1	2.3	0	0	0	2	0	0	0	2	4.6	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	4	0	0	0	4	9.2	0	0	0	6	0	0	0	6	13.8	0
03:00	0	0	0	2	0	0	0	2	4.6	0	0	0	1	0	0	0	1	2.3	0
03:15	0	0	0	2	0	0	0	2	4.6	0	0	0	1	0	0	0	1	2.3	0
03:30	0	0	0	1	0	0	0	1	2.3	0	0	0	3	0	0	0	3	6.9	0
03:45	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	6	0	0	0	6	13.8	0	0	0	5	0	0	0	5	11.5	0
04:00	3	0	0	2	0	0	0	5	7.6	0	0	0	2	0	0	0	2	4.6	0
04:15	0	0	0	1	0	0	0	1	2.3	1	0	0	2	0	0	0	3	5.6	0
04:30	1	0	0	4	0	0	0	5	10.2	0	0	0	2	0	0	0	2	4.6	0
04:45	1	0	0	1	0	0	0	2	3.3	2	0	0	2	0	0	0	4	6.6	0
H/TOT	5	0	0	8	0	0	0	13	23.4	3	0	0	8	0	0	0	11	21.4	0
05:00	0	0	0	5	0	0	0	5	11.5	0	0	0	3	0	0	0	3	6.9	0
05:15	0	0	1	0	0	0	0	1	1.5	0	0	0	3	0	0	0	3	6.9	0
05:30	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	2.3	0
05:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	1	5	0	0	0	9	16	0	0	0	7	0	0	0	7	16.1	0
06:00	1	0	0	2	0	0	0	3	5.6	2	0	0	1	0	0	0	3	4.3	0
06:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	1	0	0	0	1	2.3	1	0	0	4	0	0	0	5	10.2	0
06:45	1	0	0	3	0	0	0	4	7.9	0	0	1	1	0	0	0	2	3.8	0
H/TOT	2	0	0	8	0	0	0	10	20.4	3	0	1	6	0	0	0	10	18.3	0
07:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	2.3	0
07:45	1	0	0	2	0	0	0	3	5.6	1	0	0	1	0	0	0	2	3.3	0
H/TOT	2	0	0	5	0	0	0	7	13.5	1	0	0	2	0	0	0	3	5.6	0
08:00	0	0	0	1	0	0	0	1	2.3	0	0	0	3	0	0	0	3	6.9	0
08:15	0	0	1	0	0	0	0	1	1.5	1	0	0	1	0	0	0	2	3.3	0
08:30	0	1	1	3	0	0	0	5	9.4	0	0	0	1	0	0	0	1	2.3	0
08:45	1	0	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	2	5	0	0	0	9	16.5	1	0	0	5	0	0	0	6	12.5	0
09:00	0	0	0	1	0	0	0	1	2.3	0	1	0	0	0	0	0	1	1	0
09:15	0	2	0	1	0	0	0	3	4.3	0	1	0	7	0	0	0	8	17.1	0
09:30	0	1	0	1	0	0	0	2	3.3	0	1	0	1	0	0	0	2	3.3	0
09:45	0	1	0	1	0	0	0	2	3.3	0	1	0	1	0	0	0	2	3.3	0
H/TOT	0	4	0	4	0	0	0	8	13.2	0	4	0	9	0	0	0	13	24.7	0
10:00	0	0	0	3	0	0	0	3	6.9	2	1	0	2	0	0	0	5	7.6	0
10:15	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	2.3	0
10:30	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3	0
10:45	1	1	0	2	0	0	0	4	6.6	2	0	0	1	0	0	0	3	4.3	0
H/TOT	2	1	0	6	0	0	0	9	16.8	4	1	0	5	0	0	0	10	16.5	0
11:00	1	0	0	1	0	0	0	2	3.3	2	1	0	1	0	0	0	4	5.3	0
11:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	2	0	0	0	2	4.6	0	0	0	1	0	0	0	1	2.3	0
11:45	0	0	0	2	0	0	0	2	4.6	1	0	0	3	0	0	0	4	7.9	0
H/TOT	1	0	0	7	0	0	0	8	17.1	3	1	0	5	0	0	0	9	15.5	0



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	TO ARM D							TOT	PCU's	FROM ARM D							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	1	1	0	1	0	0	0	3	4.3	1	0	0	2	0	0	0	3	5.6
12:15	0	0	0	2	0	0	0	2	4.6	0	0	0	2	0	0	0	2	4.6
12:30	0	0	0	2	0	0	0	2	4.6	0	0	0	2	0	0	0	2	4.6
12:45	0	0	1	4	0	0	0	5	10.7	1	0	0	2	0	0	0	3	5.6
H/TOT	1	1	1	9	0	0	0	12	24.2	2	0	0	8	0	0	0	10	20.4
13:00	1	0	0	2	0	0	0	3	5.6	1	0	1	4	0	0	0	6	11.7
13:15	1	2	0	3	0	0	0	6	9.9	0	0	0	3	0	0	0	3	6.9
13:30	0	0	0	3	0	0	0	3	6.9	1	1	0	3	0	0	0	5	8.9
13:45	1	0	0	3	0	0	0	4	7.9	0	0	0	2	0	0	0	2	4.6
H/TOT	3	2	0	11	0	0	0	16	30.3	2	1	1	12	0	0	0	16	32.1
14:00	0	0	0	1	0	0	0	1	2.3	0	0	0	2	0	0	0	2	4.6
14:15	0	0	0	2	0	0	0	2	4.6	0	0	1	1	0	0	0	2	3.8
14:30	0	0	0	6	0	0	0	6	13.8	1	0	0	1	0	0	0	2	3.3
14:45	1	1	0	5	0	0	0	7	13.5	0	0	0	4	0	0	0	4	9.2
H/TOT	1	1	0	14	0	0	0	16	34.2	1	0	1	8	0	0	0	10	20.9
15:00	0	0	0	1	0	0	0	1	2.3	0	1	0	2	0	0	0	3	5.6
15:15	0	0	0	3	0	0	0	3	6.9	0	0	0	2	0	0	0	2	4.6
15:30	0	0	0	5	0	0	0	5	11.5	0	0	0	5	0	0	0	5	11.5
15:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	9.2
H/TOT	0	0	0	9	0	0	0	9	20.7	0	1	0	13	0	0	0	14	30.9
16:00	0	0	0	1	0	0	0	1	2.3	1	0	0	1	0	0	0	2	3.3
16:15	0	1	0	4	0	0	0	5	10.2	0	0	0	3	0	0	0	3	6.9
16:30	0	0	0	3	0	0	0	3	6.9	0	1	0	4	0	0	0	5	10.2
16:45	0	0	0	2	0	0	0	2	4.6	0	0	0	3	0	0	0	3	6.9
H/TOT	0	1	0	10	0	0	0	11	24	1	1	0	11	0	0	0	13	27.3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6.9
17:15	1	0	0	2	0	0	0	3	5.6	0	0	0	1	0	0	0	1	2.3
17:30	0	0	0	1	0	0	0	1	2.3	0	0	0	2	0	0	0	2	4.6
17:45	1	0	0	2	0	0	0	3	5.6	0	0	0	1	0	0	0	1	2.3
H/TOT	2	0	0	5	0	0	0	7	13.5	0	0	0	7	0	0	0	7	16.1
18:00	2	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	3	3
18:15	0	0	0	2	0	0	0	2	4.6	1	0	0	0	0	0	0	1	1
18:30	0	0	0	1	0	0	0	1	2.3	0	0	0	2	0	0	0	2	4.6
18:45	1	0	0	2	0	0	0	3	5.6	0	0	0	3	0	0	0	3	6.9
H/TOT	3	0	0	5	0	0	0	8	14.5	4	0	0	5	0	0	0	9	15.5
19:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	11.5
19:30	0	0	0	4	0	0	0	4	9.2	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4.6
H/TOT	0	0	0	5	0	0	0	5	11.5	0	0	0	7	0	0	0	7	16.1
20:00	0	0	0	1	0	0	0	1	2.3	0	0	0	2	0	0	0	2	4.6
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	2	0	0	0	2	4.6	0	0	0	2	0	0	0	2	4.6
20:45	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	4	0	0	0	4	9.2	0	0	0	5	0	0	0	5	11.5
21:00	0	0	0	3	0	0	0	3	6.9	0	0	0	1	0	0	0	1	2.3
21:15	0	0	0	2	0	0	0	2	4.6	0	0	0	2	0	0	0	2	4.6
21:30	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3
21:45	1	0	0	1	0	0	0	2	3.3	0	0	0	1	0	0	0	1	2.3
H/TOT	1	0	0	7	0	0	0	8	17.1	0	0	0	5	0	0	0	5	11.5
22:00	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0
22:15	0	0	0	2	0	0	0	2	4.6	0	0	0	1	0	0	0	1	2.3
22:30	0	0	0	1	0	0	0	1	2.3	1	0	0	2	0	0	0	3	5.6
22:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	4	0	0	0	4	9.2	1	0	0	4	0	0	0	5	10.2
23:00	0	0	0	2	0	0	0	2	4.6	0	0	0	1	0	0	0	1	2.3
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	3	0	0	0	3	6.9	0	0	0	1	0	0	0	1	2.3
23:45	0	0	0	1	0	0	0	1	2.3	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	6	0	0	0	6	13.8	0	0	0	3	0	0	0	3	6.9
P/TOT	27	11	4	156	0	0	0	198	402.8	26	9	3	156	0	0	0	194	398.3

SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	JUNCTION TOTAL							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	1	7	0	0	0	8	17.6
00:15	2	0	1	13	0	0	0	16	33.4
00:30	0	0	1	5	0	0	0	6	13
00:45	1	0	1	5	0	0	0	7	14
H/TOT	3	0	4	30	0	0	0	37	78
01:00	1	0	2	9	0	0	0	12	24.7
01:15	2	0	0	6	0	0	0	8	15.8
01:30	3	0	0	9	0	0	0	12	23.7
01:45	1	0	0	8	0	0	0	9	19.4
H/TOT	7	0	2	32	0	0	0	41	83.6
02:00	2	0	1	11	0	0	0	14	28.8
02:15	2	0	1	4	0	0	0	7	12.7
02:30	4	0	1	7	0	0	0	12	21.6
02:45	3	0	1	4	0	0	0	8	13.7
H/TOT	11	0	4	26	0	0	0	41	76.8
03:00	0	0	1	11	0	0	0	12	26.8
03:15	5	0	1	7	0	0	0	13	22.6
03:30	3	0	2	10	0	0	0	15	29
03:45	8	0	3	10	0	0	0	21	35.5
H/TOT	16	0	7	38	0	0	0	61	113.9
04:00	8	0	5	17	0	0	0	30	54.6
04:15	6	0	2	15	0	0	1	24	43.7
04:30	8	2	3	19	0	1	0	33	58.6
04:45	14	2	2	27	0	0	0	45	81.1
H/TOT	36	4	12	78	0	1	1	132	238
05:00	10	2	6	27	0	0	0	45	83.1
05:15	8	0	5	30	0	0	0	43	84.5
05:30	19	1	2	18	1	0	3	44	67
05:45	27	1	3	23	0	0	3	57	86
H/TOT	64	4	16	98	1	0	6	189	320.6
06:00	22	1	6	24	1	1	0	55	89.6
06:15	12	3	6	34	0	0	2	57	102.6
06:30	25	1	3	25	0	1	1	56	88.6
06:45	20	7	4	25	1	0	0	57	92.5
H/TOT	79	12	19	108	2	2	3	225	373.3
07:00	33	3	2	22	0	0	1	61	89.8
07:15	42	3	6	26	1	0	1	79	116
07:30	33	6	9	24	1	1	0	74	110.1
07:45	34	6	3	38	0	0	3	84	132.5
H/TOT	142	18	20	110	2	1	5	298	448.4
08:00	28	7	7	34	1	0	1	78	125.9
08:15	44	5	10	24	0	1	0	84	119.6
08:30	31	4	6	33	0	0	0	74	119.9
08:45	49	2	5	36	1	0	0	93	143.3
H/TOT	152	18	28	127	2	1	1	329	508.7
09:00	31	3	4	24	1	0	0	63	97.2
09:15	30	13	6	39	0	0	0	88	141.7
09:30	26	7	5	32	1	0	3	74	116.7
09:45	25	12	2	18	0	0	0	57	81.4
H/TOT	112	35	17	113	2	0	3	282	437
10:00	16	6	4	30	1	0	0	57	99
10:15	15	9	2	22	1	0	0	49	79.6
10:30	22	8	5	25	0	0	1	61	95.2
10:45	39	7	6	29	1	0	0	82	123.7
H/TOT	92	30	17	106	3	0	1	249	397.5
11:00	25	7	9	40	0	0	0	81	137.5
11:15	23	8	3	34	0	0	0	68	113.7
11:30	22	2	6	24	1	0	0	55	90.2
11:45	26	8	7	36	0	0	0	77	127.3
H/TOT	96	25	25	134	1	0	0	281	468.7

PEAK HOUR CALCULATION	TOT	PCU's
00:00 to 01:00	37	78
00:15 to 01:15	41	85.1
00:30 to 01:30	33	67.5
00:45 to 01:45	39	78.2
01:00 to 02:00	41	83.6
01:15 to 02:15	43	87.7
01:30 to 02:30	42	84.6
01:45 to 02:45	42	82.5
02:00 to 03:00	41	76.8
02:15 to 03:15	39	74.8
02:30 to 03:30	45	84.7
02:45 to 03:45	48	92.1
03:00 to 04:00	61	113.9
03:15 to 04:15	79	141.7
03:30 to 04:30	90	162.8
03:45 to 04:45	108	192.4
04:00 to 05:00	132	238
04:15 to 05:15	147	266.5
04:30 to 05:30	166	307.3
04:45 to 05:45	177	315.7
05:00 to 06:00	189	320.6
05:15 to 06:15	199	327.1
05:30 to 06:30	213	345.2
05:45 to 06:45	225	366.8
06:00 to 07:00	225	373.3
06:15 to 07:15	231	373.5
06:30 to 07:30	253	386.9
06:45 to 07:45	271	408.4
07:00 to 08:00	298	448.4
07:15 to 08:15	315	484.5
07:30 to 08:30	320	488.1
07:45 to 08:45	320	497.9
08:00 to 09:00	329	508.7
08:15 to 09:15	314	480
08:30 to 09:30	318	502.1
08:45 to 09:45	318	498.9
AM Peak	329	508.7
09:00 to 10:00	282	437
09:15 to 10:15	276	438.8
09:30 to 10:30	237	376.7
09:45 to 10:45	224	355.2
10:00 to 11:00	249	397.5
10:15 to 11:15	273	436
10:30 to 11:30	292	470.1
10:45 to 11:45	286	465.1
11:00 to 12:00	281	468.7
11:15 to 12:15	269	450.8
11:30 to 12:30	279	442.6
11:45 to 12:45	273	432.2

SITE: 2

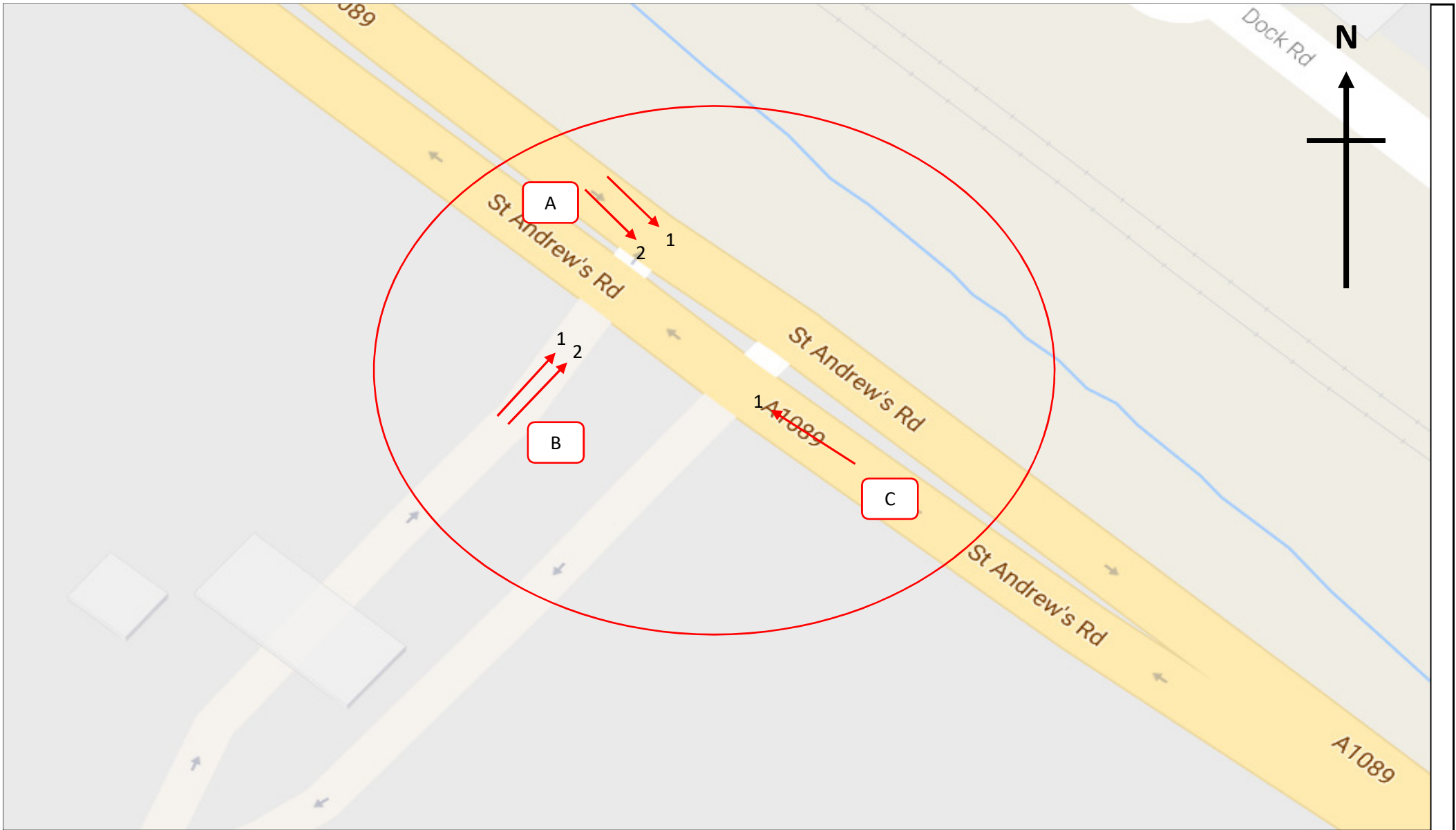
DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 2 to the Port of Tilbury

DAY: Thursday

TIME	JUNCTION TOTAL							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	18	10	3	37	1	0	0	69	119.6
12:15	30	6	5	26	0	0	11	78	105.5
12:30	16	6	5	21	1	0	0	49	79.8
12:45	31	7	9	21	0	0	0	68	99.8
H/TOT	95	29	22	105	2	0	11	264	404.7
13:00	39	3	7	25	1	0	0	75	112
13:15	28	4	5	35	0	0	0	72	120
13:30	28	8	10	38	1	0	0	85	140.4
13:45	22	3	6	22	0	0	1	54	84.8
H/TOT	117	18	28	120	2	0	1	286	457.2
14:00	31	2	2	33	1	0	1	70	114.1
14:15	25	4	6	37	1	0	0	73	125.1
14:30	23	4	12	41	0	0	2	82	139.7
14:45	27	4	9	29	0	0	2	71	111.6
H/TOT	106	14	29	140	2	0	5	296	490.5
15:00	23	3	6	39	2	1	0	74	129.1
15:15	29	6	7	33	0	1	0	76	121.8
15:30	31	4	13	30	1	0	2	81	125.9
15:45	18	5	5	31	0	2	0	61	102.6
H/TOT	101	18	31	133	3	4	2	292	479.4
16:00	56	2	6	34	1	0	0	99	147.2
16:15	29	6	6	33	0	0	1	75	120.1
16:30	38	5	5	24	1	0	3	76	108.3
16:45	25	9	6	27	0	1	1	69	105.7
H/TOT	148	22	23	118	2	1	5	319	481.3
17:00	49	8	8	29	1	1	1	97	138.3
17:15	37	4	3	20	0	0	0	64	91.5
17:30	37	7	4	24	1	1	1	75	107.8
17:45	40	5	7	28	0	0	1	81	120.1
H/TOT	163	24	22	101	2	2	3	317	457.7
18:00	33	2	7	16	1	0	0	59	84.3
18:15	36	4	4	22	0	0	0	66	96.6
18:30	41	3	5	24	1	0	0	74	108.7
18:45	32	2	5	20	1	0	0	60	89.5
H/TOT	142	11	21	82	3	0	0	259	379.1
19:00	31	3	4	20	1	0	1	60	88.2
19:15	33	3	2	19	0	1	2	60	83.5
19:30	21	2	1	12	0	0	0	36	52.1
19:45	6	1	4	12	0	0	0	23	40.6
H/TOT	91	9	11	63	1	1	3	179	264.4
20:00	6	2	5	10	1	0	0	24	40.5
20:15	6	0	5	7	0	0	0	18	29.6
20:30	1	0	1	7	0	0	0	9	18.6
20:45	4	0	3	6	0	0	0	13	22.3
H/TOT	17	2	14	30	1	0	0	64	111
21:00	7	0	1	11	0	0	2	21	34.2
21:15	10	0	1	9	0	0	0	20	32.2
21:30	13	0	0	6	0	0	0	19	26.8
21:45	16	1	0	4	0	0	0	21	26.2
H/TOT	46	1	2	30	0	0	2	81	119.4
22:00	2	0	0	5	1	0	0	8	15.5
22:15	0	0	1	6	0	0	0	7	15.3
22:30	7	0	2	11	0	0	0	20	35.3
22:45	1	0	0	6	0	0	0	7	14.8
H/TOT	10	0	3	28	1	0	0	42	80.9
23:00	3	1	0	8	0	0	0	12	22.4
23:15	2	1	0	7	0	0	0	10	19.1
23:30	1	0	1	9	0	0	0	11	23.2
23:45	2	0	0	10	0	0	0	12	25
H/TOT	8	2	1	34	0	0	0	45	89.7
P/TOT	1854	296	378	1984	32	13	52	4609	7359.8

PEAK HOUR CALCULATION	TOT	PCU's
12:00 to 13:00	264	404.7
12:15 to 13:15	270	397.1
12:30 to 13:30	264	411.6
12:45 to 13:45	300	472.2
13:00 to 14:00	286	457.2
13:15 to 14:15	281	459.3
13:30 to 14:30	282	464.4
13:45 to 14:45	279	463.7
14:00 to 15:00	296	490.5
14:15 to 15:15	300	505.5
14:30 to 15:30	303	502.2
14:45 to 15:45	302	488.4
Infer Peak	303	505.5
15:00 to 16:00	292	479.4
15:15 to 16:15	317	497.5
15:30 to 16:30	316	495.8
15:45 to 16:45	311	478.2
16:00 to 17:00	319	481.3
16:15 to 17:15	317	472.4
16:30 to 17:30	306	443.8
16:45 to 17:45	305	443.3
17:00 to 18:00	317	457.7
17:15 to 18:15	279	403.7
17:30 to 18:30	281	408.8
17:45 to 18:45	280	409.7
18:00 to 19:00	259	379.1
18:15 to 19:15	260	383
18:30 to 19:30	254	369.9
18:45 to 19:45	216	313.3
19:00 to 20:00	179	264.4
19:15 to 20:15	143	216.7
19:30 to 20:30	101	162.8
19:45 to 20:45	74	129.3
20:00 to 21:00	64	111
20:15 to 21:15	61	104.7
20:30 to 21:30	63	107.3
20:45 to 21:45	73	115.5
21:00 to 22:00	81	119.4
21:15 to 22:15	68	100.7
21:30 to 22:30	55	83.8
21:45 to 22:45	56	92.3
22:00 to 23:00	42	80.9
22:15 to 23:15	46	87.8
22:30 to 23:30	49	91.6
22:45 to 23:45	40	79.5
23:00 to 00:00	45	89.7
PM Peak	319	497.5



Site / Location:	Site 1, A1089 St Andrews Road / Gate 1 to the Port of Tilbury	Project No:	6727	Drawing No:	6727-01	Drawn By:	SR		
	Survey Date:		Thursday 29th September 2016		Project Name:		Tilbury		
	Survey Times:		00:00 to 24:00				Drawing Title:	Site Layout and Observed Movements	



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
00:00	0	0	0	0	0	0	00:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:05	0	0	0	0	0	0	00:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:10	0	0	0	0	0	0	00:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:15	0	0	0	0	0	0	00:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:20	0	0	0	0	0	0	00:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:25	0	0	0	0	0	0	00:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:30	0	0	0	0	0	0	00:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:35	0	0	0	0	0	0	00:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:40	0	0	0	0	0	0	00:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:45	0	0	0	0	0	0	00:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:50	0	0	0	0	0	0	00:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:55	0	0	0	0	0	0	00:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:00	0	0	0	0	0	0	01:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:05	0	0	0	0	0	0	01:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:10	0	0	0	0	0	0	01:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:15	0	0	0	0	0	0	01:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:20	0	0	0	0	0	0	01:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:25	0	0	0	0	0	0	01:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:30	0	0	0	0	0	0	01:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:35	0	0	0	0	0	0	01:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:40	0	0	0	0	0	0	01:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:45	0	0	0	0	0	0	01:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:50	0	0	0	0	0	0	01:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:55	0	0	0	0	0	0	01:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:00	0	0	0	0	0	0	02:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:05	0	0	0	0	0	0	02:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:10	0	0	0	0	0	0	02:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:15	0	0	0	0	0	0	02:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:20	0	0	0	0	0	0	02:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:25	0	0	0	0	0	0	02:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:30	0	0	0	0	0	0	02:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:35	0	0	0	0	0	0	02:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:40	0	0	0	0	0	0	02:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:45	0	0	0	0	0	0	02:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:50	0	0	0	0	0	0	02:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:55	0	0	0	0	0	0	02:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:00	0	0	0	0	0	0	03:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:05	0	0	0	0	0	0	03:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:10	0	0	0	0	0	0	03:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:15	0	0	0	0	0	0	03:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:20	0	0	0	0	0	0	03:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:25	0	0	0	0	0	0	03:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
03:30	0	0	0	0	0	0	03:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:35	0	0	0	0	0	0	03:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:40	0	0	0	0	0	0	03:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:45	0	0	0	0	0	0	03:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:50	0	0	0	0	0	0	03:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:55	0	0	0	0	0	0	03:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
04:00	0	0	0	0	0	0	04:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:05	0	0	0	0	0	0	04:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:10	0	0	0	0	0	0	04:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:15	0	0	0	0	0	0	04:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:20	0	0	0	0	0	0	04:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:25	0	0	0	0	0	0	04:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:30	0	0	0	0	0	0	04:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:35	0	0	0	0	0	0	04:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:40	0	0	0	0	0	0	04:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
04:45	0	0	0	0	0	0	04:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:50	0	0	0	0	0	0	04:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
04:55	0	0	0	0	0	0	04:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
05:00	0	0	0	0	0	0	05:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
05:05	0	0	0	0	0	0	05:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:10	0	0	0	0	0	0	05:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
05:15	0	0	0	0	0	0	05:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
05:20	0	0	0	0	0	0	05:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5	2	2	0	0	28.75
05:25	0	0	0	0	0	0	05:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
05:30	0	0	0	0	0	0	05:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.3	4	0	1	0	36.225
05:35	0	0	0	0	0	0	05:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:40	0	0	0	0	0	0	05:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1.5	0	1	0	0	8.625
05:45	0	0	0	0	0	0	05:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
05:50	0	0	0	0	0	0	05:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.5	5	1	0	0	37.375
05:55	0	0	0	0	0	0	05:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	11.3	9	0	1	0	64.975
06:00	0	0	0	0	0	0	06:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.3	4	0	1	0	36.225
06:05	0	0	0	0	0	0	06:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	13.2	4	0	4	0	75.9
06:10	0	0	0	0	0	0	06:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.5	1	1	0	0	14.375
06:15	0	0	0	0	0	0	06:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
06:20	0	0	0	0	0	0	06:20	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	5.5	4	1	0	0	31.625
06:25	0	0	0	0	0	0	06:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
06:30	0	0	0	0	0	0	06:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
06:35	0	0	0	0	0	0	06:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
06:40	0	0	0	0	0	0	06:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.3	3	0	1	0	30.475
06:45	0	0	0	0	0	0	06:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
06:50	0	0	0	0	0	0	06:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
06:55	0	0	0	0	0	0	06:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	9.6	5	0	2	0	55.2
07:00	0	0	0	0	0	0	07:00	2.3	0	0	1	0	13.225
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
07:05	0	0	0	0	0	0	07:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
07:10	0	0	0	0	0	0	07:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:20	0	0	0	0	0	0	07:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	9.6	5	0	2	0	55.2
07:25	0	0	0	0	0	0	07:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.8	1	1	1	0	27.6
07:30	0	0	0	0	0	0	07:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
07:35	0	0	0	0	0	0	07:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
07:40	0	0	0	0	0	0	07:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	10.2	1	0	4	0	58.65
07:45	0	0	0	0	0	0	07:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	7.1	1	1	2	0	40.825
07:50	0	0	0	0	0	0	07:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	12.6	8	0	2	0	72.45
07:55	0	0	0	0	0	0	07:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.5	4	1	0	0	31.625



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0	08:00	2.3	0	0	1	0	13.225
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
08:05	0	0	0	0	0	0	08:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	16.2	7	0	4	0	93.15
08:10	0	0	0	0	0	0	08:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
08:15	0	0	0	0	0	0	08:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.3	3	0	1	0	30.475
08:20	0	0	0	0	0	0	08:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	9.9	3	0	3	0	56.925
08:25	0	0	0	0	0	0	08:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
08:30	0	0	0	0	0	0	08:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	8.8	5	1	1	0	50.6
08:35	0	0	0	0	0	0	08:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
08:40	0	0	0	0	0	0	08:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
08:45	0	0	0	0	0	0	08:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	23.2	11	2	4	0	133.4
08:50	0	0	0	0	0	0	08:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
08:55	0	0	0	0	0	0	08:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	9.6	5	0	2	0	55.2
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
09:20	0	0	0	0	0	0	09:20	2.3	0	0	1	0	13.225
Max Queue	0	0	0	0	0	0	Max Queue	15.8	2	0	6	0	90.85
09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	12.2	3	0	4	0	70.15
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	10.2	1	0	4	0	58.65
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	10.2	1	0	4	0	58.65
09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0	09:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	9.2	0	0	4	0	52.9
09:55	0	0	0	0	0	0	09:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
10:00	0	0	0	0	0	0	10:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	7.9	1	0	3	0	45.425
10:05	0	0	0	0	0	0	10:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.1	0	1	2	0	35.075
10:10	0	0	0	0	0	0	10:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
10:15	0	0	0	0	0	0	10:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.3	4	0	1	0	36.225
10:20	0	0	0	0	0	0	10:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0	10:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
10:30	0	0	0	0	0	0	10:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
10:35	0	0	0	0	0	0	10:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
10:40	0	0	0	0	0	0	10:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	9.9	3	0	3	0	56.925
10:45	0	0	0	0	0	0	10:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	21.1	5	0	7	0	121.325
10:50	0	0	0	0	0	0	10:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.8	1	1	1	0	27.6
10:55	0	0	0	0	0	0	10:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
11:00	0	0	0	0	0	0	11:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.6	2	0	2	0	37.95
11:05	0	0	0	0	0	0	11:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5	5	0	0	0	28.75
11:10	0	0	0	0	0	0	11:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	7.9	1	0	3	0	45.425
11:15	0	0	0	0	0	0	11:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.3	0	2	1	0	30.475
11:20	0	0	0	0	0	0	11:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	8.4	0	1	3	0	48.3
11:25	0	0	0	0	0	0	11:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
11:30	0	0	0	0	0	0	11:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
11:35	0	0	0	0	0	0	11:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
11:40	0	0	0	0	0	0	11:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	7.9	1	0	3	0	45.425
11:45	0	0	0	0	0	0	11:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
11:50	0	0	0	0	0	0	11:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.9	0	0	3	0	39.675
11:55	0	0	0	0	0	0	11:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	14.2	5	0	4	0	81.65



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	15.5	4	0	5	0	89.125
12:05	0	0	0	0	0	0	12:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
12:10	0	0	0	0	0	0	12:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
12:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
12:20	0	0	0	0	0	0	12:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.8	0	1	1	0	21.85
12:25	0	0	0	0	0	0	12:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
12:30	0	0	0	0	0	0	12:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.1	0	1	2	0	35.075
12:35	0	0	0	0	0	0	12:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	8.6	4	0	2	0	49.45
12:40	0	0	0	0	0	0	12:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
12:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	22.7	2	0	9	0	130.525
12:50	0	0	0	0	0	0	12:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	36.4	2	3	13	0	209.3
12:55	0	0	0	0	0	0	12:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	33.3	8	0	11	0	191.475
13:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
13:05	0	0	0	0	0	0	13:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	9.2	0	0	4	0	52.9
13:10	0	0	0	0	0	0	13:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	10.2	1	0	4	0	58.65
13:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
13:20	0	0	0	0	0	0	13:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	12.7	2	1	4	0	73.025
13:25	0	0	0	0	0	0	13:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	16.8	3	0	6	0	96.6
13:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	47.3	6	3	16	0	271.975
13:35	0	0	0	0	0	0	13:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	37.4	6	1	13	0	215.05
13:40	0	0	0	0	0	0	13:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	15	2	1	5	0	86.25
13:45	0	0	0	0	0	0	13:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	7.6	3	0	2	0	43.7
13:50	0	0	0	0	0	0	13:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
13:55	0	0	0	0	0	0	13:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
14:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
14:05	0	0	0	0	0	0	14:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
14:10	0	0	0	0	0	0	14:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	11.5	0	0	5	0	86.125
14:20	0	0	0	0	0	0	14:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
14:25	0	0	0	0	0	0	14:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.1	0	1	2	0	35.075
14:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
14:35	0	0	0	0	0	0	14:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	21.4	0	2	8	0	123.05
14:40	0	0	0	0	0	0	14:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	18.4	0	0	8	0	105.8
14:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	11.5	0	0	5	0	66.125
14:50	0	0	0	0	0	0	14:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:55	0	0	0	0	0	0	14:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	7.1	1	1	2	0	40.825
15:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	16.1	0	0	7	0	92.575
15:05	0	0	0	0	0	0	15:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.9	0	0	3	0	39.675
15:10	0	0	0	0	0	0	15:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	16.3	1	1	6	0	93.725
15:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
15:20	0	0	0	0	0	0	15:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	25.7	2	2	9	0	147.775
15:25	0	0	0	0	0	0	15:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.8	0	1	1	0	21.85
15:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.8	0	1	1	0	21.85
15:35	0	0	0	0	0	0	15:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
15:40	0	0	0	0	0	0	15:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
15:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.3	3	0	1	0	30.475
15:50	0	0	0	0	0	0	15:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
15:55	0	0	0	0	0	0	15:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
16:05	0	0	0	0	0	0	16:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
16:10	0	0	0	0	0	0	16:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
16:20	0	0	0	0	0	0	16:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:25	0	0	0	0	0	0	16:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:30	0	0	0	0	0	0	16:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
16:35	0	0	0	0	0	0	16:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.3	1	2	1	0	36.225
16:40	0	0	0	0	0	0	16:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:50	0	0	0	0	0	0	16:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
16:55	0	0	0	0	0	0	16:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1.5	0	1	0	0	8.625
17:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
17:05	0	0	0	0	0	0	17:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
17:10	0	0	0	0	0	0	17:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
17:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
17:20	0	0	0	0	0	0	17:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
17:25	0	0	0	0	0	0	17:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.3	3	0	1	0	30.475
17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.1	0	1	2	0	35.075
17:40	0	0	0	0	0	0	17:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
18:10	0	0	0	0	0	0	18:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
18:30	0	0	0	0	0	0	18:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
18:35	0	0	0	0	0	0	18:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:40	0	0	0	0	0	0	18:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
18:50	0	0	0	0	0	0	18:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
18:55	0	0	0	0	0	0	18:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:00	0	0	0	0	0	0	19:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
19:05	0	0	0	0	0	0	19:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
19:10	0	0	0	0	0	0	19:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:15	0	0	0	0	0	0	19:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:20	0	0	0	0	0	0	19:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
19:25	0	0	0	0	0	0	19:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:35	0	0	0	0	0	0	19:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:40	0	0	0	0	0	0	19:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:45	0	0	0	0	0	0	19:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:50	0	0	0	0	0	0	19:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:55	0	0	0	0	0	0	19:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
20:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:05	0	0	0	0	0	0	20:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.5	1	1	0	0	14.375
20:10	0	0	0	0	0	0	20:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:15	0	0	0	0	0	0	20:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:20	0	0	0	0	0	0	20:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:25	0	0	0	0	0	0	20:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:35	0	0	0	0	0	0	20:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:40	0	0	0	0	0	0	20:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:50	0	0	0	0	0	0	20:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:55	0	0	0	0	0	0	20:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:05	0	0	0	0	0	0	21:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:10	0	0	0	0	0	0	21:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:15	0	0	0	0	0	0	21:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:20	0	0	0	0	0	0	21:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:25	0	0	0	0	0	0	21:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:30	0	0	0	0	0	0	21:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:35	0	0	0	0	0	0	21:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:40	0	0	0	0	0	0	21:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:45	0	0	0	0	0	0	21:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:50	0	0	0	0	0	0	21:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:55	0	0	0	0	0	0	21:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:00	0	0	0	0	0	0	22:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:05	0	0	0	0	0	0	22:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:10	0	0	0	0	0	0	22:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:20	0	0	0	0	0	0	22:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:25	0	0	0	0	0	0	22:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:30	0	0	0	0	0	0	22:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:35	0	0	0	0	0	0	22:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
22:40	0	0	0	0	0	0	22:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:45	0	0	0	0	0	0	22:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:50	0	0	0	0	0	0	22:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:55	0	0	0	0	0	0	22:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:00	0	0	0	0	0	0	23:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:05	0	0	0	0	0	0	23:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:10	0	0	0	0	0	0	23:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:15	0	0	0	0	0	0	23:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:20	0	0	0	0	0	0	23:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:25	0	0	0	0	0	0	23:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:35	0	0	0	0	0	0	23:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:40	0	0	0	0	0	0	23:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:45	0	0	0	0	0	0	23:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:50	0	0	0	0	0	0	23:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:55	0	0	0	0	0	0	23:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
00:00	0	0	0	0	0	0	00:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:05	0	0	0	0	0	0	00:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:10	0	0	0	0	0	0	00:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:15	0	0	0	0	0	0	00:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:20	0	0	0	0	0	0	00:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:25	0	0	0	0	0	0	00:25	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
00:30	0	0	0	0	0	0	00:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:35	0	0	0	0	0	0	00:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:40	0	0	0	0	0	0	00:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:45	0	0	0	0	0	0	00:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:50	0	0	0	0	0	0	00:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:55	0	0	0	0	0	0	00:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:00	0	0	0	0	0	0	01:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:05	0	0	0	0	0	0	01:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:10	0	0	0	0	0	0	01:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:15	0	0	0	0	0	0	01:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:20	0	0	0	0	0	0	01:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:25	0	0	0	0	0	0	01:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:30	0	0	0	0	0	0	01:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:35	0	0	0	0	0	0	01:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:40	0	0	0	0	0	0	01:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:45	0	0	0	0	0	0	01:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:50	0	0	0	0	0	0	01:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:55	0	0	0	0	0	0	01:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:00	0	0	0	0	0	0	02:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:05	0	0	0	0	0	0	02:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:10	0	0	0	0	0	0	02:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:15	0	0	0	0	0	0	02:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:20	0	0	0	0	0	0	02:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:25	0	0	0	0	0	0	02:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:30	0	0	0	0	0	0	02:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:35	0	0	0	0	0	0	02:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:40	0	0	0	0	0	0	02:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:45	0	0	0	0	0	0	02:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:50	0	0	0	0	0	0	02:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:55	0	0	0	0	0	0	02:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:00	0	0	0	0	0	0	03:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:05	0	0	0	0	0	0	03:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:10	0	0	0	0	0	0	03:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:15	0	0	0	0	0	0	03:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:20	0	0	0	0	0	0	03:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:25	0	0	0	0	0	0	03:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:30	0	0	0	0	0	0	03:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:35	0	0	0	0	0	0	03:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:40	0	0	0	0	0	0	03:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:45	0	0	0	0	0	0	03:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:50	0	0	0	0	0	0	03:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:55	0	0	0	0	0	0	03:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
04:00	0	0	0	0	0	0	04:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
04:05	0	0	0	0	0	0	04:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:10	0	0	0	0	0	0	04:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
04:15	0	0	0	0	0	0	04:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.8	0	1	1	0	21.85
04:20	0	0	0	0	0	0	04:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:25	0	0	0	0	0	0	04:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
04:30	0	0	0	0	0	0	04:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:35	0	0	0	0	0	0	04:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:40	0	0	0	0	0	0	04:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:45	0	0	0	0	0	0	04:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:50	0	0	0	0	0	0	04:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
04:55	0	0	0	0	0	0	04:55	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	2.3	0	0	1	0	13.225
05:00	0	0	0	0	0	0	05:00	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	2.3	0	0	1	0	13.225
05:05	0	0	0	0	0	0	05:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:10	0	0	0	0	0	0	05:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1.5	0	1	0	0	8.625
05:15	0	0	0	0	0	0	05:15	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	3.3	1	0	1	0	18.975
05:20	0	0	0	0	0	0	05:20	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
05:25	0	0	0	0	0	0	05:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
05:30	0	0	0	0	0	0	05:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:35	0	0	0	0	0	0	05:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
05:40	0	0	0	0	0	0	05:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
05:45	0	0	0	0	0	0	05:45	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	2.3	0	0	1	0	13.225
05:50	0	0	0	0	0	0	05:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3	3	0	0	0	17.25
05:55	0	0	0	0	0	0	05:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
06:00	0	0	0	0	0	0	06:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
06:05	0	0	0	0	0	0	06:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
06:10	0	0	0	0	0	0	06:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
06:15	0	0	0	0	0	0	06:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
06:20	0	0	0	0	0	0	06:20	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
06:25	0	0	0	0	0	0	06:25	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
06:30	0	0	0	0	0	0	06:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
06:35	0	0	0	0	0	0	06:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1.5	0	1	0	0	8.625
06:40	0	0	0	0	0	0	06:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
06:45	0	0	0	0	0	0	06:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
06:50	0	0	0	0	0	0	06:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4.3	2	0	1	0	24.725
06:55	0	0	0	0	0	0	06:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
07:00	0	0	0	0	0	0	07:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
07:05	0	0	0	0	0	0	07:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
07:10	0	0	0	0	0	0	07:10	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	2	2	0	0	0	11.5
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
07:20	0	0	0	0	0	0	07:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
07:25	0	0	0	0	0	0	07:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3.3	1	0	1	0	18.975
07:30	0	0	0	0	0	0	07:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
07:35	0	0	0	0	0	0	07:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:40	0	0	0	0	0	0	07:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3.3	1	0	1	0	18.975
07:45	0	0	0	0	0	0	07:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
07:50	0	0	0	0	0	0	07:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
07:55	0	0	0	0	0	0	07:55	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	1	1	0	0	0	5.75



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm B - Lane 1					Arm B - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0	08:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3.3	1	0	1	0	18.975
08:05	0	0	0	0	0	0	08:05	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	2.3	0	0	1	0	13.225
08:10	0	0	0	0	0	0	08:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
08:15	0	0	0	0	0	0	08:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
08:20	0	0	0	0	0	0	08:20	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1.5	0	1	0	0	8.625
08:25	0	0	0	0	0	0	08:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
08:30	0	0	0	0	0	0	08:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
08:35	0	0	0	0	0	0	08:35	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
08:40	0	0	0	0	0	0	08:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
08:45	0	0	0	0	0	0	08:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
08:50	0	0	0	0	0	0	08:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2	2	0	0	0	11.5
08:55	0	0	0	0	0	0	08:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	2.3	0	0	1	0	13.225
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	6.9	0	0	3	0	39.675
09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	5.6	1	0	2	0	32.2
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0	09:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:55	0	0	0	0	0	0	09:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4	4	0	0	0	23
10:00	0	0	0	0	0	0	10:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
10:05	0	0	0	0	0	0	10:05	0	0	0	0	0	0
Max Queue	3.8	0	1	1	0	21.85	Max Queue	2.3	0	0	1	0	13.225
10:10	0	0	0	0	0	0	10:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
10:15	0	0	0	0	0	0	10:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:20	0	0	0	0	0	0	10:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0	10:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:30	0	0	0	0	0	0	10:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
10:35	0	0	0	0	0	0	10:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
10:40	0	0	0	0	0	0	10:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
10:45	0	0	0	0	0	0	10:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3	3	0	0	0	17.25
10:50	0	0	0	0	0	0	10:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
10:55	0	0	0	0	0	0	10:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
11:00	0	0	0	0	0	0	11:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
11:05	0	0	0	0	0	0	11:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
11:10	0	0	0	0	0	0	11:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1.5	0	1	0	0	8.625
11:15	0	0	0	0	0	0	11:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3.5	2	1	0	0	20.125
11:20	0	0	0	0	0	0	11:20	0	0	0	0	0	0
Max Queue	3.8	0	1	1	0	21.85	Max Queue	1.5	0	1	0	0	8.625
11:25	0	0	0	0	0	0	11:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4.3	2	0	1	0	24.725
11:30	0	0	0	0	0	0	11:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4.3	2	0	1	0	24.725
11:35	0	0	0	0	0	0	11:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
11:40	0	0	0	0	0	0	11:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
11:45	0	0	0	0	0	0	11:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
11:50	0	0	0	0	0	0	11:50	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	4.6	0	0	2	0	26.45
11:55	0	0	0	0	0	0	11:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2	2	0	0	0	11.5



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm B - Lane 1					Arm B - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
12:05	0	0	0	0	0	0	12:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2	2	0	0	0	11.5
12:10	0	0	0	0	0	0	12:10	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	4.3	2	0	1	0	24.725
12:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
12:20	0	0	0	0	0	0	12:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
12:25	0	0	0	0	0	0	12:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
12:30	0	0	0	0	0	0	12:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
12:35	0	0	0	0	0	0	12:35	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
12:40	0	0	0	0	0	0	12:40	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	0	0	0	0	0	0
12:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
12:50	0	0	0	0	0	0	12:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
12:55	0	0	0	0	0	0	12:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
13:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2	2	0	0	0	11.5
13:05	0	0	0	0	0	0	13:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
13:10	0	0	0	0	0	0	13:10	0	0	0	0	0	0
Max Queue	6.1	0	1	2	0	35.075	Max Queue	2.3	0	0	1	0	13.225
13:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
13:20	0	0	0	0	0	0	13:20	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4.6	0	0	2	0	26.45
13:25	0	0	0	0	0	0	13:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
13:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
13:35	0	0	0	0	0	0	13:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
13:40	0	0	0	0	0	0	13:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4.3	2	0	1	0	24.725
13:45	0	0	0	0	0	0	13:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3	3	0	0	0	17.25
13:50	0	0	0	0	0	0	13:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
13:55	0	0	0	0	0	0	13:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3	3	0	0	0	17.25
14:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	1	1	0	0	0	5.75
14:05	0	0	0	0	0	0	14:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4	4	0	0	0	23
14:10	0	0	0	0	0	0	14:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
14:20	0	0	0	0	0	0	14:20	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	2.3	0	0	1	0	13.225
14:25	0	0	0	0	0	0	14:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
14:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
14:35	0	0	0	0	0	0	14:35	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	5	5	0	0	0	28.75
14:40	0	0	0	0	0	0	14:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
14:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
14:50	0	0	0	0	0	0	14:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2	2	0	0	0	11.5
14:55	0	0	0	0	0	0	14:55	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	1	1	0	0	0	5.75
15:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
15:05	0	0	0	0	0	0	15:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4.3	2	0	1	0	24.725
15:10	0	0	0	0	0	0	15:10	0	0	0	0	0	0
Max Queue	3.8	0	1	1	0	21.85	Max Queue	0	0	0	0	0	0
15:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	7.3	5	0	1	0	41.975
15:20	0	0	0	0	0	0	15:20	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	8.3	6	0	1	0	47.725
15:25	0	0	0	0	0	0	15:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4.3	2	0	1	0	24.725
15:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
15:35	0	0	0	0	0	0	15:35	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	1	1	0	0	0	5.75
15:40	0	0	0	0	0	0	15:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2	2	0	0	0	11.5
15:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
15:50	0	0	0	0	0	0	15:50	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	3	3	0	0	0	17.25
15:55	0	0	0	0	0	0	15:55	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	2.3	0	0	1	0	13.225



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm B - Lane 1					Arm B - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3	3	0	0	0	17.25
16:05	0	0	0	0	0	0	16:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3	3	0	0	0	17.25
16:10	0	0	0	0	0	0	16:10	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	4.3	2	0	1	0	24.725
16:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
16:20	0	0	0	0	0	0	16:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:25	0	0	0	0	0	0	16:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
16:30	0	0	0	0	0	0	16:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2	2	0	0	0	11.5
16:35	0	0	0	0	0	0	16:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	6	6	0	0	0	34.5
16:40	0	0	0	0	0	0	16:40	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	8.8	5	1	1	0	50.6
16:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:50	0	0	0	0	0	0	16:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
16:55	0	0	0	0	0	0	16:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
17:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	9	9	0	0	0	51.75
17:05	0	0	0	0	0	0	17:05	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	4	4	0	0	0	23
17:10	0	0	0	0	0	0	17:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4	4	0	0	0	23
17:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
17:20	0	0	0	0	0	0	17:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:25	0	0	0	0	0	0	17:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4	4	0	0	0	23
17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3	3	0	0	0	17.25
17:40	0	0	0	0	0	0	17:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	3	3	0	0	0	17.25
17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	7.3	5	0	1	0	41.975
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	5	5	0	0	0	28.75
18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2	2	0	0	0	11.5
18:10	0	0	0	0	0	0	18:10	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	8.3	6	0	1	0	47.725
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	3.3	1	0	1	0	18.975
18:30	0	0	0	0	0	0	18:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3	3	0	0	0	17.25
18:35	0	0	0	0	0	0	18:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2	2	0	0	0	11.5
18:40	0	0	0	0	0	0	18:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
18:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:50	0	0	0	0	0	0	18:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:55	0	0	0	0	0	0	18:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
19:00	0	0	0	0	0	0	19:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3.3	1	0	1	0	18.975
19:05	0	0	0	0	0	0	19:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
19:10	0	0	0	0	0	0	19:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4.3	2	0	1	0	24.725
19:15	0	0	0	0	0	0	19:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.3	4	0	1	0	36.225
19:20	0	0	0	0	0	0	19:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
19:25	0	0	0	0	0	0	19:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
19:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:35	0	0	0	0	0	0	19:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
19:40	0	0	0	0	0	0	19:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:45	0	0	0	0	0	0	19:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
19:50	0	0	0	0	0	0	19:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
19:55	0	0	0	0	0	0	19:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 St Andrews Road / Gate 1 to the Port of Tilbury

DAY: THURSDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
20:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:05	0	0	0	0	0	0	20:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:10	0	0	0	0	0	0	20:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:15	0	0	0	0	0	0	20:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:20	0	0	0	0	0	0	20:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:25	0	0	0	0	0	0	20:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:35	0	0	0	0	0	0	20:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
20:40	0	0	0	0	0	0	20:40	2.3	0	0	1	0	13.225
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
20:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:50	0	0	0	0	0	0	20:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:55	0	0	0	0	0	0	20:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:05	0	0	0	0	0	0	21:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:10	0	0	0	0	0	0	21:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:15	0	0	0	0	0	0	21:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:20	0	0	0	0	0	0	21:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:25	0	0	0	0	0	0	21:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:30	0	0	0	0	0	0	21:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:35	0	0	0	0	0	0	21:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:40	0	0	0	0	0	0	21:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:45	0	0	0	0	0	0	21:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:50	0	0	0	0	0	0	21:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
21:55	0	0	0	0	0	0	21:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:00	0	0	0	0	0	0	22:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	0	0	0	1	11.5
22:05	0	0	0	0	0	0	22:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:10	0	0	0	0	0	0	22:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:20	0	0	0	0	0	0	22:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:25	0	0	0	0	0	0	22:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:30	0	0	0	0	0	0	22:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:35	0	0	0	0	0	0	22:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:40	0	0	0	0	0	0	22:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:45	0	0	0	0	0	0	22:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:50	0	0	0	0	0	0	22:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:55	0	0	0	0	0	0	22:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:00	0	0	0	0	0	0	23:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:05	0	0	0	0	0	0	23:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:10	0	0	0	0	0	0	23:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:15	0	0	0	0	0	0	23:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:20	0	0	0	0	0	0	23:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:25	0	0	0	0	0	0	23:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:35	0	0	0	0	0	0	23:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:40	0	0	0	0	0	0	23:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:45	0	0	0	0	0	0	23:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
23:50	0	0	0	0	0	0	23:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:55	0	0	0	0	0	0	23:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 1 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 1 to th DAY: THURSDAY

Time	Arm C - Lane 1				Metres
	Total	Cars	OGV1	OGV2	
00:00	0	0	0	0	0
Max Queue	0	0	0	0	0
00:05	0	0	0	0	0
Max Queue	0	0	0	0	0
00:10	0	0	0	0	0
Max Queue	0	0	0	0	0
00:15	0	0	0	0	0
Max Queue	0	0	0	0	0
00:20	0	0	0	0	0
Max Queue	0	0	0	0	0
00:25	0	0	0	0	0
Max Queue	0	0	0	0	0
00:30	0	0	0	0	0
Max Queue	0	0	0	0	0
00:35	0	0	0	0	0
Max Queue	0	0	0	0	0
00:40	0	0	0	0	0
Max Queue	0	0	0	0	0
00:45	0	0	0	0	0
Max Queue	0	0	0	0	0
00:50	0	0	0	0	0
Max Queue	0	0	0	0	0
00:55	0	0	0	0	0
Max Queue	0	0	0	0	0
01:00	0	0	0	0	0
Max Queue	0	0	0	0	0
01:05	0	0	0	0	0
Max Queue	0	0	0	0	0
01:10	0	0	0	0	0
Max Queue	0	0	0	0	0
01:15	0	0	0	0	0
Max Queue	0	0	0	0	0
01:20	0	0	0	0	0
Max Queue	0	0	0	0	0
01:25	0	0	0	0	0
Max Queue	0	0	0	0	0
01:30	0	0	0	0	0
Max Queue	0	0	0	0	0
01:35	0	0	0	0	0
Max Queue	0	0	0	0	0
01:40	0	0	0	0	0
Max Queue	0	0	0	0	0
01:45	0	0	0	0	0
Max Queue	0	0	0	0	0
01:50	0	0	0	0	0
Max Queue	0	0	0	0	0
01:55	0	0	0	0	0
Max Queue	0	0	0	0	0
02:00	0	0	0	0	0
Max Queue	0	0	0	0	0
02:05	0	0	0	0	0
Max Queue	0	0	0	0	0
02:10	0	0	0	0	0
Max Queue	0	0	0	0	0
02:15	0	0	0	0	0
Max Queue	0	0	0	0	0
02:20	0	0	0	0	0
Max Queue	0	0	0	0	0
02:25	0	0	0	0	0
Max Queue	0	0	0	0	0
02:30	0	0	0	0	0
Max Queue	0	0	0	0	0
02:35	0	0	0	0	0
Max Queue	0	0	0	0	0
02:40	0	0	0	0	0
Max Queue	0	0	0	0	0
02:45	0	0	0	0	0
Max Queue	0	0	0	0	0
02:50	0	0	0	0	0
Max Queue	0	0	0	0	0
02:55	0	0	0	0	0
Max Queue	0	0	0	0	0
03:00	0	0	0	0	0
Max Queue	0	0	0	0	0
03:05	0	0	0	0	0
Max Queue	0	0	0	0	0
03:10	0	0	0	0	0
Max Queue	0	0	0	0	0
03:15	0	0	0	0	0
Max Queue	0	0	0	0	0
03:20	0	0	0	0	0
Max Queue	0	0	0	0	0
03:25	0	0	0	0	0
Max Queue	0	0	0	0	0
03:30	0	0	0	0	0
Max Queue	0	0	0	0	0
03:35	0	0	0	0	0
Max Queue	0	0	0	0	0
03:40	0	0	0	0	0
Max Queue	0	0	0	0	0
03:45	0	0	0	0	0
Max Queue	0	0	0	0	0
03:50	0	0	0	0	0
Max Queue	0	0	0	0	0
03:55	0	0	0	0	0
Max Queue	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 1 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 1 to th DAY: THURSDAY

Arm C - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
04:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
07:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
07:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 1 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 1 to th DAY: THURSDAY

Arm C - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



SITE: 1 DATE: 29/09/2016
LOCATION: A1089 St Andrews Road / Gate 1 to th DAY: THURSDAY

Arm C - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

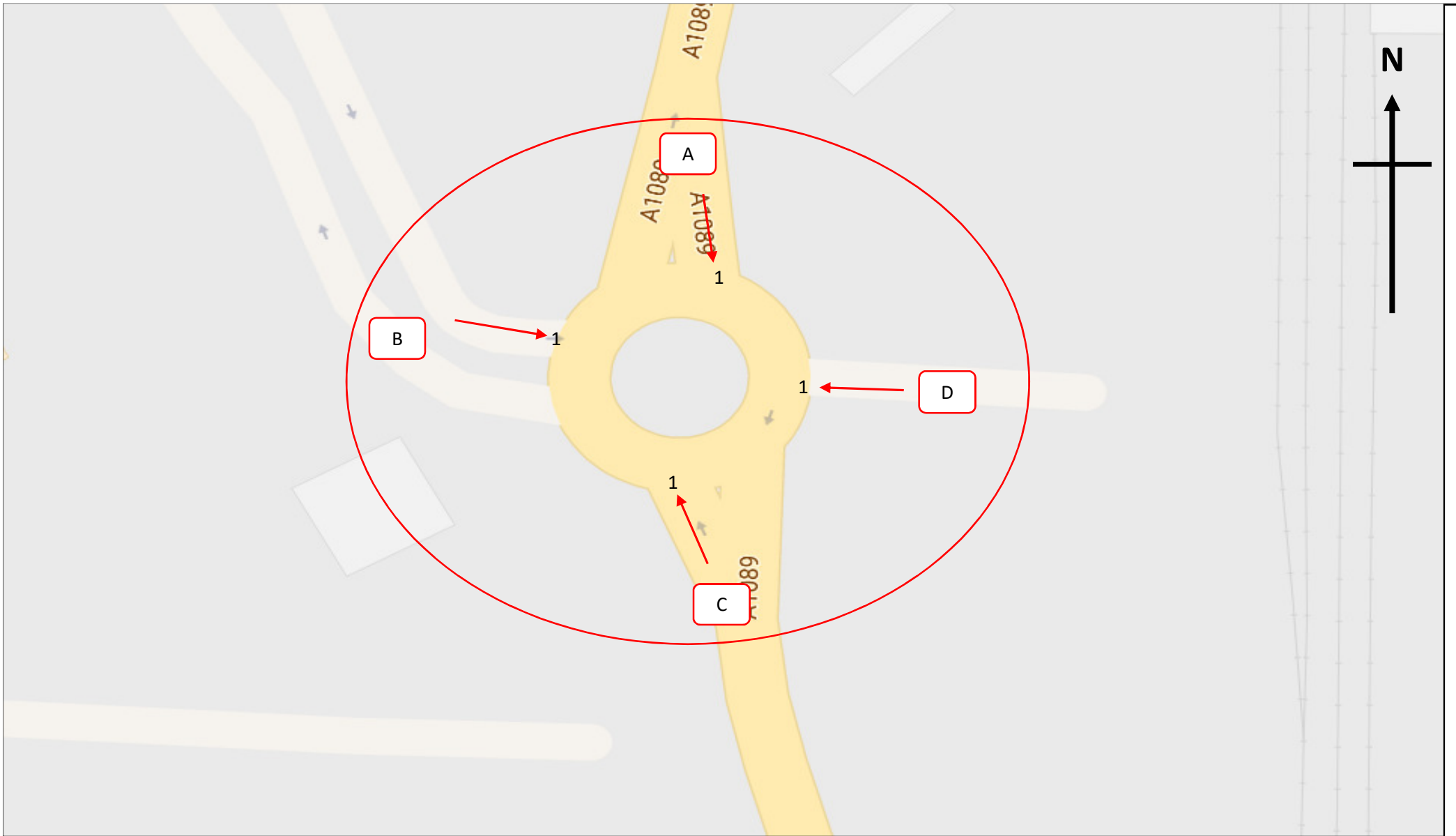
SITE: 1 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 1 to th DAY: THURSDAY

Arm C - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



SITE: 1 DATE: 29/09/2016
LOCATION: A1089 St Andrews Road / Gate 1 to th DAY: THURSDAY

Arm C - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
20:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



Site / Location:	Site 2, A1089 St Andrews Road / Gate 2 to the Port of Tilbury	Project No:	6727	Drawing No:	6727-02	Drawn By:	SR
	Survey Date:		Thursday 29th September 2016		Project Name:		Tilbury
	Survey Times:	00:00 to 24:00	Drawing Title:	Site Layout and Observed Movements			



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Time	Arm A - Lane 1				Metres
	Total	Cars	OGV1	OGV2 PSV	
00:00	0	0	0	0	0
Max Queue	0	0	0	0	0
00:05	0	0	0	0	0
Max Queue	0	0	0	0	0
00:10	0	0	0	0	0
Max Queue	0	0	0	0	0
00:15	0	0	0	0	0
Max Queue	0	0	0	0	0
00:20	0	0	0	0	0
Max Queue	0	0	0	0	0
00:25	0	0	0	0	0
Max Queue	0	0	0	0	0
00:30	0	0	0	0	0
Max Queue	0	0	0	0	0
00:35	0	0	0	0	0
Max Queue	0	0	0	0	0
00:40	0	0	0	0	0
Max Queue	0	0	0	0	0
00:45	0	0	0	0	0
Max Queue	0	0	0	0	0
00:50	0	0	0	0	0
Max Queue	0	0	0	0	0
00:55	0	0	0	0	0
Max Queue	0	0	0	0	0
01:00	0	0	0	0	0
Max Queue	0	0	0	0	0
01:05	0	0	0	0	0
Max Queue	0	0	0	0	0
01:10	0	0	0	0	0
Max Queue	0	0	0	0	0
01:15	0	0	0	0	0
Max Queue	0	0	0	0	0
01:20	0	0	0	0	0
Max Queue	0	0	0	0	0
01:25	0	0	0	0	0
Max Queue	0	0	0	0	0
01:30	0	0	0	0	0
Max Queue	0	0	0	0	0
01:35	0	0	0	0	0
Max Queue	0	0	0	0	0
01:40	0	0	0	0	0
Max Queue	0	0	0	0	0
01:45	0	0	0	0	0
Max Queue	0	0	0	0	0
01:50	0	0	0	0	0
Max Queue	0	0	0	0	0
01:55	0	0	0	0	0
Max Queue	0	0	0	0	0
02:00	0	0	0	0	0
Max Queue	0	0	0	0	0
02:05	0	0	0	0	0
Max Queue	0	0	0	0	0
02:10	0	0	0	0	0
Max Queue	0	0	0	0	0
02:15	0	0	0	0	0
Max Queue	0	0	0	0	0
02:20	0	0	0	0	0
Max Queue	0	0	0	0	0
02:25	0	0	0	0	0
Max Queue	0	0	0	0	0
02:30	0	0	0	0	0
Max Queue	0	0	0	0	0
02:35	0	0	0	0	0
Max Queue	0	0	0	0	0
02:40	0	0	0	0	0
Max Queue	0	0	0	0	0
02:45	0	0	0	0	0
Max Queue	0	0	0	0	0
02:50	0	0	0	0	0
Max Queue	0	0	0	0	0
02:55	0	0	0	0	0
Max Queue	0	0	0	0	0
03:00	0	0	0	0	0
Max Queue	0	0	0	0	0
03:05	0	0	0	0	0
Max Queue	0	0	0	0	0
03:10	0	0	0	0	0
Max Queue	0	0	0	0	0
03:15	0	0	0	0	0
Max Queue	0	0	0	0	0
03:20	0	0	0	0	0
Max Queue	0	0	0	0	0
03:25	0	0	0	0	0
Max Queue	0	0	0	0	0
03:30	0	0	0	0	0
Max Queue	0	0	0	0	0
03:35	0	0	0	0	0
Max Queue	0	0	0	0	0
03:40	0	0	0	0	0
Max Queue	0	0	0	0	0
03:45	0	0	0	0	0
Max Queue	0	0	0	0	0
03:50	0	0	0	0	0
Max Queue	0	0	0	0	0
03:55	0	0	0	0	0
Max Queue	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Time	Arm A - Lane 1				Metres
	Total	Cars	OGV1	OGV2	
04:00	0	0	0	0	0
Max Queue	0	0	0	0	0
04:05	0	0	0	0	0
Max Queue	0	0	0	0	0
04:10	0	0	0	0	0
Max Queue	0	0	0	0	0
04:15	0	0	0	0	0
Max Queue	0	0	0	0	0
04:20	0	0	0	0	0
Max Queue	0	0	0	0	0
04:25	0	0	0	0	0
Max Queue	0	0	0	0	0
04:30	0	0	0	0	0
Max Queue	0	0	0	0	0
04:35	0	0	0	0	0
Max Queue	0	0	0	0	0
04:40	0	0	0	0	0
Max Queue	0	0	0	0	0
04:45	0	0	0	0	0
Max Queue	0	0	0	0	0
04:50	0	0	0	0	0
Max Queue	0	0	0	0	0
04:55	0	0	0	0	0
Max Queue	0	0	0	0	0
05:00	0	0	0	0	0
Max Queue	0	0	0	0	0
05:05	0	0	0	0	0
Max Queue	0	0	0	0	0
05:10	0	0	0	0	0
Max Queue	0	0	0	0	0
05:15	0	0	0	0	0
Max Queue	0	0	0	0	0
05:20	0	0	0	0	0
Max Queue	0	0	0	0	0
05:25	0	0	0	0	0
Max Queue	0	0	0	0	0
05:30	0	0	0	0	0
Max Queue	0	0	0	0	0
05:35	0	0	0	0	0
Max Queue	0	0	0	0	0
05:40	0	0	0	0	0
Max Queue	0	0	0	0	0
05:45	0	0	0	0	0
Max Queue	0	0	0	0	0
05:50	0	0	0	0	0
Max Queue	0	0	0	0	0
05:55	0	0	0	0	0
Max Queue	0	0	0	0	0
06:00	0	0	0	0	0
Max Queue	0	0	0	0	0
06:05	0	0	0	0	0
Max Queue	0	0	0	0	0
06:10	0	0	0	0	0
Max Queue	0	0	0	0	0
06:15	0	0	0	0	0
Max Queue	0	0	0	0	0
06:20	0	0	0	0	0
Max Queue	0	0	0	0	0
06:25	0	0	0	0	0
Max Queue	0	0	0	0	0
06:30	0	0	0	0	0
Max Queue	0	0	0	0	0
06:35	0	0	0	0	0
Max Queue	0	0	0	0	0
06:40	0	0	0	0	0
Max Queue	1	1	0	0	5.75
06:45	0	0	0	0	0
Max Queue	0	0	0	0	0
06:50	0	0	0	0	0
Max Queue	0	0	0	0	0
06:55	0	0	0	0	0
Max Queue	0	0	0	0	0
07:00	0	0	0	0	0
Max Queue	0	0	0	0	0
07:05	0	0	0	0	0
Max Queue	0	0	0	0	0
07:10	0	0	0	0	0
Max Queue	0	0	0	0	0
07:15	0	0	0	0	0
Max Queue	0	0	0	0	0
07:20	0	0	0	0	0
Max Queue	0	0	0	0	0
07:25	0	0	0	0	0
Max Queue	0	0	0	0	0
07:30	0	0	0	0	0
Max Queue	0	0	0	0	0
07:35	0	0	0	0	0
Max Queue	0	0	0	0	0
07:40	0	0	0	0	0
Max Queue	0	0	0	0	0
07:45	0	0	0	0	0
Max Queue	0	0	0	0	0
07:50	0	0	0	0	0
Max Queue	0	0	0	0	0
07:55	0	0	0	0	0
Max Queue	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
08:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
10:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
11:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
11:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
11:50	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975
11:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:45	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975
12:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:15	0	0	0	0	0	0
Max Queue	11.1	5	1	2	0	63.825
13:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
15:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Time	Arm A - Lane 1				Metres
	Total	Cars	OGV1	OGV2 PSV	
16:00	0	0	0	0	0
Max Queue	0	0	0	0	0
16:05	0	0	0	0	0
Max Queue	0	0	0	0	0
16:10	0	0	0	0	0
Max Queue	0	0	0	0	0
16:15	0	0	0	0	0
Max Queue	0	0	0	0	0
16:20	0	0	0	0	0
Max Queue	0	0	0	0	0
16:25	0	0	0	0	0
Max Queue	0	0	0	0	0
16:30	0	0	0	0	0
Max Queue	0	0	0	0	0
16:35	0	0	0	0	0
Max Queue	0	0	0	0	0
16:40	0	0	0	0	0
Max Queue	0	0	0	0	0
16:45	0	0	0	0	0
Max Queue	0	0	0	0	0
16:50	0	0	0	0	0
Max Queue	2.3	0	0	1	13.225
16:55	0	0	0	0	0
Max Queue	0	0	0	0	0
17:00	0	0	0	0	0
Max Queue	0	0	0	0	0
17:05	0	0	0	0	0
Max Queue	0	0	0	0	0
17:10	0	0	0	0	0
Max Queue	0	0	0	0	0
17:15	0	0	0	0	0
Max Queue	0	0	0	0	0
17:20	0	0	0	0	0
Max Queue	0	0	0	0	0
17:25	0	0	0	0	0
Max Queue	0	0	0	0	0
17:30	0	0	0	0	0
Max Queue	0	0	0	0	0
17:35	0	0	0	0	0
Max Queue	0	0	0	0	0
17:40	0	0	0	0	0
Max Queue	1	1	0	0	5.75
17:45	0	0	0	0	0
Max Queue	0	0	0	0	0
17:50	0	0	0	0	0
Max Queue	0	0	0	0	0
17:55	0	0	0	0	0
Max Queue	0	0	0	0	0
18:00	0	0	0	0	0
Max Queue	0	0	0	0	0
18:05	0	0	0	0	0
Max Queue	0	0	0	0	0
18:10	0	0	0	0	0
Max Queue	0	0	0	0	0
18:15	0	0	0	0	0
Max Queue	0	0	0	0	0
18:20	0	0	0	0	0
Max Queue	0	0	0	0	0
18:25	0	0	0	0	0
Max Queue	0	0	0	0	0
18:30	0	0	0	0	0
Max Queue	0	0	0	0	0
18:35	0	0	0	0	0
Max Queue	0	0	0	0	0
18:40	0	0	0	0	0
Max Queue	0	0	0	0	0
18:45	0	0	0	0	0
Max Queue	0	0	0	0	0
18:50	0	0	0	0	0
Max Queue	0	0	0	0	0
18:55	0	0	0	0	0
Max Queue	0	0	0	0	0
19:00	0	0	0	0	0
Max Queue	0	0	0	0	0
19:05	0	0	0	0	0
Max Queue	0	0	0	0	0
19:10	0	0	0	0	0
Max Queue	0	0	0	0	0
19:15	0	0	0	0	0
Max Queue	0	0	0	0	0
19:20	0	0	0	0	0
Max Queue	0	0	0	0	0
19:25	0	0	0	0	0
Max Queue	1	1	0	0	5.75
19:30	0	0	0	0	0
Max Queue	0	0	0	0	0
19:35	0	0	0	0	0
Max Queue	0	0	0	0	0
19:40	0	0	0	0	0
Max Queue	0	0	0	0	0
19:45	0	0	0	0	0
Max Queue	0	0	0	0	0
19:50	0	0	0	0	0
Max Queue	0	0	0	0	0
19:55	0	0	0	0	0
Max Queue	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Time	Arm A - Lane 1				Metres
	Total	Cars	OGV1	OGV2 PSV	
20:00	0	0	0	0	0
Max Queue	0	0	0	0	0
20:05	0	0	0	0	0
Max Queue	0	0	0	0	0
20:10	0	0	0	0	0
Max Queue	0	0	0	0	0
20:15	0	0	0	0	0
Max Queue	0	0	0	0	0
20:20	0	0	0	0	0
Max Queue	0	0	0	0	0
20:25	0	0	0	0	0
Max Queue	0	0	0	0	0
20:30	0	0	0	0	0
Max Queue	0	0	0	0	0
20:35	0	0	0	0	0
Max Queue	0	0	0	0	0
20:40	0	0	0	0	0
Max Queue	2.3	0	0	1	13.225
20:45	0	0	0	0	0
Max Queue	0	0	0	0	0
20:50	0	0	0	0	0
Max Queue	0	0	0	0	0
20:55	0	0	0	0	0
Max Queue	0	0	0	0	0
21:00	0	0	0	0	0
Max Queue	0	0	0	0	0
21:05	0	0	0	0	0
Max Queue	0	0	0	0	0
21:10	0	0	0	0	0
Max Queue	0	0	0	0	0
21:15	0	0	0	0	0
Max Queue	0	0	0	0	0
21:20	0	0	0	0	0
Max Queue	0	0	0	0	0
21:25	0	0	0	0	0
Max Queue	0	0	0	0	0
21:30	0	0	0	0	0
Max Queue	0	0	0	0	0
21:35	0	0	0	0	0
Max Queue	0	0	0	0	0
21:40	0	0	0	0	0
Max Queue	0	0	0	0	0
21:45	0	0	0	0	0
Max Queue	0	0	0	0	0
21:50	0	0	0	0	0
Max Queue	0	0	0	0	0
21:55	0	0	0	0	0
Max Queue	0	0	0	0	0
22:00	0	0	0	0	0
Max Queue	0	0	0	0	0
22:05	0	0	0	0	0
Max Queue	0	0	0	0	0
22:10	0	0	0	0	0
Max Queue	0	0	0	0	0
22:15	0	0	0	0	0
Max Queue	0	0	0	0	0
22:20	0	0	0	0	0
Max Queue	0	0	0	0	0
22:25	0	0	0	0	0
Max Queue	0	0	0	0	0
22:30	0	0	0	0	0
Max Queue	0	0	0	0	0
22:35	0	0	0	0	0
Max Queue	0	0	0	0	0
22:40	0	0	0	0	0
Max Queue	0	0	0	0	0
22:45	0	0	0	0	0
Max Queue	0	0	0	0	0
22:50	0	0	0	0	0
Max Queue	0	0	0	0	0
22:55	0	0	0	0	0
Max Queue	0	0	0	0	0
23:00	0	0	0	0	0
Max Queue	0	0	0	0	0
23:05	0	0	0	0	0
Max Queue	0	0	0	0	0
23:10	0	0	0	0	0
Max Queue	0	0	0	0	0
23:15	0	0	0	0	0
Max Queue	0	0	0	0	0
23:20	0	0	0	0	0
Max Queue	0	0	0	0	0
23:25	0	0	0	0	0
Max Queue	0	0	0	0	0
23:30	0	0	0	0	0
Max Queue	0	0	0	0	0
23:35	0	0	0	0	0
Max Queue	0	0	0	0	0
23:40	0	0	0	0	0
Max Queue	0	0	0	0	0
23:45	0	0	0	0	0
Max Queue	0	0	0	0	0
23:50	0	0	0	0	0
Max Queue	0	0	0	0	0
23:55	0	0	0	0	0
Max Queue	0	0	0	0	0



SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm B - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
00:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm B - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
04:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:20	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
05:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm B - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
08:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:40	0	0	0	0	0	0
Max Queue	3.8	0	1	1	0	21.85
11:45	3.8	0	1	1	0	21.85
Max Queue	10.2	1	0	4	0	58.65
11:50	7.9	1	0	3	0	45.425
Max Queue	7.9	1	0	3	0	45.425
11:55	7.9	1	0	3	0	45.425
Max Queue	7.9	1	0	3	0	45.425



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm B - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:20	0	0	0	0	0	0
Max Queue	2,3	0	0	1	0	13,225
14:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
SEPTEMBER 2016
QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm B - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
19:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



SITE: 2 DATE: 29/09/2016
LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm B - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
20:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm C - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
00:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Time	Arm C - Lane 1				Metres
	Total	Cars	OGV1	OGV2 PSV	
04:00	0	0	0	0	0
Max Queue	0	0	0	0	0
04:05	0	0	0	0	0
Max Queue	0	0	0	0	0
04:10	0	0	0	0	0
Max Queue	0	0	0	0	0
04:15	0	0	0	0	0
Max Queue	0	0	0	0	0
04:20	0	0	0	0	0
Max Queue	0	0	0	0	0
04:25	0	0	0	0	0
Max Queue	0	0	0	0	0
04:30	0	0	0	0	0
Max Queue	0	0	0	0	0
04:35	0	0	0	0	0
Max Queue	0	0	0	0	0
04:40	0	0	0	0	0
Max Queue	0	0	0	0	0
04:45	0	0	0	0	0
Max Queue	0	0	0	0	0
04:50	0	0	0	0	0
Max Queue	0	0	0	0	0
04:55	0	0	0	0	0
Max Queue	0	0	0	0	0
05:00	0	0	0	0	0
Max Queue	0	0	0	0	0
05:05	0	0	0	0	0
Max Queue	3.3	1	0	1	18.975
05:10	0	0	0	0	0
Max Queue	0	0	0	0	0
05:15	0	0	0	0	0
Max Queue	0	0	0	0	0
05:20	0	0	0	0	0
Max Queue	0	0	0	0	0
05:25	0	0	0	0	0
Max Queue	1	1	0	0	5.75
05:30	0	0	0	0	0
Max Queue	0	0	0	0	0
05:35	0	0	0	0	0
Max Queue	0	0	0	0	0
05:40	0	0	0	0	0
Max Queue	0	0	0	0	0
05:45	0	0	0	0	0
Max Queue	0	0	0	0	0
05:50	0	0	0	0	0
Max Queue	0	0	0	0	0
05:55	0	0	0	0	0
Max Queue	3.8	0	1	1	21.85
06:00	0	0	0	0	0
Max Queue	0	0	0	0	0
06:05	0	0	0	0	0
Max Queue	0	0	0	0	0
06:10	0	0	0	0	0
Max Queue	0	0	0	0	0
06:15	0	0	0	0	0
Max Queue	0	0	0	0	0
06:20	0	0	0	0	0
Max Queue	0	0	0	0	0
06:25	0	0	0	0	0
Max Queue	0	0	0	0	0
06:30	0	0	0	0	0
Max Queue	0	0	0	0	0
06:35	0	0	0	0	0
Max Queue	0	0	0	0	0
06:40	0	0	0	0	0
Max Queue	0	0	0	0	0
06:45	0	0	0	0	0
Max Queue	0	0	0	0	0
06:50	0	0	0	0	0
Max Queue	0	0	0	0	0
06:55	0	0	0	0	0
Max Queue	1	1	0	0	5.75
07:00	0	0	0	0	0
Max Queue	0	0	0	0	0
07:05	0	0	0	0	0
Max Queue	0	0	0	0	0
07:10	0	0	0	0	0
Max Queue	0	0	0	0	0
07:15	0	0	0	0	0
Max Queue	0	0	0	0	0
07:20	0	0	0	0	0
Max Queue	0	0	0	0	0
07:25	0	0	0	0	0
Max Queue	0	0	0	0	0
07:30	0	0	0	0	0
Max Queue	0	0	0	0	0
07:35	0	0	0	0	0
Max Queue	0	0	0	0	0
07:40	0	0	0	0	0
Max Queue	0	0	0	0	0
07:45	0	0	0	0	0
Max Queue	0	0	0	0	0
07:50	0	0	0	0	0
Max Queue	1	1	0	0	5.75
07:55	0	0	0	0	0
Max Queue	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm C - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
08:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:10	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625
08:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
08:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
08:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:00	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975
09:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
09:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:05	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625
10:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
10:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
10:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
10:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
10:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:10	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95
11:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
11:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:30	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5
11:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
11:45	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5
11:50	1	1	0	0	0	5.75
Max Queue	2.3	0	0	1	0	13.225
11:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm C - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
12:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:45	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975
12:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
12:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
13:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
13:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
14:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
14:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
14:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
14:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
15:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:45	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975
15:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm C - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
16:05	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
16:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
16:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:30	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
17:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
17:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
18:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
19:30	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75
19:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm C - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
20:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
20:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
21:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
21:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
21:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
22:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
22:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
23:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm D - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
00:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
00:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
01:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
02:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
03:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm D - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
04:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
04:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
04:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
04:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
05:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
06:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
06:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
06:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
07:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
07:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm D - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
08:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
09:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
10:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
10:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
11:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
11:50	2.3	0	0	1	0	13.225
Max Queue	2.3	0	0	1	0	13.225
11:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm D - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
12:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
12:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
13:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
13:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
13:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
14:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
15:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
15:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
15:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0



6727 / TILBURY
 SEPTEMBER 2016
 QUEUE LENGTH SURVEY

SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Arm D - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
16:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
17:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
17:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225
17:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
19:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0




SITE: 2 DATE: 29/09/2016
 LOCATION: A1089 St Andrews Road / Gate 2 to th DAY: THURSDAY

Time	Arm D - Lane 1				Metres
	Total	Cars	OGV1	OGV2 PSV	
20:00	0	0	0	0	0
Max Queue	0	0	0	0	0
20:05	0	0	0	0	0
Max Queue	0	0	0	0	0
20:10	0	0	0	0	0
Max Queue	0	0	0	0	0
20:15	0	0	0	0	0
Max Queue	0	0	0	0	0
20:20	0	0	0	0	0
Max Queue	0	0	0	0	0
20:25	0	0	0	0	0
Max Queue	0	0	0	0	0
20:30	0	0	0	0	0
Max Queue	0	0	0	0	0
20:35	0	0	0	0	0
Max Queue	0	0	0	0	0
20:40	0	0	0	0	0
Max Queue	0	0	0	0	0
20:45	0	0	0	0	0
Max Queue	0	0	0	0	0
20:50	0	0	0	0	0
Max Queue	0	0	0	0	0
20:55	0	0	0	0	0
Max Queue	0	0	0	0	0
21:00	0	0	0	0	0
Max Queue	0	0	0	0	0
21:05	0	0	0	0	0
Max Queue	0	0	0	0	0
21:10	0	0	0	0	0
Max Queue	0	0	0	0	0
21:15	0	0	0	0	0
Max Queue	0	0	0	0	0
21:20	0	0	0	0	0
Max Queue	0	0	0	0	0
21:25	0	0	0	0	0
Max Queue	2.3	0	0	1	13.225
21:30	0	0	0	0	0
Max Queue	0	0	0	0	0
21:35	0	0	0	0	0
Max Queue	0	0	0	0	0
21:40	0	0	0	0	0
Max Queue	0	0	0	0	0
21:45	0	0	0	0	0
Max Queue	0	0	0	0	0
21:50	0	0	0	0	0
Max Queue	0	0	0	0	0
21:55	0	0	0	0	0
Max Queue	0	0	0	0	0
22:00	0	0	0	0	0
Max Queue	0	0	0	0	0
22:05	0	0	0	0	0
Max Queue	0	0	0	0	0
22:10	0	0	0	0	0
Max Queue	0	0	0	0	0
22:15	0	0	0	0	0
Max Queue	0	0	0	0	0
22:20	0	0	0	0	0
Max Queue	0	0	0	0	0
22:25	0	0	0	0	0
Max Queue	0	0	0	0	0
22:30	0	0	0	0	0
Max Queue	0	0	0	0	0
22:35	0	0	0	0	0
Max Queue	0	0	0	0	0
22:40	0	0	0	0	0
Max Queue	0	0	0	0	0
22:45	0	0	0	0	0
Max Queue	0	0	0	0	0
22:50	0	0	0	0	0
Max Queue	0	0	0	0	0
22:55	0	0	0	0	0
Max Queue	0	0	0	0	0
23:00	0	0	0	0	0
Max Queue	0	0	0	0	0
23:05	0	0	0	0	0
Max Queue	0	0	0	0	0
23:10	0	0	0	0	0
Max Queue	0	0	0	0	0
23:15	0	0	0	0	0
Max Queue	0	0	0	0	0
23:20	0	0	0	0	0
Max Queue	0	0	0	0	0
23:25	0	0	0	0	0
Max Queue	0	0	0	0	0
23:30	0	0	0	0	0
Max Queue	0	0	0	0	0
23:35	0	0	0	0	0
Max Queue	0	0	0	0	0
23:40	0	0	0	0	0
Max Queue	0	0	0	0	0
23:45	0	0	0	0	0
Max Queue	0	0	0	0	0
23:50	0	0	0	0	0
Max Queue	0	0	0	0	0
23:55	0	0	0	0	0
Max Queue	0	0	0	0	0

Vehicle Type	PCU VALUES
Car/Taxi/Lgv	1
Other Goods Vehicle - OGV1	1.5
Other Goods Vehicle - OGV2	2.3
Coach/PSV	2
Motorcycle - MCL	0.4
Pedal Cycle - PCL	0.2



	Site / Location: Site 1, A1089 Dock Road	Project No: 6727	Drawing No: 6727-01	Drawn By: SR
	Survey Date: Thursday 29th to Wednesday 5th October 2016	Project Name: Tilbury		
	Survey Times: 0000 to 2400	Drawing Title: Site Layout and Observed Movements		



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 Dock Road

DAY: Thursday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	22	2	1	6	0	0	0	31	39.3	18	1	0	8	0	0	0	27	37.4		
00:15	19	0	0	15	0	0	0	34	53.5	14	0	1	8	0	0	0	23	33.9		
00:30	6	1	2	13	1	0	0	23	41.9	10	0	0	8	0	0	0	18	28.4		
00:45	13	1	1	8	0	0	0	23	33.9	13	1	0	8	0	0	0	22	32.4		
H/TOT	60	4	4	42	1	0	0	111	168.6	55	2	1	32	0	0	0	90	132.1		
01:00	18	1	0	6	0	0	0	25	32.8	10	3	0	8	0	1	0	22	31.8		
01:15	6	1	1	9	0	1	0	18	29.6	6	1	0	7	0	0	0	14	23.1		
01:30	9	1	1	7	0	0	0	18	27.6	14	2	2	10	0	0	0	28	42		
01:45	13	2	0	8	0	0	0	23	33.4	13	1	2	9	0	0	0	25	37.7		
H/TOT	46	5	2	30	0	1	0	84	123.4	43	7	4	34	0	1	0	89	134.6		
02:00	9	2	0	7	0	0	0	18	27.1	8	1	1	8	0	0	0	18	28.9		
02:15	18	1	1	8	0	0	0	28	38.9	7	1	2	8	0	0	0	18	29.4		
02:30	10	3	0	11	0	1	0	25	38.7	13	3	2	13	0	0	0	31	48.9		
02:45	9	1	2	10	0	0	0	22	36	12	1	1	5	0	0	0	19	26		
H/TOT	46	7	3	36	0	1	0	93	140.7	40	6	6	34	0	0	0	86	133.2		
03:00	10	0	1	21	0	0	0	32	59.8	14	1	2	11	0	0	0	28	43.3		
03:15	12	0	0	15	0	0	0	27	46.5	12	0	2	15	0	0	0	29	49.5		
03:30	9	0	1	18	0	1	0	29	52.3	12	2	1	14	0	0	0	29	47.7		
03:45	12	1	2	12	0	0	0	27	43.6	25	2	2	15	0	1	0	45	64.9		
H/TOT	43	1	4	66	0	1	0	115	202.2	63	5	7	55	0	1	0	131	205.4		
04:00	8	2	9	22	0	0	0	41	74.1	26	2	4	15	1	0	0	48	70.5		
04:15	24	0	5	37	1	0	0	67	118.6	37	3	4	11	0	0	0	55	71.3		
04:30	20	4	2	27	0	0	0	53	89.1	38	8	0	19	0	1	0	66	90.1		
04:45	29	6	2	53	0	0	0	90	159.9	57	19	3	27	0	3	0	109	143.8		
H/TOT	81	12	18	139	1	0	0	251	441.7	158	32	11	72	1	4	0	278	375.7		
05:00	55	6	15	50	0	0	0	126	198.5	63	10	4	26	0	0	0	103	138.8		
05:15	54	14	11	45	0	1	0	125	188.4	107	10	5	34	2	3	0	161	207.9		
05:30	88	7	7	44	0	1	0	147	207.1	177	6	4	42	0	3	0	232	286.8		
05:45	76	15	15	53	0	3	0	162	236.6	207	23	4	39	1	4	0	278	329.3		
H/TOT	273	42	48	192	0	5	0	560	830.6	554	49	17	141	3	10	0	774	962.8		
06:00	92	14	13	50	0	3	0	172	241.7	97	14	10	35	1	1	0	158	208.9		
06:15	64	34	13	63	1	0	0	175	264.4	130	24	13	45	2	1	0	215	281.4		
06:30	78	20	8	72	0	2	0	180	276.4	159	27	11	53	4	1	0	255	332.8		
06:45	82	14	3	73	1	0	0	173	270.4	177	40	6	61	3	1	0	288	372.7		
H/TOT	316	82	37	258	2	5	0	700	1052.9	563	105	40	194	10	4	0	916	1195.8		
07:00	82	24	14	56	0	1	0	177	256.2	131	34	5	43	1	0	0	214	273.4		
07:15	100	20	7	65	2	0	0	194	284	189	25	11	45	1	3	0	274	337.2		
07:30	128	22	7	58	1	1	0	217	296.3	207	39	12	41	1	3	0	303	361.5		
07:45	92	24	14	72	1	0	0	203	304.6	250	40	16	61	3	5	0	375	462.3		
H/TOT	402	90	42	251	4	2	0	791	1141.1	777	138	44	190	6	11	0	1166	1434.4		
08:00	138	26	7	71	0	1	0	243	338.2	203	36	17	65	0	1	0	322	414.4		
08:15	128	22	17	55	1	0	0	223	304	228	23	20	46	1	2	0	320	389.6		
08:30	117	27	17	72	4	0	0	237	343.1	238	27	9	57	1	3	0	335	412.8		
08:45	125	21	12	55	0	0	0	213	290.5	301	23	10	57	1	1	0	393	472.5		
H/TOT	508	96	53	253	5	1	0	916	1275.8	970	109	56	225	3	7	0	1370	1689.3		
09:00	113	27	23	61	2	0	0	226	318.8	204	27	10	58	1	1	0	301	381.8		
09:15	104	17	15	65	1	0	0	202	295	155	30	19	65	1	0	1	271	365.2		
09:30	97	25	13	61	2	1	0	199	286.2	142	22	11	68	1	2	0	246	339.7		
09:45	128	30	15	51	0	2	0	226	298.6	135	29	15	50	3	0	0	232	307.5		
H/TOT	442	99	66	238	5	3	0	853	1198.6	636	108	55	241	6	3	1	1050	1394.2		
10:00	114	28	13	64	3	0	0	222	314.7	136	31	13	57	1	0	0	238	319.6		
10:15	106	31	11	43	1	1	0	193	254.8	120	26	11	54	1	0	0	212	288.7		
10:30	114	20	19	51	1	1	0	206	282.2	121	29	10	63	1	0	0	224	311.9		
10:45	130	27	6	69	0	1	0	233	325.1	112	25	16	71	3	0	0	227	330.3		
H/TOT	464	106	49	227	5	3	0	854	1176.8	489	111	50	245	6	0	0	901	1250.5		
11:00	128	15	12	64	4	0	0	223	316.2	130	25	9	80	1	1	0	246	354.9		
11:15	159	35	14	66	1	1	0	276	369.2	111	18	19	68	2	0	0	218	317.9		
11:30	156	29	15	62	1	0	0	263	352.1	115	22	21	64	0	1	0	223	316.1		
11:45	131	25	21	63	2	1	0	243	336.8	129	28	14	70	1	0	0	242	341		
H/TOT	574	104	62	255	8	2	0	1005	1374.3	485	93	63	282	4	2	0	929	1329.9		



SITE: 1

DATE: 29/09/2016

LOCATION: A1089 Dock Road

DAY: Thursday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	167	24	13	63	2	0	0	269	359.4	92	27	5	69	1	0	0	194	287.2		
12:15	158	21	10	68	1	1	0	259	352.8	128	18	14	56	1	0	0	217	297.8		
12:30	119	27	12	47	1	0	0	206	274.1	118	22	16	62	1	0	0	219	308.6		
12:45	129	24	17	59	1	0	0	230	316.2	136	28	16	83	1	0	0	264	380.9		
H/TOT	573	96	52	237	5	1	0	964	1302.5	474	95	51	270	4	0	0	894	1274.5		
13:00	162	26	13	64	1	0	0	266	356.7	142	22	15	74	0	1	0	254	357.1		
13:15	134	33	13	80	1	2	0	263	373.3	153	22	19	70	2	4	0	270	370.1		
13:30	139	27	20	67	2	2	0	257	354.9	156	22	12	66	1	1	0	258	350.2		
13:45	185	34	15	53	0	2	0	289	364.2	169	28	19	71	1	1	0	289	391.2		
H/TOT	620	120	61	264	4	6	0	1075	1449.1	620	94	65	281	4	7	0	1071	1468.6		
14:00	221	43	17	53	1	3	0	338	414.6	122	24	15	75	0	0	0	236	341		
14:15	147	28	13	61	1	1	0	251	337.2	109	27	21	82	2	0	0	241	360.1		
14:30	158	29	11	75	2	2	0	277	380.8	135	23	18	83	0	0	0	259	375.9		
14:45	164	23	19	56	0	2	0	264	345.1	119	18	12	68	0	1	0	218	311.8		
H/TOT	690	123	60	245	4	8	0	1130	1477.7	485	92	66	308	2	1	0	954	1388.8		
15:00	166	41	14	61	2	0	0	284	372.3	121	33	18	76	1	3	0	252	359		
15:15	156	27	19	68	0	0	0	270	367.9	190	21	14	82	1	1	0	309	423		
15:30	188	26	16	67	2	1	0	300	396.5	158	25	10	56	2	0	0	251	330.8		
15:45	198	29	12	47	2	3	0	291	358.3	139	28	7	61	2	2	0	239	322.6		
H/TOT	708	123	61	243	6	4	0	1145	1495	608	107	49	275	6	6	0	1051	1435.4		
16:00	253	40	8	50	2	5	0	358	426	155	28	18	51	1	1	0	254	329.7		
16:15	200	40	7	38	3	2	0	290	344.7	141	25	10	55	1	0	0	232	309.5		
16:30	269	34	9	54	1	4	0	371	444.3	168	36	21	46	0	1	0	272	341.7		
16:45	212	31	11	47	1	1	0	303	370	161	28	11	43	1	1	0	245	306.8		
H/TOT	934	145	35	189	7	12	0	1322	1585	625	117	60	195	3	3	0	1003	1287.7		
17:00	310	37	5	43	1	0	0	396	455.4	145	20	6	42	0	0	0	213	270.6		
17:15	256	36	2	45	0	4	0	343	400.1	190	16	5	49	1	3	0	264	329.4		
17:30	352	27	9	31	3	1	0	423	470.2	197	20	6	36	1	4	0	264	312.4		
17:45	301	33	10	31	1	5	0	381	424.3	195	22	10	42	1	2	0	272	331.4		
H/TOT	1219	133	26	150	5	10	0	1543	1750	727	78	27	169	3	9	0	1013	1243.8		
18:00	309	27	5	31	1	5	0	378	418.8	167	22	4	30	1	2	0	226	266.8		
18:15	201	20	7	26	0	3	0	257	292.5	163	15	6	40	1	1	0	226	281.4		
18:30	223	20	4	27	3	3	0	280	318.3	150	17	2	30	0	1	0	200	239.4		
18:45	173	17	6	29	0	1	0	226	266.1	117	16	7	38	0	1	0	179	231.3		
H/TOT	906	84	22	113	4	12	0	1141	1295.7	597	70	19	138	2	5	0	831	1018.9		
19:00	177	23	6	22	1	2	0	231	262.4	140	14	6	26	1	0	0	187	224.8		
19:15	144	8	3	22	2	1	0	180	211.5	119	14	4	26	0	1	0	164	199.2		
19:30	114	8	2	15	1	2	0	142	162.3	111	16	3	27	0	2	0	159	194.4		
19:45	131	14	4	13	0	0	0	162	180.9	106	11	2	16	0	0	0	135	156.8		
H/TOT	566	53	15	72	4	5	0	715	817.1	476	55	15	95	1	3	0	645	775.2		
20:00	115	13	2	12	0	0	0	142	158.6	88	15	5	23	1	0	0	132	165.4		
20:15	93	6	3	11	0	1	0	114	129.2	91	9	0	15	0	0	0	115	134.5		
20:30	75	10	3	11	0	1	0	100	115.2	82	7	2	13	0	1	0	105	122.3		
20:45	71	9	2	8	0	0	0	90	101.4	80	3	3	12	0	1	0	99	115.5		
H/TOT	354	38	10	42	0	2	0	446	504.4	341	34	10	63	1	2	0	451	537.7		
21:00	76	4	1	10	1	1	0	93	106.9	73	7	1	12	0	0	0	93	109.1		
21:15	89	7	3	8	0	0	0	107	118.9	88	7	4	8	0	0	0	107	119.4		
21:30	64	3	1	12	0	0	0	80	96.1	77	3	2	7	0	1	0	90	99.5		
21:45	87	7	0	4	0	2	0	100	104	75	6	3	9	0	0	0	93	106.2		
H/TOT	316	21	5	34	1	3	0	380	425.9	313	23	10	36	0	1	0	383	434.2		
22:00	52	5	3	7	1	1	0	69	80	64	6	3	11	0	0	0	84	99.8		
22:15	46	2	0	5	0	0	0	53	59.5	57	3	2	11	0	1	0	74	88.7		
22:30	39	4	0	8	0	1	0	52	61.8	42	1	1	12	0	0	0	56	72.1		
22:45	31	1	0	5	0	1	0	38	43.9	28	2	1	11	0	0	0	42	56.8		
H/TOT	168	12	3	25	1	3	0	212	245.2	191	12	7	45	0	1	0	256	317.4		
23:00	29	7	1	9	0	0	0	46	58.2	26	1	0	5	0	0	0	32	38.5		
23:15	24	4	1	7	0	1	0	37	46	35	0	3	15	0	0	0	53	74		
23:30	23	4	1	6	0	0	0	34	42.3	25	1	1	11	0	0	0	38	52.8		
23:45	17	3	1	13	1	0	0	35	53.4	22	2	0	5	0	0	0	29	35.5		
H/TOT	93	18	4	35	1	1	0	152	199.9	108	4	4	36	0	0	0	152	200.8		
P/TOT	10402	1614	742	3636	73	91	0	16558	21674	10398	1546	737	3656	65	81	1	16484	21621		



SITE: 1

DATE: 30/09/2016

LOCATION: A1089 Dock Road

DAY: Friday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	16	1	2	9	0	0	0	28	40.7	18	0	0	8	0	0	0	26	36.4		
00:15	20	1	0	9	0	0	0	30	41.7	17	0	0	13	0	0	0	30	46.9		
00:30	8	1	0	6	1	0	0	16	24.8	14	0	0	11	0	0	0	25	39.3		
00:45	21	1	2	11	0	0	0	35	50.3	9	2	2	9	1	0	0	23	36.7		
H/TOT	65	4	4	35	1	0	0	109	157.5	58	2	2	41	1	0	0	104	159.3		
01:00	20	0	2	9	1	0	0	32	45.7	8	0	0	7	0	0	0	15	24.1		
01:15	9	0	1	4	0	0	0	14	19.7	16	2	0	10	0	0	0	28	41		
01:30	7	1	1	9	0	0	0	18	30.2	8	0	1	12	0	0	0	21	37.1		
01:45	12	1	0	9	0	2	0	24	34.5	11	1	2	9	0	1	0	24	36.1		
H/TOT	48	2	4	31	1	2	0	88	130.1	43	3	3	38	0	1	0	88	138.3		
02:00	20	2	1	6	0	0	0	29	37.3	11	0	3	8	0	0	0	22	33.9		
02:15	5	4	1	12	0	0	0	22	38.1	8	1	0	7	0	0	0	16	25.1		
02:30	7	1	4	20	0	0	0	32	60	11	1	1	10	0	0	0	23	36.5		
02:45	9	1	0	16	0	0	0	26	46.8	12	3	2	11	0	0	0	28	43.3		
H/TOT	41	8	6	54	0	0	0	109	182.2	42	5	6	36	0	0	0	89	138.8		
03:00	12	1	2	12	0	0	0	27	43.6	11	0	4	12	0	0	0	27	44.6		
03:15	13	2	1	9	0	0	0	25	37.2	15	4	3	12	0	0	0	34	51.1		
03:30	7	1	3	7	0	2	0	20	29.4	16	0	2	12	0	1	0	31	47		
03:45	11	0	5	16	0	0	0	32	55.3	33	2	2	12	1	1	0	51	68		
H/TOT	43	4	11	44	0	2	0	104	165.5	75	6	11	48	1	2	0	143	210.7		
04:00	24	3	3	21	0	0	0	51	79.8	23	1	3	19	0	1	0	47	72.6		
04:15	21	4	6	38	0	0	0	69	121.4	37	6	8	12	0	0	0	63	82.6		
04:30	17	2	5	30	0	0	0	54	95.5	47	6	2	13	2	1	0	71	90.3		
04:45	29	5	4	42	0	0	0	80	136.6	66	10	6	22	1	1	0	106	138		
H/TOT	91	14	18	131	0	0	0	254	433.3	173	23	19	66	3	3	0	287	383.5		
05:00	43	5	9	51	0	0	0	108	178.8	63	8	1	31	1	1	0	105	146.2		
05:15	66	8	8	69	0	1	0	152	245.1	115	9	6	33	1	3	0	167	212.1		
05:30	82	12	6	46	0	1	0	147	209.2	174	10	9	38	0	2	0	233	285.7		
05:45	78	15	13	52	0	4	0	162	233.7	207	23	5	44	1	4	0	284	342.3		
H/TOT	269	40	36	218	0	6	0	569	866.8	559	50	21	146	3	10	0	789	986.3		
06:00	82	10	13	58	0	1	0	164	245.3	95	5	9	41	0	1	0	151	208.2		
06:15	69	19	11	49	2	2	0	152	222	112	17	6	47	3	4	0	189	253.7		
06:30	77	22	15	60	1	2	0	177	262.3	152	19	11	56	1	1	0	240	318.7		
06:45	70	20	12	65	1	0	0	168	259.5	159	31	11	63	0	2	0	266	352.2		
H/TOT	298	71	51	232	4	5	0	661	989.1	518	72	37	207	4	8	0	846	1132.8		
07:00	76	21	5	66	1	0	0	169	258.3	119	26	7	50	2	0	0	204	274.5		
07:15	86	16	5	58	2	0	0	167	246.9	157	29	11	64	1	4	0	266	353.3		
07:30	112	17	16	75	1	3	0	224	328.7	204	21	13	53	2	5	0	298	372.4		
07:45	100	21	12	68	1	0	0	202	297.4	269	40	12	49	2	2	0	374	444.5		
H/TOT	374	75	38	267	5	3	0	762	1131.3	749	116	43	216	7	11	0	1142	1444.7		
08:00	129	23	11	63	0	0	0	226	313.4	194	32	13	46	0	0	0	285	351.3		
08:15	109	19	14	65	1	0	0	208	300.5	204	25	16	36	1	1	0	283	338.2		
08:30	140	15	14	62	5	1	0	237	329	201	28	6	51	0	5	0	291	357.3		
08:45	134	21	18	64	0	0	0	237	329.2	304	22	7	53	1	1	0	388	460.8		
H/TOT	512	78	57	254	6	1	0	908	1272.1	903	107	42	186	2	7	0	1247	1507.6		
09:00	118	21	9	58	2	0	0	208	289.9	207	38	19	49	2	0	0	315	390.2		
09:15	113	14	13	51	3	1	0	195	270.2	153	30	10	60	4	0	0	257	344		
09:30	130	22	10	58	4	0	0	224	308.4	140	24	7	64	1	0	0	236	323.7		
09:45	124	28	14	52	2	0	0	220	296.6	162	26	15	66	2	0	0	271	366.3		
H/TOT	485	85	46	219	11	1	0	847	1165.1	662	118	51	239	9	0	0	1079	1424.2		
10:00	148	39	10	47	1	0	0	245	312.1	151	19	10	61	0	0	0	241	325.3		
10:15	105	23	17	43	0	0	0	188	252.4	132	17	9	57	1	0	0	216	295.6		
10:30	142	21	16	53	1	1	0	234	311.3	134	29	20	73	0	0	0	256	360.9		
10:45	121	28	11	69	0	0	0	229	324.2	138	21	19	72	3	0	0	253	359.1		
H/TOT	516	111	54	212	2	1	0	896	1200	555	86	58	263	4	0	0	966	1340.9		
11:00	133	25	15	52	2	0	0	227	304.1	125	23	15	65	1	1	0	230	322.4		
11:15	166	28	16	70	1	0	0	281	381	143	22	14	58	1	1	0	239	321.8		
11:30	169	38	10	63	1	3	0	284	370.1	132	25	9	59	1	0	0	226	308.2		
11:45	145	23	11	69	0	2	0	250	344	145	21	10	63	1	0	0	240	327.9		
H/TOT	613	114	52	254	4	5	0	1042	1399.2	545	91	48	245	4	2	0	935	1280.3		



SITE: 1

DATE: 30/09/2016

LOCATION: A1089 Dock Road

DAY: Friday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	168	24	18	73	2	0	0	285	390.9	150	25	12	73	1	0	0	261	362.9		
12:15	169	28	16	60	2	2	0	277	363.8	121	27	12	74	3	0	0	237	342.2		
12:30	160	26	8	69	1	1	0	265	359.1	145	19	19	61	0	0	0	244	332.8		
12:45	179	33	13	67	1	1	0	294	388	137	23	15	66	1	2	0	244	337.1		
H/TOT	676	111	55	269	6	4	0	1121	1501.8	553	94	58	274	5	2	0	986	1375		
13:00	195	45	18	62	1	0	0	321	411.6	163	21	14	70	2	0	0	270	370		
13:15	167	29	13	71	0	1	0	281	379.2	167	20	12	75	1	1	0	276	379.9		
13:30	159	28	11	58	1	1	0	258	339.3	161	23	14	61	1	2	0	262	348.1		
13:45	181	22	21	53	1	1	0	279	358.8	174	28	18	68	1	1	0	290	387.8		
H/TOT	702	124	63	244	3	3	0	1139	1488.9	665	92	58	274	5	4	0	1098	1485.8		
14:00	220	32	9	62	2	1	0	326	412.5	137	23	22	61	1	1	0	245	335.7		
14:15	178	26	12	50	0	1	0	267	337.4	144	21	21	61	1	0	0	248	338.8		
14:30	187	23	16	53	1	3	0	283	359.1	115	25	14	49	0	1	0	204	274.1		
14:45	205	32	18	53	0	1	0	309	386.3	163	28	13	59	1	0	0	264	348.2		
H/TOT	790	113	55	218	3	6	0	1185	1495.3	559	97	70	230	3	2	0	961	1296.8		
15:00	226	30	13	33	1	3	0	306	354.6	160	31	12	62	3	3	0	271	358.8		
15:15	190	36	9	57	1	1	0	294	373	165	22	13	55	4	0	0	259	341		
15:30	178	35	14	42	2	0	0	271	334.6	174	22	11	51	1	1	0	260	332.2		
15:45	183	20	13	49	1	1	0	267	337.6	180	36	9	50	2	1	0	278	348.9		
H/TOT	777	121	49	181	5	5	0	1138	1399.8	679	111	45	218	10	5	0	1068	1380.9		
16:00	254	37	9	30	2	3	0	335	378.7	161	15	4	35	0	0	0	215	262.5		
16:15	195	27	8	34	1	1	0	266	314.6	153	19	8	42	2	2	0	226	285.4		
16:30	271	29	11	24	0	4	0	339	373.3	173	31	13	36	0	2	0	255	307.1		
16:45	257	31	9	27	2	2	0	328	368.4	216	21	8	33	1	1	0	280	327.3		
H/TOT	977	124	37	115	5	10	0	1268	1435	703	86	33	146	3	5	0	976	1182.3		
17:00	335	22	6	19	1	5	0	388	413.7	205	20	14	32	2	1	0	274	324		
17:15	250	32	6	27	2	2	0	319	357.9	207	20	7	36	1	2	0	273	323.1		
17:30	343	36	3	33	3	5	0	423	467.4	216	20	5	39	1	2	0	283	336		
17:45	306	28	10	21	0	0	0	365	397.3	186	16	6	38	2	4	0	252	304		
H/TOT	1234	118	25	100	6	12	0	1495	1636.3	814	76	32	145	6	9	0	1082	1287.1		
18:00	291	28	9	15	2	5	0	350	373	169	22	3	38	1	1	0	234	285.3		
18:15	230	15	5	32	0	4	0	286	327.7	180	11	1	44	1	1	0	238	296.1		
18:30	231	16	6	19	1	2	0	275	302.5	143	13	6	26	0	1	0	189	225.2		
18:45	207	8	11	23	1	1	0	251	286.8	142	10	4	36	0	2	0	194	241.6		
H/TOT	959	67	31	89	4	12	0	1162	1290	634	56	14	144	2	5	0	855	1048.2		
19:00	173	19	6	19	1	2	0	220	247.5	141	3	8	23	1	1	0	177	211.3		
19:15	164	8	6	17	1	1	0	197	222.5	135	9	3	20	1	0	0	168	196.5		
19:30	142	13	2	15	0	1	0	173	192.9	135	6	7	21	0	2	0	171	200.6		
19:45	129	2	3	14	1	2	0	151	170.5	109	7	1	20	1	0	0	138	165.5		
H/TOT	608	42	17	65	3	6	0	741	833.4	520	25	19	84	3	3	0	654	773.9		
20:00	99	6	1	10	0	0	0	116	129.5	84	7	4	11	0	2	0	108	123.1		
20:15	115	9	0	12	0	5	0	141	153.6	90	8	3	14	1	0	0	116	136.7		
20:30	92	4	6	6	0	0	0	108	118.8	88	4	3	12	0	0	0	107	124.1		
20:45	83	4	1	3	0	0	0	91	95.4	81	5	4	10	0	1	0	101	115.4		
H/TOT	389	23	8	31	0	5	0	456	497.3	343	24	14	47	1	3	0	432	499.3		
21:00	100	6	3	5	1	0	0	115	124	70	3	3	8	0	0	0	84	95.9		
21:15	78	9	2	3	0	0	0	92	96.9	74	10	3	11	0	0	0	98	113.8		
21:30	79	4	4	11	0	2	0	100	115.1	67	6	3	9	0	0	0	85	98.2		
21:45	62	5	0	7	0	0	0	74	83.1	72	5	1	4	0	2	0	84	88.5		
H/TOT	319	24	9	26	1	2	0	381	419.1	283	24	10	32	0	2	0	351	396.4		
22:00	61	3	2	7	0	0	0	73	83.1	69	5	2	15	0	0	0	91	111.5		
22:15	79	1	0	6	0	0	0	86	93.8	66	2	0	15	0	0	0	83	102.5		
22:30	40	4	3	4	0	1	0	52	58.1	67	4	0	5	0	0	0	76	82.5		
22:45	45	6	0	13	0	1	0	65	81.3	53	2	2	9	0	0	0	66	78.7		
H/TOT	225	14	5	30	0	2	0	276	316.3	255	13	4	44	0	0	0	316	375.2		
23:00	53	2	1	7	0	0	0	63	72.6	39	1	1	9	0	0	0	50	62.2		
23:15	44	4	0	12	0	0	0	60	75.6	51	4	3	5	0	0	0	63	71		
23:30	33	2	0	7	0	0	0	42	51.1	28	2	1	6	0	1	0	38	45.7		
23:45	33	3	0	6	1	0	0	43	51.8	27	1	3	7	0	0	0	38	48.6		
H/TOT	163	11	1	32	1	0	0	208	251.1	145	8	8	27	0	1	0	189	227.5		
P/TOT	11174	1498	732	3351	71	93	0	16919	21657	11035	1385	706	3396	76	85	0	16683	21476		



SITE: 1

DATE: 01/10/2016

LOCATION: A1089 Dock Road

DAY: Saturday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	30	2	1	5	0	0	0	38	45	27	3	1	7	0	0	0	38	47.6		
00:15	25	0	1	7	0	0	0	33	42.6	24	2	2	8	0	0	0	36	47.4		
00:30	19	1	0	5	0	0	0	25	31.5	35	0	0	8	0	0	0	43	53.4		
00:45	18	1	1	5	0	0	0	25	32	10	0	0	4	0	0	0	14	19.2		
H/TOT	92	4	3	22	0	0	0	121	151.1	96	5	3	27	0	0	0	131	167.6		
01:00	24	2	1	3	1	0	0	31	36.4	22	1	3	11	0	0	0	37	52.8		
01:15	23	4	1	3	1	0	0	32	37.4	24	1	0	9	0	0	0	34	45.7		
01:30	20	1	3	1	6	0	0	31	39.8	18	1	0	5	0	0	0	24	30.5		
01:45	17	1	0	4	0	0	0	22	27.2	16	0	1	4	0	0	0	21	26.7		
H/TOT	84	8	5	11	8	0	0	116	140.8	80	3	4	29	0	0	0	116	155.7		
02:00	23	1	0	4	1	0	0	29	35.2	14	0	1	1	0	0	0	16	17.8		
02:15	10	0	1	9	0	0	0	20	32.2	13	0	0	13	0	0	0	26	42.9		
02:30	8	0	0	2	0	1	0	11	13	6	1	1	4	0	0	0	12	17.7		
02:45	11	1	1	1	0	0	0	14	15.8	21	0	0	7	0	0	0	28	37.1		
H/TOT	52	2	2	16	1	1	0	74	96.2	54	1	2	25	0	0	0	82	115.5		
03:00	9	1	1	6	0	1	0	18	25.7	11	0	0	8	0	0	0	19	29.4		
03:15	7	3	0	9	0	0	0	19	30.7	8	2	1	9	0	0	0	20	32.2		
03:30	11	0	1	7	0	2	0	21	29.4	18	0	0	11	0	0	0	29	43.3		
03:45	14	1	3	10	0	0	0	28	42.5	9	2	2	9	0	0	0	22	34.7		
H/TOT	41	5	5	32	0	3	0	86	128.3	46	4	3	37	0	0	0	90	139.6		
04:00	18	2	2	7	0	0	0	29	39.1	9	2	1	12	0	0	0	24	40.1		
04:15	15	0	0	7	0	0	0	22	31.1	15	1	2	11	0	1	0	30	44.7		
04:30	9	1	0	21	0	0	0	31	58.3	14	1	0	11	0	0	0	26	40.3		
04:45	13	2	1	7	0	0	0	23	32.6	26	0	3	11	0	0	0	40	55.8		
H/TOT	55	5	3	42	0	0	0	105	161.1	64	4	6	45	0	1	0	120	180.9		
05:00	26	3	3	16	0	0	0	48	70.3	27	3	0	9	0	2	0	41	51.5		
05:15	43	1	1	15	0	1	0	61	80.4	56	3	0	11	1	0	0	71	86.3		
05:30	48	3	6	15	0	0	0	72	94.5	101	3	2	13	0	2	0	121	137.7		
05:45	48	3	4	6	0	1	0	62	71.2	118	5	0	13	1	2	0	139	155.7		
H/TOT	165	10	14	52	0	2	0	243	316.4	302	14	2	46	2	6	0	372	431.2		
06:00	61	7	1	13	0	1	0	83	99.8	61	5	2	13	1	0	0	82	100.9		
06:15	55	7	3	35	0	0	0	100	147	75	6	3	19	2	0	0	105	133.2		
06:30	55	9	4	23	0	1	0	92	123.3	83	17	3	15	3	1	0	122	145.4		
06:45	44	3	3	25	0	0	0	75	109	81	14	2	19	4	0	0	120	149.7		
H/TOT	215	26	11	96	0	2	0	350	479.1	300	42	10	66	10	1	0	429	529.2		
07:00	44	4	5	20	0	1	0	74	101.9	59	14	4	19	3	1	0	100	129.1		
07:15	48	6	4	24	1	0	0	83	117.2	59	16	2	24	0	0	0	101	133.2		
07:30	60	7	5	23	0	0	0	95	127.4	61	14	5	14	3	1	0	98	121.1		
07:45	47	16	3	21	1	0	0	88	117.8	78	11	4	23	0	0	0	116	147.9		
H/TOT	199	33	17	88	2	1	0	340	464.3	257	55	15	80	6	2	0	415	531.3		
08:00	71	12	4	17	0	0	0	104	128.1	77	17	2	27	3	0	0	126	165.1		
08:15	76	13	4	23	1	0	0	117	149.9	88	12	2	16	2	0	0	120	143.8		
08:30	98	11	4	15	0	0	0	128	149.5	106	12	3	24	1	0	0	146	179.7		
08:45	151	18	4	18	1	0	0	192	218.4	117	14	4	22	0	0	0	157	187.6		
H/TOT	396	54	16	73	2	0	0	541	645.9	388	55	11	89	6	0	0	549	676.2		
09:00	138	13	5	9	0	0	0	165	179.2	138	13	2	17	1	0	0	171	195.1		
09:15	152	17	6	16	1	0	0	192	216.8	143	21	5	29	0	0	0	198	238.2		
09:30	181	15	7	24	0	0	0	227	261.7	159	17	0	21	1	0	0	198	226.3		
09:45	210	14	5	22	2	0	0	253	286.1	144	14	4	18	1	0	0	181	207.4		
H/TOT	681	59	23	71	3	0	0	837	943.8	584	65	11	85	3	0	0	748	867		
10:00	196	15	7	12	2	0	0	232	253.1	176	20	7	18	1	0	0	222	249.9		
10:15	218	15	8	16	3	0	0	260	287.8	191	13	4	14	0	0	0	222	242.2		
10:30	235	24	4	20	3	2	0	288	317.8	184	18	7	25	1	0	0	235	272		
10:45	215	14	8	12	1	0	0	250	270.6	206	20	8	18	1	1	0	254	281.8		
H/TOT	864	68	27	60	9	2	0	1030	1129.3	757	71	26	75	3	1	0	933	1045.9		
11:00	209	13	4	11	1	0	0	238	255.3	185	13	5	18	2	0	0	223	250.9		
11:15	182	17	5	12	2	0	0	218	238.1	180	15	3	16	0	1	0	215	236.7		
11:30	199	18	5	20	0	2	0	244	271.3	201	13	4	11	1	0	0	230	247.3		
11:45	208	16	3	12	1	0	0	240	258.1	180	18	6	14	0	0	0	218	239.2		
H/TOT	798	64	17	55	4	2	0	940	1022.8	746	59	18	59	3	1	0	886	974.1		



SITE: 1

DATE: 01/10/2016

LOCATION: A1089 Dock Road

DAY: Saturday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	225	17	7	11	0	1	0	261	278.2	170	13	4	16	2	0	0	205	229.8		
12:15	192	13	4	11	1	0	0	221	238.3	216	16	6	20	0	0	0	258	287		
12:30	201	18	8	10	2	0	0	239	258	201	17	2	15	3	0	0	238	261.5		
12:45	208	20	4	11	1	0	0	244	261.3	174	13	4	21	3	0	0	215	247.3		
H/TOT	826	68	23	43	4	1	0	965	1035.8	761	59	16	72	8	0	0	916	1025.6		
13:00	260	29	2	8	3	1	0	303	316.8	194	11	2	10	1	1	0	219	233.4		
13:15	188	14	6	7	3	1	0	219	233.5	177	19	1	10	2	0	0	209	224.5		
13:30	192	14	4	11	1	1	0	223	239.7	168	13	5	11	1	0	0	198	215.8		
13:45	195	16	2	5	2	2	0	222	230.3	163	22	2	11	0	2	0	200	214.1		
H/TOT	835	73	14	31	9	5	0	967	1020.3	702	65	10	42	4	3	0	826	887.8		
14:00	175	10	7	4	3	0	0	199	210.7	176	9	2	10	3	0	0	200	217		
14:15	183	9	2	6	4	2	0	206	217.6	152	9	5	9	1	0	0	176	191.2		
14:30	176	10	3	5	1	0	0	195	204	137	16	2	7	1	0	0	163	174.1		
14:45	151	5	3	1	1	0	0	161	164.8	146	7	2	10	1	1	0	167	181.4		
H/TOT	685	34	15	16	9	2	0	761	797.1	611	41	11	36	6	1	0	706	763.7		
15:00	156	15	3	4	1	1	0	180	187.1	150	12	3	10	1	0	0	176	191.5		
15:15	165	17	5	3	2	1	0	193	200.8	163	8	4	4	0	2	0	181	187		
15:30	150	17	2	2	1	0	0	172	176.6	119	9	1	7	1	1	0	138	148		
15:45	117	13	4	7	1	3	0	145	155.3	143	13	4	7	0	0	0	167	178.1		
H/TOT	588	62	14	16	5	5	0	690	719.8	575	42	12	28	2	3	0	662	704.6		
16:00	133	6	2	3	0	0	0	144	148.9	123	6	2	10	1	0	0	142	157		
16:15	159	8	4	3	0	0	0	174	179.9	131	9	6	10	0	0	0	156	172		
16:30	140	7	1	4	0	0	0	152	157.7	120	6	2	4	0	1	0	133	138.6		
16:45	130	10	2	5	0	0	0	147	154.5	146	8	3	6	1	1	0	165	174.7		
H/TOT	562	31	9	15	0	0	0	617	641	520	29	13	30	2	2	0	596	642.3		
17:00	149	10	2	6	1	1	0	169	178.2	143	5	3	5	3	0	0	159	170		
17:15	129	10	1	3	3	1	0	147	153.8	189	13	0	4	0	2	0	208	212		
17:30	144	11	1	1	0	0	0	157	158.8	158	9	0	6	1	1	0	175	183.2		
17:45	153	8	2	4	1	1	0	169	175.6	121	8	2	5	0	2	0	138	144.3		
H/TOT	575	39	6	14	5	3	0	642	666.4	611	35	5	20	4	5	0	680	709.5		
18:00	162	8	1	3	0	0	0	174	178.4	111	5	1	2	0	1	0	120	122.5		
18:15	136	11	1	3	0	0	0	151	155.4	134	6	0	3	1	0	0	144	148.9		
18:30	121	5	1	3	1	0	0	131	136.4	126	6	0	2	1	0	0	135	138.6		
18:45	131	7	0	3	1	0	0	142	146.9	111	8	3	7	1	0	0	130	141.6		
H/TOT	550	31	3	12	2	0	0	598	617.1	482	25	4	14	3	1	0	529	551.6		
19:00	110	4	0	1	1	0	0	116	118.3	117	5	1	3	0	0	0	126	130.4		
19:15	105	4	2	1	2	0	0	114	118.3	96	7	5	3	0	0	0	111	117.4		
19:30	92	5	2	4	0	0	0	103	109.2	91	5	2	2	0	0	0	100	103.6		
19:45	82	6	0	3	0	0	0	91	94.9	94	9	1	2	0	0	0	106	109.1		
H/TOT	389	19	4	9	3	0	0	424	440.7	398	26	9	10	0	0	0	443	460.5		
20:00	90	3	0	1	0	1	0	95	95.7	79	2	1	2	0	0	0	84	87.1		
20:15	81	5	1	5	0	1	0	93	99.4	96	3	2	2	0	1	0	104	107		
20:30	64	6	1	2	1	0	0	74	78.1	83	1	2	3	0	0	0	89	93.9		
20:45	64	3	1	4	0	0	0	72	77.7	68	6	0	2	1	1	0	78	81		
H/TOT	299	17	3	12	1	2	0	334	350.9	326	12	5	9	1	2	0	355	369		
21:00	56	3	1	2	1	0	0	63	67.1	56	0	0	3	0	0	0	59	62.9		
21:15	57	4	1	3	0	0	0	65	69.4	53	3	0	1	0	0	0	57	58.3		
21:30	40	1	0	3	1	0	0	45	49.9	62	0	0	1	0	0	0	63	64.3		
21:45	46	4	1	0	0	0	0	51	51.5	52	2	0	3	0	0	0	57	60.9		
H/TOT	199	12	3	8	2	0	0	224	237.9	223	5	0	8	0	0	0	236	246.4		
22:00	70	1	0	0	0	2	0	73	71.8	37	1	1	1	0	0	0	40	41.8		
22:15	34	1	1	1	2	0	0	39	42.8	40	0	0	1	0	0	0	41	42.3		
22:30	47	3	0	2	1	0	0	53	56.6	45	2	0	3	0	0	0	50	53.9		
22:45	86	5	1	3	1	0	0	96	101.4	28	1	0	0	0	0	0	29	29		
H/TOT	237	10	2	6	4	2	0	261	272.6	150	4	1	5	0	0	0	160	167		
23:00	36	1	0	0	0	0	0	37	37	49	1	1	2	0	0	0	53	56.1		
23:15	26	2	0	3	0	0	0	31	34.9	31	0	0	3	0	0	0	34	37.9		
23:30	24	1	0	0	0	0	0	25	25	31	0	0	0	0	0	0	31	31		
23:45	27	0	1	0	0	0	0	28	28.5	39	2	0	2	0	0	0	43	45.6		
H/TOT	113	4	1	3	0	0	0	121	125.4	150	3	1	7	0	0	0	161	170.6		
P/TOT	9500	738	240	803	73	33	0	11387	12604	9183	724	198	944	63	29	0	11141	12513		



SITE: 1

DATE: 02/10/2016

LOCATION: A1089 Dock Road

DAY: Sunday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	33	2	1	1	0	1	0	38	39.2	26	1	2	6	0	0	0	35	43.8		
00:15	26	1	2	1	0	0	0	30	32.3	37	1	0	2	0	0	0	40	42.6		
00:30	11	2	0	3	0	0	0	16	19.9	19	0	0	1	1	0	0	21	23.3		
00:45	23	0	0	2	0	0	0	25	27.6	21	0	0	0	0	0	0	21	21		
H/TOT	93	5	3	7	0	1	0	109	119	103	2	2	9	1	0	0	117	130.7		
01:00	20	1	0	0	0	0	0	21	21	21	0	0	3	0	0	0	24	27.9		
01:15	15	1	0	0	1	0	0	17	18	21	0	0	0	0	0	0	21	21		
01:30	6	0	1	3	0	0	0	10	14.4	13	0	0	2	1	0	0	16	19.6		
01:45	9	0	0	2	1	0	0	12	15.6	16	0	0	1	0	0	0	17	18.3		
H/TOT	50	2	1	5	2	0	0	60	69	71	0	0	6	1	0	0	78	86.8		
02:00	15	1	0	0	0	0	0	16	16	13	0	0	1	0	0	0	14	15.3		
02:15	8	0	1	1	0	0	0	10	11.8	7	1	0	0	0	0	0	8	8		
02:30	5	0	1	2	0	0	0	8	11.1	7	1	1	5	0	0	0	14	21		
02:45	4	0	0	2	0	0	0	6	8.6	13	1	0	2	0	0	0	16	18.6		
H/TOT	32	1	2	5	0	0	0	40	47.5	40	3	1	8	0	0	0	52	62.9		
03:00	5	0	0	1	0	0	0	6	7.3	14	0	2	3	0	0	0	19	23.9		
03:15	15	1	1	1	0	0	0	18	19.8	8	1	0	0	0	0	0	9	9		
03:30	9	1	1	3	0	0	0	14	18.4	9	1	1	0	0	0	0	11	11.5		
03:45	5	1	0	1	0	0	0	7	8.3	5	0	0	0	0	0	0	5	5		
H/TOT	34	3	2	6	0	0	0	45	53.8	36	2	3	3	0	0	0	44	49.4		
04:00	6	0	0	3	0	0	0	9	12.9	8	1	0	1	0	0	0	10	11.3		
04:15	6	1	0	3	0	0	0	10	13.9	7	0	1	2	0	1	0	11	13.5		
04:30	3	0	0	3	0	0	0	6	9.9	16	0	0	3	0	0	0	19	22.9		
04:45	10	0	0	1	0	0	0	11	12.3	17	0	0	1	0	0	0	18	19.3		
H/TOT	25	1	0	10	0	0	0	36	49	48	1	1	7	0	1	0	58	67		
05:00	20	0	1	4	0	0	0	25	30.7	17	1	0	3	1	0	0	22	26.9		
05:15	19	1	2	3	0	0	0	25	29.9	30	4	0	2	0	0	1	37	38.8		
05:30	21	0	2	4	1	0	0	28	35.2	81	3	0	0	0	2	0	86	84.8		
05:45	34	1	1	3	0	1	0	40	43.8	66	4	2	2	0	0	0	74	77.6		
H/TOT	94	2	6	14	1	1	0	118	139.6	194	12	2	7	1	2	1	219	228.1		
06:00	45	4	0	3	0	3	0	55	57.1	88	6	1	9	2	0	0	106	120.2		
06:15	36	0	2	3	0	0	0	41	45.9	26	2	0	3	0	1	0	32	35.3		
06:30	32	1	0	6	0	0	0	39	46.8	20	2	1	5	0	0	0	28	35		
06:45	32	4	0	5	0	1	0	42	47.9	22	2	1	5	0	0	0	30	37		
H/TOT	145	9	2	17	0	4	0	177	197.7	156	12	3	22	2	1	0	196	227.5		
07:00	21	3	4	7	0	0	0	35	46.1	18	4	3	10	0	0	0	35	49.5		
07:15	26	3	2	6	0	0	0	37	45.8	21	2	1	4	0	0	0	28	33.7		
07:30	29	3	0	8	0	0	0	40	50.4	27	3	4	7	0	0	0	41	52.1		
07:45	38	3	3	2	0	0	0	46	50.1	35	9	2	1	1	0	0	48	51.3		
H/TOT	114	12	9	23	0	0	0	158	192.4	101	18	10	22	1	0	0	152	186.6		
08:00	34	13	2	9	0	0	0	58	70.7	26	1	0	9	0	0	0	36	47.7		
08:15	34	9	1	2	1	0	0	47	51.1	31	4	0	8	3	0	0	46	59.4		
08:30	59	3	1	3	0	1	0	67	70.8	47	2	0	8	1	1	0	59	69.8		
08:45	54	2	1	9	1	1	0	68	80.6	51	7	2	13	0	1	0	74	91.3		
H/TOT	181	27	5	23	2	2	0	240	273.2	155	14	2	38	4	2	0	215	268.2		
09:00	66	6	3	7	1	0	0	83	94.6	49	4	1	6	0	0	0	60	68.3		
09:15	74	4	1	9	0	1	0	89	100.6	68	6	2	4	0	1	0	81	86.6		
09:30	80	17	1	8	0	0	0	106	116.9	95	9	3	3	1	0	0	111	117.4		
09:45	100	5	4	3	1	1	0	114	120.3	131	16	2	6	0	0	0	155	163.8		
H/TOT	320	32	9	27	2	2	0	392	432.4	343	35	8	19	1	1	0	407	436.1		
10:00	122	11	2	6	0	0	0	141	149.8	133	9	5	10	0	1	0	158	172.9		
10:15	128	9	2	9	0	3	0	151	161.9	127	12	0	6	0	0	0	145	152.8		
10:30	150	9	4	7	1	1	0	172	183.5	120	12	4	8	1	2	0	147	159.2		
10:45	161	8	4	8	1	0	0	182	195.4	114	7	5	9	0	0	1	136	149.4		
H/TOT	561	37	12	30	2	4	0	646	690.6	494	40	14	33	1	3	1	586	634.3		
11:00	118	11	1	2	0	1	0	133	135.5	131	8	1	5	0	1	0	146	152.4		
11:15	146	12	3	6	0	0	0	167	176.3	139	7	3	4	0	0	0	153	159.7		
11:30	150	8	1	12	1	0	0	172	189.1	136	9	2	5	1	0	1	154	161.7		
11:45	153	8	3	8	0	1	0	173	184.3	156	14	3	6	1	0	0	180	190.3		
H/TOT	567	39	8	28	1	2	0	645	685.2	562	38	9	20	2	1	1	633	664.1		



SITE: 1

DATE: 02/10/2016

LOCATION: A1089 Dock Road

DAY: Sunday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	188	11	1	5	1	0	0	206	214	170	9	4	8	0	3	0	194	204.6		
12:15	141	11	3	3	0	0	0	158	163.4	170	11	1	3	0	1	0	186	189.8		
12:30	158	11	4	8	0	0	0	181	193.4	152	15	2	6	0	0	0	175	183.8		
12:45	164	12	2	5	0	0	0	183	190.5	143	9	0	6	0	3	0	161	167		
H/TOT	651	45	10	21	1	0	0	728	761.3	635	44	7	23	0	7	0	716	745.2		
13:00	160	18	2	6	0	1	0	187	195.2	164	8	3	4	0	1	0	180	186.1		
13:15	141	8	2	7	0	1	0	159	168.5	159	8	1	7	0	2	0	177	185.4		
13:30	155	12	3	4	0	0	0	174	180.7	179	6	1	8	0	3	1	198	206.3		
13:45	161	10	2	8	1	2	0	184	195.2	167	6	1	5	0	1	0	180	186.4		
H/TOT	617	48	9	25	1	4	0	704	739.6	669	28	6	24	0	7	1	735	764.2		
14:00	147	9	2	5	1	0	0	164	172.5	172	13	1	7	0	2	0	195	203.4		
14:15	169	5	1	4	1	0	0	180	186.7	172	10	1	4	0	1	0	188	193.1		
14:30	138	13	2	5	0	5	0	163	167.5	132	8	0	5	0	0	0	145	151.5		
14:45	149	14	1	9	0	2	0	175	186	149	12	0	4	0	2	0	167	171		
H/TOT	603	41	6	23	2	7	0	682	712.7	625	43	2	20	0	5	0	695	719		
15:00	136	3	0	4	0	1	0	144	148.6	146	5	2	6	0	1	0	160	168.2		
15:15	121	9	2	1	0	3	0	136	136.5	126	10	5	2	0	0	0	143	148.1		
15:30	140	6	1	6	2	1	0	156	165.7	120	6	2	5	1	1	0	135	142.9		
15:45	142	16	0	7	1	2	0	168	176.9	101	7	2	3	1	2	0	116	120.7		
H/TOT	539	34	3	18	3	7	0	604	627.7	493	28	11	16	2	4	0	554	579.9		
16:00	129	9	0	6	2	2	0	148	156.6	81	8	1	2	1	0	0	93	97.1		
16:15	96	4	0	3	1	4	0	108	110.5	79	6	2	3	1	0	0	91	96.9		
16:30	87	7	1	4	1	0	0	100	106.7	87	2	0	6	1	0	1	97	105		
16:45	66	6	1	3	1	1	0	78	82.8	81	3	2	1	0	0	0	87	89.3		
H/TOT	378	26	2	16	5	7	0	434	456.6	328	19	5	12	3	0	1	368	388.3		
17:00	74	3	0	4	0	0	0	81	86.2	86	3	2	1	0	4	0	96	95.9		
17:15	60	6	2	4	1	3	0	76	81.4	89	8	2	7	1	3	0	110	119.3		
17:30	65	8	0	8	0	2	0	83	92.2	85	5	1	3	0	3	0	97	99.6		
17:45	97	4	0	2	1	0	0	104	107.6	89	2	2	2	0	3	0	98	99.8		
H/TOT	296	21	2	18	2	5	0	344	367.4	349	18	7	13	1	13	0	401	414.6		
18:00	96	11	0	0	2	0	0	109	111	75	6	0	3	1	0	0	85	89.9		
18:15	74	3	1	10	0	2	0	90	102.3	108	5	1	1	0	3	0	118	118		
18:30	92	12	0	6	1	0	0	111	119.8	74	5	5	6	0	0	2	92	100.7		
18:45	74	4	1	2	2	0	0	83	88.1	62	4	2	3	0	0	0	71	75.9		
H/TOT	336	30	2	18	5	2	0	393	421.2	319	20	8	13	1	3	2	366	384.5		
19:00	69	4	0	6	2	0	0	81	90.8	85	6	1	3	0	0	0	95	99.4		
19:15	66	4	1	2	0	0	0	73	76.1	89	2	1	8	0	0	0	100	110.9		
19:30	60	3	0	8	1	0	0	72	83.4	60	7	1	2	1	0	0	71	75.1		
19:45	61	1	1	1	0	1	0	65	66.2	73	2	2	7	0	0	0	84	94.1		
H/TOT	256	12	2	17	3	1	0	291	316.5	307	17	5	20	1	0	0	350	379.5		
20:00	54	5	1	7	1	0	0	68	78.6	66	6	2	2	0	0	0	76	79.6		
20:15	41	5	0	3	0	1	0	50	53.3	57	2	0	1	0	0	0	60	61.3		
20:30	44	5	1	1	0	2	0	53	53.6	56	3	2	5	0	1	0	67	73.9		
20:45	37	6	2	2	0	0	0	47	50.6	46	0	2	0	0	0	0	48	49		
H/TOT	176	21	4	13	1	3	0	218	236.1	225	11	6	8	0	1	0	251	263.8		
21:00	43	3	1	3	0	1	0	51	54.8	50	0	0	4	0	0	0	54	59.2		
21:15	46	1	1	5	0	0	0	53	60	49	0	1	5	0	0	0	55	62		
21:30	47	1	0	4	0	0	0	52	57.2	38	3	1	5	0	0	0	47	54		
21:45	43	5	1	4	0	2	0	55	59.5	45	4	2	2	0	2	0	55	57.4		
H/TOT	179	10	3	16	0	3	0	211	231.5	182	7	4	16	0	2	0	211	232.6		
22:00	27	5	0	0	0	0	0	32	32	34	2	1	4	0	0	0	41	46.7		
22:15	24	0	0	5	0	0	0	29	35.5	39	2	0	2	1	0	0	44	47.6		
22:30	29	1	0	0	0	0	0	30	30	24	1	0	1	0	0	0	26	27.3		
22:45	18	2	0	5	0	0	0	25	31.5	23	0	0	1	0	0	0	24	25.3		
H/TOT	98	8	0	10	0	0	0	116	129	120	5	1	8	1	0	0	135	146.9		
23:00	14	3	0	3	0	0	0	20	23.9	20	0	0	3	0	0	0	23	26.9		
23:15	10	1	0	2	0	0	0	13	15.6	30	1	0	4	0	0	0	35	40.2		
23:30	17	2	0	2	0	0	0	21	23.6	12	0	1	4	1	0	0	18	24.7		
23:45	10	0	1	2	0	0	0	13	16.1	16	2	0	3	0	0	0	21	24.9		
H/TOT	51	6	1	9	0	0	0	67	79.2	78	3	1	14	1	0	0	97	116.7		
P/TOT	6396	472	103	399	33	55	0	7458	8028.2	6633	420	118	381	24	53	7	7636	8176.9		



SITE: 1

DATE: 03/10/2016

LOCATION: A1089 Dock Road

DAY: Monday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	8	1	0	3	0	0	0	12	15.9	8	1	1	3	0	0	0	13	17.4		
00:15	9	0	1	9	0	0	0	19	31.2	21	3	0	2	0	0	0	26	28.6		
00:30	4	0	2	6	0	0	0	12	20.8	10	3	1	5	0	1	0	20	26.4		
00:45	6	1	1	2	0	0	0	10	13.1	4	0	1	5	0	0	0	10	17		
H/TOT	27	2	4	20	0	0	0	53	81	43	7	3	15	0	1	0	69	89.4		
01:00	7	0	0	6	0	0	0	13	20.8	13	2	0	4	0	0	0	19	24.2		
01:15	5	0	0	3	0	0	0	8	11.9	7	2	1	6	0	0	0	16	24.3		
01:30	8	1	1	2	0	1	0	13	15.5	9	0	2	9	0	0	0	20	32.7		
01:45	4	0	0	8	0	0	0	12	22.4	12	1	0	3	0	0	0	16	19.9		
H/TOT	24	1	1	19	0	1	0	46	70.6	41	5	3	22	0	0	0	71	101.1		
02:00	6	1	1	6	0	0	0	14	22.3	9	2	0	4	0	0	0	15	20.2		
02:15	3	0	0	11	0	0	0	14	28.3	5	1	0	5	0	0	0	11	17.5		
02:30	5	0	1	12	0	0	0	18	34.1	17	0	2	6	0	0	0	25	33.8		
02:45	4	1	1	13	0	0	0	19	36.4	5	0	0	7	0	0	0	12	21.1		
H/TOT	18	2	3	42	0	0	0	65	121.1	36	3	2	22	0	0	0	63	92.6		
03:00	4	1	0	17	0	0	0	22	44.1	8	1	2	8	0	1	0	20	30.8		
03:15	4	0	2	15	0	0	0	21	41.5	15	1	0	8	0	0	0	24	34.4		
03:30	6	1	0	16	0	0	0	23	43.8	16	3	2	5	1	0	0	27	35.5		
03:45	12	3	2	12	0	0	0	29	45.6	33	4	4	8	0	0	0	49	61.4		
H/TOT	26	5	4	60	0	0	0	95	175	72	9	8	29	1	1	0	120	162.1		
04:00	7	1	4	17	0	0	0	29	53.1	30	1	8	12	0	0	0	51	70.6		
04:15	12	0	5	34	0	1	0	52	98.1	30	0	4	10	0	2	0	46	59.8		
04:30	9	1	3	21	0	0	0	34	62.8	51	5	6	17	0	2	0	81	104.9		
04:45	22	4	6	46	0	0	0	78	140.8	73	1	10	19	0	2	0	105	133.5		
H/TOT	50	6	18	118	0	1	0	193	354.8	184	7	28	58	0	6	0	283	368.8		
05:00	36	5	2	61	0	0	0	104	184.3	66	11	5	19	1	1	0	103	130.6		
05:15	56	11	7	48	0	1	0	123	188.3	97	11	5	21	1	3	0	138	167		
05:30	61	10	18	54	0	3	0	146	223.4	180	13	6	26	0	4	0	229	263.4		
05:45	68	14	12	58	0	2	0	154	234.2	219	10	13	36	0	3	0	281	332.5		
H/TOT	221	40	39	221	0	6	0	527	830.2	562	45	29	102	2	11	0	751	893.5		
06:00	88	10	10	51	0	4	0	163	231.9	109	11	11	32	2	0	0	165	214.1		
06:15	61	21	14	58	0	1	0	155	236.8	94	21	16	47	0	3	0	181	248.3		
06:30	70	19	8	59	1	4	0	161	240.3	159	26	14	50	5	1	0	255	331.4		
06:45	56	19	18	55	1	0	0	149	230.5	165	30	15	59	3	1	0	273	359.6		
H/TOT	275	69	50	223	2	9	0	628	939.5	527	88	56	188	10	5	0	874	1153.4		
07:00	82	13	7	74	0	0	0	176	275.7	160	31	20	55	2	1	0	269	351.9		
07:15	98	19	8	81	0	0	0	206	315.3	156	49	12	45	1	3	0	266	329.7		
07:30	112	25	13	83	3	0	0	236	353.4	200	28	11	61	2	4	0	306	390.4		
07:45	113	22	11	71	0	1	0	218	315.2	272	44	14	53	1	3	0	387	462.1		
H/TOT	405	79	39	309	3	1	0	836	1259.6	788	152	57	214	6	11	0	1228	1534.1		
08:00	125	21	14	54	1	1	0	216	293.6	203	26	12	53	1	4	0	299	372.5		
08:15	112	18	15	50	3	0	0	198	273.5	213	35	20	53	1	0	0	322	401.9		
08:30	141	27	13	76	2	1	0	260	366.7	209	22	14	66	1	2	0	314	406.6		
08:45	114	17	16	67	1	1	0	216	311.5	288	22	7	56	1	2	0	376	452.1		
H/TOT	492	83	58	247	7	3	0	890	1245.3	913	105	53	228	4	8	0	1311	1633.1		
09:00	97	22	16	73	2	0	0	210	314.9	205	27	16	60	1	0	0	309	396		
09:15	109	19	12	67	1	0	0	208	302.1	126	22	14	59	1	0	0	222	306.7		
09:30	115	23	12	59	1	0	0	210	293.7	139	25	12	53	0	0	0	229	303.9		
09:45	125	17	14	61	2	1	0	220	307.7	160	34	13	54	4	0	0	265	345.7		
H/TOT	446	81	54	260	6	1	0	848	1218.4	630	108	55	226	6	0	0	1025	1352.3		
10:00	121	21	12	53	2	0	0	209	285.9	117	31	11	62	1	1	0	223	309.5		
10:15	107	21	20	39	1	1	0	189	250.1	118	33	12	63	1	0	0	227	315.9		
10:30	115	30	9	67	2	0	0	223	316.6	114	29	20	74	0	0	0	237	343.2		
10:45	122	40	16	57	2	1	0	238	321.5	130	24	15	71	1	0	0	241	341.8		
H/TOT	465	112	57	216	7	2	0	859	1174.1	479	117	58	270	3	1	0	928	1310.4		
11:00	131	24	15	72	2	2	0	246	347.9	123	21	16	56	0	2	0	218	297.6		
11:15	136	20	15	51	0	0	0	222	295.8	123	26	18	67	1	0	0	235	332.1		
11:30	137	26	16	75	2	0	0	256	363.5	115	33	17	65	1	0	0	231	325		
11:45	143	27	14	51	1	1	0	237	310.7	119	24	13	70	2	0	0	228	327.5		
H/TOT	547	97	60	249	5	3	0	961	1317.9	480	104	64	258	4	2	0	912	1282.2		



SITE: 1

DATE: 03/10/2016

LOCATION: A1089 Dock Road

DAY: Monday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	152	20	12	75	1	0	0	260	364.5	124	26	10	76	2	0	0	238	343.8		
12:15	156	23	10	59	1	0	0	249	331.7	124	23	15	68	4	0	0	234	333.9		
12:30	122	23	11	67	1	1	0	225	318	121	28	16	74	1	1	0	241	345.6		
12:45	154	34	15	79	0	3	0	285	393.4	139	24	13	81	3	0	0	260	374.8		
H/TOT	584	100	48	280	3	4	0	1019	1407.6	508	101	54	299	10	1	0	973	1398.1		
13:00	170	19	17	66	1	0	0	273	368.3	145	28	12	45	2	2	0	234	299.3		
13:15	140	20	13	55	0	1	0	229	306.4	193	25	14	76	2	0	0	310	417.8		
13:30	139	36	10	62	1	1	0	249	335	170	28	25	67	1	1	0	292	392		
13:45	177	34	23	60	1	3	0	298	386.7	156	23	18	86	2	2	0	287	408.6		
H/TOT	626	109	63	243	3	5	0	1049	1396.4	664	104	69	274	7	5	0	1123	1517.7		
14:00	217	28	14	54	6	3	0	322	403.4	144	21	11	87	2	1	0	266	386		
14:15	141	27	22	71	1	2	0	264	367.1	115	24	18	68	0	0	0	225	322.4		
14:30	196	18	18	63	4	2	0	301	394.7	113	29	21	76	1	1	0	241	350.7		
14:45	162	34	21	56	1	2	0	276	359.1	133	22	17	86	2	1	0	261	382.7		
H/TOT	716	107	75	244	12	9	0	1163	1524.3	505	96	67	317	5	3	0	993	1441.8		
15:00	153	28	21	73	4	0	0	279	388.4	137	22	14	68	1	0	0	242	338.4		
15:15	192	21	11	61	1	0	0	286	371.8	142	24	9	65	2	0	0	242	333		
15:30	161	32	16	61	1	4	0	275	360.9	159	23	12	61	1	0	0	256	342.3		
15:45	176	25	21	68	3	1	0	294	395.3	150	17	7	55	3	4	0	236	311.6		
H/TOT	682	106	69	263	9	5	0	1134	1516.4	588	86	42	249	7	4	0	976	1325.3		
16:00	246	34	10	36	2	3	0	331	383	156	16	10	70	1	1	0	254	350.4		
16:15	204	23	8	32	2	2	0	271	317.4	164	19	7	53	0	1	0	244	315.8		
16:30	245	29	9	48	2	1	0	334	402.3	130	25	12	62	1	0	0	230	317.6		
16:45	206	24	10	42	2	3	0	287	346.8	158	42	6	51	1	1	0	259	328.7		
H/TOT	901	110	37	158	8	9	0	1223	1449.5	608	102	35	236	3	3	0	987	1312.5		
17:00	345	37	6	54	1	6	0	449	519.6	167	15	9	48	0	5	0	244	307.9		
17:15	271	20	11	34	0	2	0	338	386.5	201	15	9	43	2	6	1	277	335		
17:30	352	31	9	37	3	5	0	437	489.6	179	21	12	41	0	5	0	258	314.3		
17:45	289	38	6	48	3	7	0	391	455.2	177	16	4	32	0	0	0	229	272.6		
H/TOT	1257	126	32	173	7	20	0	1615	1850.9	724	67	34	164	2	16	1	1008	1229.8		
18:00	327	28	9	22	2	3	0	391	424.3	166	14	5	44	2	3	0	234	293.9		
18:15	206	13	7	37	2	3	0	268	319.8	147	17	3	34	0	0	0	201	246.7		
18:30	236	21	8	41	2	1	0	309	367.7	163	19	4	32	3	1	0	222	268		
18:45	156	14	6	34	5	1	0	216	267.6	120	12	5	33	0	0	0	170	215.4		
H/TOT	925	76	30	134	11	8	0	1184	1379.4	596	62	17	143	5	4	0	827	1024		
19:00	153	11	2	18	3	1	0	188	214.8	130	14	3	21	1	1	0	170	199.2		
19:15	149	10	2	19	1	0	0	181	207.7	127	13	5	31	0	1	0	177	219.2		
19:30	128	10	2	31	0	1	0	172	212.7	113	7	4	24	0	1	0	149	181.6		
19:45	111	10	2	16	1	0	0	140	162.8	99	8	2	13	0	0	0	122	139.9		
H/TOT	541	41	8	84	5	2	0	681	798	469	42	14	89	1	3	0	618	739.9		
20:00	101	9	2	15	0	0	0	127	147.5	96	5	2	17	0	0	0	120	143.1		
20:15	94	3	0	10	0	0	0	107	120	72	6	1	14	0	1	0	94	112.1		
20:30	80	6	0	11	0	1	0	98	111.7	79	6	2	15	0	1	0	103	122.9		
20:45	79	9	3	9	0	1	0	101	113.6	53	2	3	17	1	0	0	76	100.6		
H/TOT	354	27	5	45	0	2	0	433	492.8	300	19	8	63	1	2	0	393	478.7		
21:00	80	4	0	9	1	0	0	94	106.7	80	3	6	12	0	1	0	102	120		
21:15	81	4	3	7	0	1	0	96	106	85	2	2	13	0	1	0	103	120.3		
21:30	88	5	0	17	0	1	0	111	132.5	76	5	4	21	0	0	0	106	135.3		
21:45	74	1	3	11	1	2	0	92	107.6	72	5	2	16	0	2	0	97	117.6		
H/TOT	323	14	6	44	2	4	0	393	452.8	313	15	14	62	0	4	0	408	493.2		
22:00	72	7	5	10	0	0	0	94	109.5	55	5	2	9	4	0	0	75	91.7		
22:15	37	1	0	11	3	3	0	55	70.5	43	3	4	11	0	0	0	61	77.3		
22:30	29	2	0	14	1	1	0	47	65.6	38	0	2	17	0	0	0	57	80.1		
22:45	25	2	2	6	0	0	0	35	43.8	34	1	0	11	1	0	0	47	62.3		
H/TOT	163	12	7	41	4	4	0	231	289.4	170	9	8	48	5	0	0	240	311.4		
23:00	35	4	2	9	1	0	0	51	64.7	28	1	0	13	0	0	0	42	58.9		
23:15	25	4	0	5	0	0	0	34	40.5	24	0	0	11	0	0	0	35	49.3		
23:30	21	2	0	9	1	0	0	33	45.7	11	1	1	8	0	0	0	21	31.9		
23:45	11	1	0	10	0	0	0	22	35	13	2	0	4	0	0	0	19	24.2		
H/TOT	92	11	2	33	2	0	0	140	185.9	76	4	1	36	0	0	0	117	164.3		
P/TOT	10160	1416	769	3726	96	99	0	16266	21531	10276	1457	779	3612	82	91	1	16298	21410		



SITE: 1

DATE: 04/10/2016

LOCATION: A1089 Dock Road

DAY: Tuesday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	11	3	0	13	0	0	0	27	43.9	18	0	1	8	0	0	0	27	37.9		
00:15	12	0	0	18	1	0	0	31	55.4	17	1	0	7	0	0	0	25	34.1		
00:30	3	3	0	8	0	0	0	14	24.4	8	1	0	9	0	0	0	18	29.7		
00:45	4	1	0	17	0	0	0	22	44.1	9	3	0	6	1	0	0	19	27.8		
H/TOT	30	7	0	56	1	0	0	94	167.8	52	5	1	30	1	0	0	89	129.5		
01:00	9	1	0	10	0	0	0	20	33	14	0	2	12	0	0	0	28	44.6		
01:15	5	1	0	6	0	0	0	12	19.8	10	2	1	10	1	0	0	24	38.5		
01:30	8	2	1	12	0	0	0	23	39.1	9	3	1	9	0	0	0	22	34.2		
01:45	10	0	2	12	0	0	0	24	40.6	12	0	2	10	0	0	0	24	38		
H/TOT	32	4	3	40	0	0	0	79	132.5	45	5	6	41	1	0	0	98	155.3		
02:00	12	2	0	9	0	0	0	23	34.7	11	0	0	6	1	0	0	18	26.8		
02:15	5	5	1	12	0	1	0	24	39.5	9	1	0	13	0	0	0	23	39.9		
02:30	13	3	0	14	0	0	0	30	48.2	4	0	1	7	0	0	0	12	21.6		
02:45	7	1	0	13	0	0	0	21	37.9	15	1	2	4	0	0	0	22	28.2		
H/TOT	37	11	1	48	0	1	0	98	160.3	39	2	3	30	1	0	0	75	116.5		
03:00	10	0	1	14	0	0	0	25	43.7	13	2	0	11	0	0	0	26	40.3		
03:15	6	0	0	12	0	1	0	19	34	14	1	1	6	0	1	0	23	30.7		
03:30	21	1	1	15	0	0	0	38	58	17	3	4	15	0	0	0	39	60.5		
03:45	7	1	3	10	0	0	0	21	35.5	22	1	3	18	2	0	0	46	72.9		
H/TOT	44	2	5	51	0	1	0	103	171.2	66	7	8	50	2	1	0	134	204.4		
04:00	16	6	6	21	0	0	0	49	79.3	27	0	8	17	1	1	0	54	80.5		
04:15	20	3	3	29	0	0	0	55	94.2	33	8	4	22	0	0	0	67	97.6		
04:30	23	4	8	31	0	0	0	66	110.3	42	6	3	22	1	1	0	75	105.5		
04:45	24	3	3	39	0	0	0	69	121.2	79	8	3	23	1	1	0	115	146.8		
H/TOT	83	16	20	120	0	0	0	239	405	181	22	18	84	3	3	0	311	430.4		
05:00	49	8	8	57	0	1	0	123	200.5	69	8	1	32	2	4	0	116	157.7		
05:15	61	9	11	62	0	2	0	145	229.9	102	12	5	35	0	1	0	155	202.4		
05:30	68	8	14	67	0	2	0	159	251.9	194	6	5	39	0	6	0	250	299.6		
05:45	81	17	8	53	0	3	0	162	233.1	207	10	6	46	0	2	0	271	332.6		
H/TOT	259	42	41	239	0	8	0	589	915.4	572	36	17	152	2	13	0	792	992.3		
06:00	75	17	16	52	0	3	0	163	236.8	110	18	9	48	2	2	0	189	256.7		
06:15	79	27	12	65	0	1	0	184	273.9	111	24	13	45	4	1	0	198	266.4		
06:30	69	26	11	56	0	2	0	164	241.1	148	26	10	47	5	1	0	237	307.5		
06:45	76	16	9	79	2	0	0	182	291.2	193	43	15	64	3	0	0	318	411.7		
H/TOT	299	86	48	252	2	6	0	693	1043	562	111	47	204	14	4	0	942	1242.3		
07:00	84	19	8	67	0	0	0	178	269.1	139	24	6	63	4	0	0	236	324.9		
07:15	98	26	4	70	1	1	0	200	293.4	174	43	8	63	2	3	0	293	379.1		
07:30	117	24	10	71	7	1	0	230	333.7	189	41	11	40	1	2	0	284	341.3		
07:45	97	29	16	63	3	1	0	209	301.3	267	55	14	37	2	4	0	379	433.7		
H/TOT	396	98	38	271	11	3	0	817	1197.5	769	163	39	203	9	9	0	1192	1479		
08:00	132	28	14	62	4	1	0	241	332	212	27	10	57	0	1	0	307	385.5		
08:15	125	32	9	79	1	2	0	248	355	221	28	20	47	1	0	0	317	389.1		
08:30	146	23	11	61	3	1	0	245	332.2	221	23	12	68	1	2	0	327	421.2		
08:45	105	21	13	59	1	0	0	199	283.2	289	38	12	55	2	2	0	398	476.3		
H/TOT	508	104	47	261	9	4	0	933	1302.4	943	116	54	227	4	5	0	1349	1672.1		
09:00	111	22	24	69	3	2	0	231	334.5	193	32	8	58	1	0	0	292	372.4		
09:15	113	32	16	64	1	0	0	226	318.2	146	27	11	40	1	1	0	226	283.9		
09:30	114	22	11	45	2	0	0	194	260	111	20	6	62	1	0	0	200	284.6		
09:45	96	22	13	52	0	0	0	183	257.1	147	30	19	74	1	0	0	271	377.7		
H/TOT	434	98	64	230	6	2	0	834	1169.8	597	109	44	234	4	1	0	989	1318.6		
10:00	126	32	12	59	1	1	0	231	314.1	114	33	8	76	0	0	0	231	333.8		
10:15	107	30	11	70	0	0	0	218	314.5	121	24	10	58	1	0	0	214	295.4		
10:30	110	24	10	50	0	0	0	194	264	130	24	18	77	1	1	0	251	360.5		
10:45	115	21	16	67	3	2	0	224	320.9	126	19	12	78	1	1	0	237	344.8		
H/TOT	458	107	49	246	4	3	0	867	1213.5	491	100	48	289	3	2	0	933	1334.5		
11:00	137	33	13	55	1	0	0	239	318	123	28	19	81	0	0	0	251	365.8		
11:15	134	23	17	72	1	1	0	248	350.5	110	30	20	68	1	0	0	229	328.4		
11:30	144	32	12	63	2	0	0	253	342.9	120	24	10	72	1	2	0	229	327.4		
11:45	130	24	12	60	0	0	0	226	310	159	25	12	79	1	0	0	276	385.7		
H/TOT	545	112	54	250	4	1	0	966	1321.4	512	107	61	300	3	2	0	985	1407.3		



SITE: 1

DATE: 04/10/2016

LOCATION: A1089 Dock Road

DAY: Tuesday

TIME	NORTHBOUND							TOT	PCU's	SOUTHBOUND							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	168	29	8	63	1	1	0	270	356.3	123	37	15	76	0	0	0	251	357.3
12:15	126	33	13	54	0	2	0	228	303.5	129	22	14	67	3	1	0	236	332.5
12:30	143	25	13	68	1	0	0	250	345.9	130	31	16	66	0	0	0	243	336.8
12:45	145	38	20	71	1	1	0	276	378.7	138	28	17	81	1	0	0	265	379.8
H/TOT	582	125	54	256	3	4	0	1024	1384.4	520	118	62	290	4	1	0	995	1406.4
13:00	161	34	17	65	3	0	0	280	376	141	22	23	89	2	0	0	277	406.2
13:15	133	26	13	66	0	0	0	238	330.3	160	21	24	68	1	1	0	275	375.8
13:30	162	37	14	70	1	2	0	286	383.8	136	22	11	67	1	0	0	237	330.6
13:45	181	28	19	67	1	0	0	296	393.6	169	29	23	78	1	1	0	301	414.3
H/TOT	637	125	63	268	5	2	0	1100	1483.7	606	94	81	302	5	2	0	1090	1526.9
14:00	189	28	12	78	2	1	0	310	418.8	126	28	14	83	1	0	0	252	367.9
14:15	177	23	12	61	0	1	0	274	358.7	124	23	21	75	2	0	0	245	355
14:30	172	31	21	90	1	1	0	316	443.9	139	17	15	79	0	2	0	252	361
14:45	180	27	18	54	0	1	0	280	358.6	136	17	18	77	3	1	0	252	363.5
H/TOT	718	109	63	283	3	4	0	1180	1580	525	85	68	314	6	3	0	1001	1447.4
15:00	155	31	16	67	2	0	0	271	368.1	133	24	10	78	2	1	0	248	355.8
15:15	174	24	13	75	2	1	0	289	394.4	154	29	19	81	4	1	0	288	406.2
15:30	171	32	13	56	5	1	0	278	361.7	167	19	15	79	4	1	0	285	398.6
15:45	166	32	15	44	2	3	0	262	326.9	126	15	16	73	5	1	0	236	343.3
H/TOT	666	119	57	242	11	5	0	1100	1451.1	580	87	60	311	15	4	0	1057	1503.9
16:00	250	31	8	58	5	8	0	360	439.6	161	27	7	39	1	2	1	238	291.2
16:15	209	34	10	58	4	1	0	316	399.8	153	21	9	67	1	0	0	251	343.6
16:30	252	30	5	44	3	1	0	335	397.1	155	30	11	52	3	1	0	252	327.5
16:45	253	26	8	50	1	2	0	340	408.8	202	32	9	60	2	2	0	307	390.3
H/TOT	964	121	31	210	13	12	0	1351	1645.3	671	110	36	218	7	5	1	1048	1352.6
17:00	349	42	10	55	3	2	0	461	539.3	153	27	5	50	4	0	0	239	310.5
17:15	310	22	7	47	2	2	0	390	455.4	183	24	9	65	2	2	0	285	374.8
17:30	328	40	14	44	3	4	0	433	497.8	173	25	7	47	1	1	0	254	319
17:45	255	28	4	39	1	2	0	329	381.5	158	21	7	41	2	0	0	229	287.8
H/TOT	1242	132	35	185	9	10	0	1613	1874	667	97	28	203	9	3	0	1007	1292.1
18:00	320	36	3	40	3	1	0	403	458.9	159	12	0	38	0	3	0	212	259.6
18:15	188	9	8	46	0	2	0	253	315.6	145	19	3	33	0	0	0	200	244.4
18:30	202	21	9	39	1	1	0	273	328.6	144	12	4	40	1	0	0	201	256
18:45	156	15	3	39	2	0	0	215	269.2	145	14	6	45	0	1	0	211	271.9
H/TOT	866	81	23	164	6	4	0	1144	1372.3	593	57	13	156	1	4	0	824	1031.9
19:00	161	17	1	28	1	2	0	210	246.7	121	8	4	28	2	3	0	166	204.6
19:15	147	7	3	33	1	0	0	191	236.4	114	8	5	23	0	1	0	151	182.8
19:30	148	14	6	24	2	2	0	196	231	115	10	0	18	0	2	0	145	167.2
19:45	101	5	0	19	1	1	0	127	152.1	92	7	3	23	0	0	0	125	156.4
H/TOT	557	43	10	104	5	5	0	724	866.2	442	33	12	92	2	6	0	587	711
20:00	94	8	0	22	0	0	0	124	152.6	88	4	2	14	0	0	0	108	127.2
20:15	76	10	1	11	0	1	0	99	113.2	83	7	1	13	1	0	0	105	123.4
20:30	63	9	1	9	0	1	0	83	94.6	67	6	3	8	0	1	0	85	96.3
20:45	68	4	2	15	0	0	0	89	109.5	62	6	4	15	1	1	0	89	110.9
H/TOT	301	31	4	57	0	2	0	395	469.9	300	23	10	50	2	2	0	387	457.8
21:00	75	10	1	10	1	0	0	97	111.5	87	6	2	12	0	0	0	107	123.6
21:15	77	8	1	14	0	0	0	100	118.7	77	6	5	17	0	0	0	105	129.6
21:30	72	6	1	9	0	1	0	89	100.6	64	5	4	11	0	1	0	85	100.7
21:45	83	11	1	7	0	0	0	102	111.6	65	5	2	12	0	1	0	85	101
H/TOT	307	35	4	40	1	1	0	388	442.4	293	22	13	52	0	2	0	382	454.9
22:00	72	2	1	7	1	0	0	83	93.6	50	3	1	16	0	0	0	70	91.3
22:15	53	4	0	8	1	0	0	66	77.4	46	5	2	8	0	0	0	61	72.4
22:30	41	5	0	12	0	0	0	58	73.6	37	2	1	11	0	0	0	51	65.8
22:45	25	6	1	7	0	1	0	40	49	29	1	0	17	0	0	0	47	69.1
H/TOT	191	17	2	34	2	1	0	247	293.6	162	11	4	52	0	0	0	229	298.6
23:00	29	2	2	11	0	0	0	44	59.3	17	1	0	15	0	0	0	33	52.5
23:15	22	4	1	10	0	0	0	37	50.5	23	2	1	13	0	0	0	39	56.4
23:30	18	2	1	5	0	0	0	26	33	19	1	0	11	0	1	0	32	45.7
23:45	16	4	4	17	0	1	0	42	65.5	16	0	1	14	0	0	0	31	49.7
H/TOT	85	12	8	43	0	1	0	149	208.3	75	4	2	53	0	1	0	135	204.3
P/TOT	10241	1637	724	3950	95	80	0	16727	22271	10263	1524	735	3937	98	73	1	16631	22170



SITE: 1

DATE: 05/10/2016

LOCATION: A1089 Dock Road

DAY: Wednesday

TIME	NORTHBOUND								SOUTHBOUND									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU's	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU's
00:00	12	0	0	9	0	0	0	21	32.7	14	0	0	17	0	1	0	32	53.5
00:15	15	1	1	19	0	0	0	36	61.2	13	1	3	16	0	0	0	33	55.3
00:30	14	0	0	14	1	0	0	29	48.2	12	1	1	10	0	0	0	24	37.5
00:45	5	0	2	18	0	0	0	25	49.4	5	1	0	7	0	0	0	13	22.1
H/TOT	46	1	3	60	1	0	0	111	191.5	44	3	4	50	0	1	0	102	168.4
01:00	9	0	0	11	0	0	0	20	34.3	6	2	0	13	0	0	0	21	37.9
01:15	6	0	0	10	0	0	0	16	29	11	5	0	11	0	0	0	27	41.3
01:30	8	2	0	9	0	0	0	19	30.7	11	0	0	10	0	0	0	21	34
01:45	5	0	0	13	0	0	0	18	34.9	11	3	1	7	0	0	0	22	31.6
H/TOT	28	2	0	43	0	0	0	73	128.9	39	10	1	41	0	0	0	91	144.8
02:00	4	0	0	13	0	0	0	17	33.9	13	1	0	7	0	0	0	21	30.1
02:15	16	0	0	9	0	0	0	25	36.7	9	1	0	14	0	0	0	24	42.2
02:30	10	4	1	13	0	0	0	28	45.4	8	1	1	14	0	0	0	24	42.7
02:45	7	1	2	13	0	0	0	23	40.9	11	2	3	9	0	0	0	25	38.2
H/TOT	37	5	3	48	0	0	0	93	156.9	41	5	4	44	0	0	0	94	153.2
03:00	14	1	0	20	0	0	0	35	61	10	0	2	9	0	0	0	21	33.7
03:15	6	2	2	16	0	2	0	28	48.6	24	2	1	13	0	1	0	41	57.8
03:30	16	3	3	20	0	0	0	42	69.5	17	3	4	12	0	0	0	36	53.6
03:45	19	2	4	20	0	0	0	45	73	29	4	4	15	0	1	0	53	73.9
H/TOT	55	8	9	76	0	2	0	150	252.1	80	9	11	49	0	2	0	151	219
04:00	15	1	6	10	0	1	0	33	48.4	26	2	2	15	0	0	0	45	65.5
04:15	15	3	4	33	0	0	0	55	99.9	30	3	4	13	0	0	0	50	68.9
04:30	14	3	4	38	0	0	0	59	110.4	38	6	3	18	0	0	0	65	89.9
04:45	34	4	2	40	0	1	0	81	133.4	78	10	1	20	0	3	0	112	136.7
H/TOT	78	11	16	121	0	2	0	228	392.1	172	21	10	66	0	3	0	272	361
05:00	29	10	4	59	0	2	0	104	181.5	58	7	3	30	1	3	0	102	141.7
05:15	58	12	4	45	0	0	0	119	179.5	98	18	4	35	0	1	0	156	202.9
05:30	70	18	10	69	0	0	0	167	261.7	181	12	5	45	0	5	0	248	306
05:45	72	14	13	53	0	3	0	155	228.6	184	10	3	46	0	3	0	246	305.5
H/TOT	229	54	31	226	0	5	0	545	851.3	521	47	15	156	1	12	0	752	956.1
06:00	85	13	11	62	0	2	0	173	257.9	103	26	5	60	0	1	0	195	274.9
06:15	68	20	12	65	0	3	0	168	256.7	128	24	7	50	2	3	0	214	282.7
06:30	75	21	6	71	0	1	0	174	268.7	176	40	11	52	3	5	0	287	360.1
06:45	63	22	9	55	0	0	0	149	225	174	41	8	62	0	0	0	285	369.6
H/TOT	291	76	38	253	0	6	0	664	1008.3	581	131	31	224	5	9	0	981	1287.3
07:00	79	19	1	81	0	0	0	180	285.8	179	34	5	51	3	3	0	275	345
07:15	111	19	6	72	1	0	0	209	306.6	190	43	13	57	0	3	0	306	384.8
07:30	111	28	6	85	2	2	0	234	348.3	225	37	12	60	2	4	0	340	423.6
07:45	106	27	9	70	1	0	0	213	309.5	287	45	10	54	1	1	0	398	473.6
H/TOT	407	93	22	308	4	2	0	836	1250.2	881	159	40	222	6	11	0	1319	1627
08:00	131	36	12	63	0	0	0	242	329.9	227	37	13	42	0	2	0	321	380.9
08:15	128	21	18	71	2	0	0	240	343.3	218	38	11	51	2	0	0	320	393.8
08:30	154	23	14	62	2	1	0	256	345	227	22	10	39	7	1	0	306	368.1
08:45	122	19	14	56	3	0	0	214	296.8	266	20	14	43	2	2	0	347	410.7
H/TOT	535	99	58	252	7	1	0	952	1315	938	117	48	175	11	5	0	1294	1553.5
09:00	104	16	11	57	6	0	0	194	279.6	210	22	9	51	1	1	0	294	365.2
09:15	115	15	9	51	1	0	0	191	262.8	150	26	10	48	4	0	0	238	309.4
09:30	114	29	14	48	4	1	0	210	282.8	155	36	16	48	5	1	0	261	335.8
09:45	133	23	13	42	3	0	0	214	278.1	150	30	10	63	5	0	0	258	349.9
H/TOT	466	83	47	198	14	1	0	809	1103.3	665	114	45	210	15	2	0	1051	1360.3
10:00	115	31	18	58	4	2	0	228	315.2	119	20	10	78	1	0	0	228	335.4
10:15	114	23	19	52	5	0	0	213	295.1	130	34	21	61	2	1	0	249	340.2
10:30	117	27	15	55	2	0	0	216	297	136	25	18	64	6	0	0	249	347.2
10:45	118	24	13	42	4	2	0	203	266.9	126	31	18	65	9	0	0	249	351.5
H/TOT	464	105	65	207	15	4	0	860	1174.2	511	110	67	268	18	1	0	975	1374.3
11:00	142	23	18	59	1	0	0	243	329.7	121	25	21	70	6	1	0	244	350.9
11:15	122	23	14	67	1	3	0	230	323.3	129	18	14	77	2	0	0	240	349.1
11:30	159	24	11	59	4	1	0	258	343.6	127	25	20	75	1	1	0	249	356.9
11:45	153	30	10	66	4	1	0	264	358.2	133	31	13	70	1	0	0	248	346.5
H/TOT	576	100	53	251	10	5	0	995	1354.8	510	99	68	292	10	2	0	981	1403.4



SITE: 1


DATE: 05/10/2016

LOCATION: A1089 Dock Road

DAY: Wednesday

TIME	NORTHBOUND								TOT	PCU's	SOUTHBOUND								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT			PCU's	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	161	22	12	74	5	0	0	274	381.2	124	24	18	72	1	0	0	239	342.6		
12:15	140	28	14	72	1	0	0	255	356.6	116	21	16	72	1	1	0	227	329		
12:30	154	38	13	67	6	1	0	279	378	123	16	15	82	1	3	0	240	353.3		
12:45	146	31	18	68	3	2	0	268	367.2	131	34	19	73	4	0	0	261	369.4		
H/TOT	601	119	57	281	15	3	0	1076	1483	494	95	68	299	7	4	0	967	1394.3		
13:00	147	31	19	71	5	0	0	273	379.8	153	26	12	72	5	1	0	269	373		
13:15	150	32	9	77	4	0	0	272	380.6	168	15	15	67	3	2	0	270	366.4		
13:30	153	36	12	77	3	1	0	282	390.5	153	30	16	81	3	0	0	283	399.3		
13:45	140	26	15	64	1	1	0	247	338.1	138	29	15	64	8	1	0	255	353.1		
H/TOT	590	125	55	289	13	2	0	1074	1489	612	100	58	284	19	4	0	1077	1491.8		
14:00	184	29	19	52	3	3	0	290	368.3	123	23	19	74	4	0	0	243	352.7		
14:15	151	35	17	57	2	1	0	263	347	124	18	23	95	1	0	0	261	397		
14:30	161	38	22	54	6	3	0	284	369.4	130	25	12	62	0	3	0	232	316.8		
14:45	155	21	15	57	3	1	0	252	336	141	22	14	86	2	2	0	267	386.6		
H/TOT	651	123	73	220	14	8	0	1089	1420.7	518	88	68	317	7	5	0	1003	1453.1		
15:00	197	28	8	78	1	2	0	314	419.2	131	22	17	75	3	0	0	248	357		
15:15	199	44	14	68	1	3	0	329	423.6	157	20	16	66	4	0	0	263	360.8		
15:30	213	39	10	66	9	1	0	338	437.2	180	24	13	67	1	3	0	288	380.8		
15:45	169	37	13	51	2	1	0	273	347.2	153	27	12	65	1	1	0	259	349.9		
H/TOT	778	148	45	263	13	7	0	1254	1627.2	621	93	58	273	9	4	0	1058	1448.5		
16:00	268	31	11	57	7	4	0	378	462.2	145	21	16	67	3	2	0	254	350.9		
16:15	209	30	14	63	1	1	0	318	407.3	152	22	21	49	0	1	0	245	318.6		
16:30	259	46	9	50	3	3	0	370	440.7	151	23	17	60	1	1	0	253	339.9		
16:45	219	27	15	40	2	3	0	306	365.7	160	25	8	54	0	1	0	248	321.6		
H/TOT	955	134	49	210	13	11	0	1372	1675.9	608	91	62	230	4	5	0	1000	1331		
17:00	352	30	9	37	1	2	0	431	483.4	154	32	10	43	1	0	0	240	301.9		
17:15	304	23	8	35	0	2	0	372	420.3	230	26	3	36	0	4	0	299	344.9		
17:30	352	38	1	39	3	4	0	437	488.8	175	22	8	22	1	1	0	229	262		
17:45	221	26	3	30	1	4	0	285	324.1	196	18	5	45	0	0	0	264	325		
H/TOT	1229	117	21	141	5	12	0	1525	1716.6	755	98	26	146	2	5	0	1032	1233.8		
18:00	282	25	9	31	1	6	0	354	396.2	157	14	5	32	1	2	0	211	254.9		
18:15	195	19	4	35	0	6	0	259	302.9	146	20	4	29	0	2	0	201	239.5		
18:30	210	25	4	27	2	1	0	269	307.5	135	14	5	36	2	1	0	193	243.7		
18:45	161	14	1	29	1	2	0	208	246	126	11	4	23	0	1	0	165	196.3		
H/TOT	848	83	18	122	4	15	0	1090	1252.6	564	59	18	120	3	6	0	770	934.4		
19:00	159	13	2	18	4	0	0	196	224.4	137	10	4	24	1	1	0	177	210.6		
19:15	147	10	3	24	2	0	0	186	220.7	106	7	4	32	0	0	0	149	192.6		
19:30	112	19	2	24	0	1	0	158	189.6	106	9	2	13	0	1	0	131	148.3		
19:45	90	1	0	23	1	1	0	116	146.3	112	6	3	20	0	1	0	142	168.9		
H/TOT	508	43	7	89	7	2	0	656	781	461	32	13	89	1	3	0	599	720.4		
20:00	88	9	3	8	0	1	0	109	120.3	92	5	4	15	0	0	0	116	137.5		
20:15	70	6	2	9	0	0	0	87	99.7	76	6	3	18	0	0	0	103	127.9		
20:30	58	7	1	13	0	1	0	80	96.8	66	6	1	20	0	0	0	93	119.5		
20:45	82	8	1	8	3	1	0	103	116.3	57	4	4	15	0	3	0	83	102.7		
H/TOT	298	30	7	38	3	3	0	379	433.1	291	21	12	68	0	3	0	395	487.6		
21:00	94	11	1	6	1	1	0	114	122.7	78	6	2	14	0	0	0	100	119.2		
21:15	87	9	1	7	0	0	0	104	113.6	68	8	4	16	0	0	0	96	118.8		
21:30	63	5	2	5	0	1	0	76	82.9	78	7	4	13	0	2	0	104	121.7		
21:45	70	5	3	10	0	2	0	90	103.3	56	6	5	14	0	2	0	83	102.5		
H/TOT	314	30	7	28	1	4	0	384	422.5	280	27	15	57	0	4	0	383	462.2		
22:00	67	4	2	8	0	0	0	81	92.4	58	7	1	9	0	1	0	76	87.6		
22:15	61	4	1	12	0	0	0	78	94.1	51	5	0	15	0	0	0	71	90.5		
22:30	39	2	2	14	0	1	0	58	76.6	32	2	1	13	0	0	0	48	65.4		
22:45	28	2	6	15	0	0	0	51	73.5	38	2	0	11	0	0	0	51	65.3		
H/TOT	195	12	11	49	0	1	0	268	336.6	179	16	2	48	0	1	0	246	308.8		
23:00	39	4	1	4	1	1	0	50	56.1	27	2	1	17	0	0	0	47	69.6		
23:15	18	3	0	10	1	1	0	33	46.4	23	0	0	9	0	0	0	32	43.7		
23:30	11	2	2	14	0	0	0	29	48.2	19	1	1	2	0	0	0	23	26.1		
23:45	14	2	0	14	1	1	0	32	50.6	20	3	0	12	0	0	0	35	50.6		
H/TOT	82	11	3	42	3	3	0	144	201.3	89	6	2	40	0	0	0	137	190		
P/TOT	10261	1612	698	3815	142	99	0	16627	22018	10455	1551	746	3768	118	92	0	16730	22064		



	Site / Location: Site 2, A1089 St Andrew's Road	Project No: 6727	Drawing No: 6727-02	Drawn By: SR
	Survey Date: Thursday 29th to Wednesday 5th October 2016	Project Name: Tilbury		
	Survey Times: 0000 to 2400	Drawing Title: Site Layout and Observed Movements		



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrew's Road

DAY: Thursday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	2	0	1	6	0	0	0	9	17.3	1	0	0	8	0	0	0	9	19.4		
00:15	5	0	0	15	0	0	0	20	39.5	1	0	0	5	0	0	0	6	12.5		
00:30	3	1	1	11	0	0	0	16	30.8	1	0	1	5	0	1	0	8	14.4		
00:45	5	0	1	5	0	0	0	11	18	3	0	1	9	0	0	0	13	25.2		
H/TOT	15	1	3	37	0	0	0	56	105.6	6	0	2	27	0	1	0	36	71.5		
01:00	8	0	1	7	0	0	1	17	25.8	4	0	1	8	0	0	0	13	23.9		
01:15	6	0	0	11	0	0	0	17	31.3	3	0	0	6	0	0	0	9	16.8		
01:30	6	0	0	7	0	0	1	14	22.3	2	0	0	8	0	0	0	10	20.4		
01:45	3	2	0	10	0	0	0	15	28	3	0	1	8	0	0	0	12	22.9		
H/TOT	23	2	1	35	0	0	2	63	107.4	12	0	2	30	0	0	0	44	84		
02:00	4	0	0	5	0	0	0	9	15.5	1	0	0	6	0	0	0	7	14.8		
02:15	10	1	1	9	0	0	0	21	33.2	1	0	0	6	0	0	0	7	14.8		
02:30	2	0	0	5	0	1	0	8	13.9	6	0	1	10	0	0	0	17	30.5		
02:45	1	0	0	8	0	0	0	9	19.4	5	0	0	5	0	0	0	10	16.5		
H/TOT	17	1	1	27	0	1	0	47	82	13	0	1	27	0	0	0	41	76.6		
03:00	5	0	0	17	0	0	0	22	44.1	8	0	2	6	0	0	0	16	24.8		
03:15	5	0	0	15	0	0	0	20	39.5	8	0	2	17	0	0	0	27	50.1		
03:30	6	0	2	11	0	0	0	19	34.3	9	1	2	13	0	0	0	25	42.9		
03:45	5	1	2	12	0	0	0	20	36.6	16	1	3	12	0	0	0	32	49.1		
H/TOT	21	1	4	55	0	0	0	81	154.5	41	2	9	48	0	0	0	100	166.9		
04:00	3	1	5	19	0	0	0	28	55.2	14	0	6	16	0	0	0	36	59.8		
04:15	10	0	2	3	0	0	0	15	19.9	20	2	4	15	0	0	0	41	62.5		
04:30	5	1	4	21	0	0	0	31	60.3	26	4	0	19	0	1	0	50	74.1		
04:45	9	2	1	40	0	0	1	53	104.7	29	10	4	25	0	3	0	71	103.7		
H/TOT	27	4	12	83	0	0	1	127	240.1	89	16	14	75	0	4	0	198	300.1		
05:00	12	2	5	35	0	0	0	54	102	48	6	3	23	0	0	0	80	111.4		
05:15	8	2	1	42	0	0	0	53	108.1	83	9	3	34	0	2	0	131	175.5		
05:30	18	2	4	29	0	0	0	53	92.7	143	6	4	34	1	3	0	191	236.4		
05:45	33	8	10	40	0	1	0	92	148.4	167	12	9	39	1	4	0	232	285.8		
H/TOT	71	14	20	146	0	1	0	252	451.2	441	33	19	130	2	9	0	634	809.1		
06:00	44	5	7	40	0	0	3	99	152.1	63	8	9	40	2	1	0	123	180.9		
06:15	13	11	5	52	0	1	0	82	151.5	78	20	14	37	1	1	0	151	206.5		
06:30	20	7	3	63	0	0	0	93	176.4	110	11	12	56	4	0	0	193	275.8		
06:45	25	5	10	62	0	0	0	102	187.6	146	20	5	60	0	2	0	233	312.3		
H/TOT	102	28	25	217	0	1	3	376	667.6	397	59	40	193	7	4	0	700	975.5		
07:00	21	6	6	58	0	0	0	91	169.4	71	18	5	40	0	0	1	135	188.7		
07:15	36	4	5	64	0	0	0	109	194.7	84	8	8	34	1	2	0	137	185		
07:30	27	4	7	56	0	0	0	94	170.3	109	17	11	39	1	1	0	178	234.6		
07:45	15	6	8	69	0	0	1	99	191.9	154	17	9	57	0	4	0	241	317.2		
H/TOT	99	20	26	247	0	0	1	393	726.3	418	60	33	170	2	7	1	691	925.5		
08:00	30	8	5	63	0	0	1	107	190.6	85	16	9	60	1	1	0	172	254.9		
08:15	21	8	12	55	0	1	0	97	173.9	96	12	15	52	0	1	0	176	250.5		
08:30	24	8	9	64	0	0	0	105	192.7	106	11	8	51	1	3	0	180	249.5		
08:45	24	7	11	60	0	0	0	102	185.5	100	8	7	53	0	0	0	168	240.4		
H/TOT	99	31	37	242	0	1	1	411	742.7	387	47	39	216	2	5	0	696	995.3		
09:00	38	6	17	53	0	0	0	114	191.4	72	21	7	55	1	1	0	157	232.4		
09:15	24	12	6	70	0	0	0	112	206	57	12	12	66	0	0	1	148	239		
09:30	26	11	8	56	1	1	0	103	180.2	52	12	6	65	1	2	1	139	225.5		
09:45	28	16	9	46	0	0	0	99	163.3	51	13	9	55	0	0	0	128	204		
H/TOT	116	45	40	225	1	1	0	428	740.9	232	58	34	241	2	3	2	572	900.9		
10:00	29	9	13	59	0	0	0	110	193.2	32	12	7	53	1	0	0	105	178.4		
10:15	26	10	3	39	0	1	0	79	130.6	40	16	12	50	1	0	0	119	191		
10:30	26	17	10	55	0	0	0	108	184.5	35	13	7	60	0	1	0	116	196.9		
10:45	48	11	7	66	0	0	0	132	221.3	37	10	12	59	1	0	0	119	202.7		
H/TOT	129	47	33	219	0	1	0	429	729.6	144	51	38	222	3	1	0	459	769		
11:00	36	12	10	62	0	0	0	120	205.6	35	11	9	81	0	0	0	136	245.8		
11:15	43	14	10	63	0	0	0	130	216.9	37	10	15	62	1	0	0	125	214.1		
11:30	38	11	10	57	0	0	1	117	195.3	40	6	11	62	0	0	0	119	205.1		
11:45	35	9	15	61	0	0	1	121	207	27	11	12	62	1	0	0	113	200.6		
H/TOT	152	46	45	243	0	0	2	488	824.8	139	38	47	267	2	0	0	493	865.6		



SITE: 2

DATE: 29/09/2016

LOCATION: A1089 St Andrew's Road

DAY: Thursday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	70	11	5	59	0	0	0	145	224.2	25	13	1	58	1	0	0	98	174.9		
12:15	53	12	7	58	0	0	1	131	209.1	46	9	12	59	2	0	0	128	212.7		
12:30	35	8	11	41	0	1	0	96	154.2	32	10	11	60	0	1	0	114	196.9		
12:45	58	15	12	60	0	0	0	145	229	49	11	11	71	1	0	0	143	241.8		
H/TOT	216	46	35	218	0	1	1	517	816.5	152	43	35	248	4	1	0	483	826.3		
13:00	65	14	12	67	0	0	0	158	251.1	68	6	8	77	0	0	0	159	263.1		
13:15	55	11	10	71	0	0	0	147	244.3	63	6	10	68	2	1	0	150	244.8		
13:30	60	10	10	75	0	1	0	156	257.9	85	13	11	72	0	1	0	182	280.5		
13:45	102	16	9	54	0	1	1	183	256.3	67	12	6	73	1	0	0	159	257.9		
H/TOT	282	51	41	267	0	2	1	644	1009.6	283	37	35	290	3	2	0	650	1046.3		
14:00	81	13	7	51	0	2	0	154	222.6	35	5	11	74	0	0	0	125	226.7		
14:15	41	10	7	67	1	0	2	128	218	28	8	13	72	0	1	0	122	221.5		
14:30	53	17	10	74	0	1	0	155	255.6	24	12	11	74	0	0	0	121	222.7		
14:45	60	9	15	53	0	1	0	138	213.8	22	5	9	63	0	1	0	100	185.8		
H/TOT	235	49	39	245	1	4	2	575	910	109	30	44	283	0	2	0	468	856.7		
15:00	56	12	11	65	1	0	1	146	236.2	19	12	10	76	1	1	0	119	223.2		
15:15	61	21	11	70	0	0	0	163	259.5	30	7	7	73	0	1	0	118	215.8		
15:30	75	12	9	59	0	1	0	156	236.6	18	10	10	51	1	0	0	90	162.3		
15:45	66	18	5	49	0	4	0	142	205.8	22	4	6	48	1	1	0	82	147.8		
H/TOT	258	63	36	243	1	5	1	607	938.1	89	33	33	248	3	3	0	409	749.1		
16:00	115	21	7	55	0	1	1	200	273.6	29	6	10	54	0	1	0	100	174.6		
16:15	75	14	8	45	0	1	1	144	205.1	26	9	8	56	1	0	0	100	177.8		
16:30	150	14	9	47	0	3	0	223	286.8	28	10	11	37	0	0	0	86	139.6		
16:45	80	24	9	51	0	1	1	166	235.4	39	4	12	39	1	0	0	95	152.7		
H/TOT	420	73	33	198	0	6	3	733	1000.9	122	29	41	186	2	1	0	381	644.7		
17:00	174	12	7	45	0	0	2	240	300.4	45	7	2	37	0	1	0	92	140.5		
17:15	120	9	5	42	0	3	1	180	234.5	55	5	2	47	1	0	0	110	173.1		
17:30	119	22	8	32	0	2	2	185	227.8	63	3	4	38	0	3	0	111	160.6		
17:45	124	12	6	40	0	3	3	188	238.8	49	3	7	37	1	0	0	97	149.6		
H/TOT	537	55	26	159	0	8	8	793	1001.5	212	18	15	159	2	4	0	410	623.8		
18:00	149	13	4	28	0	3	2	199	234	20	3	2	28	0	0	0	53	90.4		
18:15	82	7	7	27	1	2	1	127	164.6	35	5	3	44	1	0	0	88	147.7		
18:30	105	8	2	30	1	2	0	148	187.8	20	0	4	29	0	0	0	53	92.7		
18:45	48	3	4	28	0	1	1	85	122	19	1	4	35	1	0	0	60	108.5		
H/TOT	384	31	17	113	2	8	4	559	708.4	94	9	13	136	2	0	0	254	439.3		
19:00	65	4	10	23	1	0	2	105	139.3	26	2	3	22	1	0	0	54	85.1		
19:15	40	0	3	21	0	1	0	65	93.2	20	3	3	23	0	0	0	49	80.4		
19:30	41	3	2	16	0	0	0	62	83.8	10	2	3	25	0	0	0	40	74		
19:45	23	7	2	14	0	0	0	46	65.2	14	1	2	13	0	0	0	30	47.9		
H/TOT	169	14	17	74	1	1	2	278	381.5	70	8	11	83	1	0	0	173	287.4		
20:00	26	2	4	7	0	0	0	39	50.1	9	2	1	21	0	0	0	33	60.8		
20:15	20	3	4	10	1	1	0	39	54.4	9	1	2	10	1	0	0	23	38		
20:30	13	1	3	10	0	1	0	28	41.9	3	1	0	8	0	0	0	12	22.4		
20:45	8	1	0	8	0	0	0	17	27.4	9	0	5	10	0	0	0	24	39.5		
H/TOT	67	7	11	35	1	2	0	123	173.8	30	4	8	49	1	0	0	92	160.7		
21:00	10	1	1	9	0	0	1	22	33.4	12	0	0	10	0	0	0	22	35		
21:15	22	1	2	8	0	0	0	33	44.4	29	0	2	7	0	1	0	39	48.5		
21:30	31	0	0	11	0	0	0	42	56.3	20	1	0	9	0	1	0	31	42.1		
21:45	32	0	0	2	0	2	1	37	37.6	15	2	1	7	0	0	0	25	34.6		
H/TOT	95	2	3	30	0	2	2	134	171.7	76	3	3	33	0	2	0	117	160.2		
22:00	24	1	1	5	1	0	2	34	40.4	2	0	0	9	0	0	0	11	22.7		
22:15	11	1	0	6	0	0	0	18	25.8	3	0	1	8	0	0	0	12	22.9		
22:30	9	0	0	8	0	0	0	17	27.4	5	0	2	13	0	0	0	20	37.9		
22:45	6	0	0	6	0	0	0	12	19.8	2	0	0	10	0	0	0	12	25		
H/TOT	50	2	1	25	1	0	2	81	113.4	12	0	3	40	0	0	0	55	108.5		
23:00	10	2	0	10	0	0	0	22	35	4	0	0	6	0	0	0	10	17.8		
23:15	14	1	0	7	0	1	0	23	31.5	2	1	0	14	0	0	0	17	35.2		
23:30	9	0	0	7	0	0	0	16	25.1	2	1	2	6	0	0	0	11	19.8		
23:45	4	0	1	11	0	0	0	16	30.8	4	0	0	5	0	0	0	9	15.5		
H/TOT	37	3	1	35	0	1	0	77	122.4	12	2	2	31	0	0	0	47	88.3		
P/TOT	3621	636	507	3418	8	46	36	8272	12921	3580	580	521	3432	38	49	3	8203	12931		



SITE: 2

DATE: 30/09/2016

LOCATION: A1089 St Andrew's Road

DAY: Friday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	6	0	1	8	0	0	0	15	25.9	2	1	0	8	0	0	0	11	21.4		
00:15	2	1	0	6	0	0	0	9	16.8	3	0	1	9	0	0	0	13	25.2		
00:30	4	0	0	9	0	0	0	13	24.7	1	0	0	11	0	0	0	12	26.3		
00:45	19	1	1	11	0	0	0	32	46.8	4	2	0	6	0	0	0	12	19.8		
H/TOT	31	2	2	34	0	0	0	69	114.2	10	3	1	34	0	0	0	48	92.7		
01:00	14	0	0	8	0	0	0	22	32.4	3	2	0	6	0	0	0	11	18.8		
01:15	4	0	1	4	0	0	0	9	14.7	4	1	0	9	0	0	0	14	25.7		
01:30	6	1	1	10	0	0	0	18	31.5	2	0	0	12	0	0	0	14	29.6		
01:45	5	1	0	6	0	3	0	15	21	5	0	1	7	0	0	0	13	22.6		
H/TOT	29	2	2	28	0	3	0	64	99.6	14	3	1	34	0	0	0	52	96.7		
02:00	14	0	2	6	0	0	0	22	30.8	6	0	2	10	0	0	0	18	32		
02:15	4	1	0	10	0	0	1	16	28.2	4	0	1	5	0	0	0	10	17		
02:30	3	1	4	16	0	0	0	24	46.8	5	1	1	8	0	0	0	15	25.9		
02:45	3	0	0	15	0	0	0	18	37.5	4	0	1	11	0	0	0	16	30.8		
H/TOT	24	2	6	47	0	0	1	80	143.3	19	1	5	34	0	0	0	59	105.7		
03:00	4	1	0	10	0	0	0	15	28	9	0	4	11	0	0	0	24	40.3		
03:15	10	0	2	8	0	0	0	20	31.4	7	0	2	10	0	0	0	19	33		
03:30	7	0	3	6	0	0	0	16	25.3	8	0	3	11	0	0	0	22	37.8		
03:45	7	0	4	18	0	0	0	29	54.4	17	0	2	15	0	1	0	35	54.9		
H/TOT	28	1	9	42	0	0	0	80	139.1	41	0	11	47	0	1	0	100	166		
04:00	8	1	1	20	0	0	0	30	56.5	15	1	1	17	0	0	0	34	56.6		
04:15	8	3	4	35	0	0	0	50	97.5	24	4	4	18	0	0	0	50	75.4		
04:30	4	0	2	18	0	0	0	24	48.4	31	6	5	10	0	1	0	53	67.9		
04:45	12	1	4	41	0	0	0	58	113.3	41	9	7	23	0	0	0	80	113.4		
H/TOT	32	5	11	114	0	0	0	162	315.7	111	20	17	68	0	1	0	217	313.3		
05:00	12	0	5	39	0	1	0	57	109.6	39	6	4	29	0	1	0	79	118.1		
05:15	8	2	0	48	0	1	0	59	120.8	96	5	5	28	0	1	0	135	173.3		
05:30	28	6	4	41	0	0	0	79	134.3	146	13	11	39	1	1	0	211	267.6		
05:45	28	2	8	40	0	2	1	81	135	151	25	5	43	0	4	1	229	284.2		
H/TOT	76	10	17	168	0	4	1	276	499.7	432	49	25	139	1	7	1	654	843.2		
06:00	39	2	8	38	0	3	1	91	141.8	68	5	10	43	1	1	0	128	189.3		
06:15	20	8	6	62	0	0	0	96	179.6	64	17	4	54	2	2	0	143	216		
06:30	13	7	11	52	0	0	0	83	156.1	92	17	13	41	4	0	0	167	230.8		
06:45	14	10	8	55	0	0	0	87	162.5	111	19	9	47	1	3	0	190	254.8		
H/TOT	86	27	33	207	0	3	1	357	640	335	58	36	185	8	6	0	628	890.9		
07:00	24	7	0	63	0	0	0	94	175.9	66	11	10	49	1	0	1	138	206.9		
07:15	14	6	4	50	0	1	0	75	141.4	81	22	7	67	1	5	1	184	271.8		
07:30	21	4	12	82	0	0	0	119	231.6	109	9	10	49	1	3	0	181	248.9		
07:45	14	2	9	62	0	0	1	88	172.3	125	15	9	39	0	2	0	190	244		
H/TOT	73	19	25	257	0	1	1	376	721.2	381	57	36	204	3	10	2	693	971.6		
08:00	26	13	8	59	0	0	0	106	186.7	84	20	8	48	1	0	0	161	228.4		
08:15	20	6	5	61	0	0	0	92	173.8	68	11	9	40	0	0	0	128	184.5		
08:30	29	8	12	63	0	0	0	112	199.9	86	12	4	52	1	3	0	158	226.8		
08:45	23	11	12	56	0	0	0	102	180.8	111	11	3	44	0	2	0	171	228.5		
H/TOT	98	38	37	239	0	0	0	412	741.2	349	54	24	184	2	5	0	618	868.2		
09:00	38	8	4	49	0	1	0	100	165.1	65	15	7	54	1	0	0	142	216.7		
09:15	27	5	8	45	0	0	0	85	147.5	46	11	9	60	0	1	1	128	209.1		
09:30	35	13	9	49	0	0	0	106	174.2	55	20	2	63	2	1	0	143	227.3		
09:45	37	9	8	49	1	0	0	104	172.7	53	10	12	64	1	0	0	140	230.2		
H/TOT	137	35	29	192	1	1	0	395	659.5	219	56	30	241	4	2	1	553	883.3		
10:00	33	17	10	46	0	1	0	107	171.2	32	6	6	57	1	0	0	102	180.1		
10:15	23	13	12	46	0	0	0	94	159.8	24	11	5	60	1	1	0	102	182.9		
10:30	34	10	10	52	0	0	1	107	178.8	40	13	4	67	0	0	0	124	213.1		
10:45	32	14	2	68	0	0	0	116	205.4	36	13	9	79	1	0	0	138	246.2		
H/TOT	122	54	34	212	0	1	1	424	715.2	132	43	24	263	3	1	0	466	822.3		
11:00	39	11	18	49	0	0	0	117	189.7	32	13	9	60	0	0	0	114	196.5		
11:15	33	10	8	66	0	0	0	117	206.8	28	8	9	59	1	0	0	105	187.2		
11:30	47	15	8	64	0	0	0	134	221.2	38	16	8	58	0	0	0	120	199.4		
11:45	40	9	8	64	0	0	0	121	208.2	51	13	6	59	1	0	0	130	210.7		
H/TOT	159	45	42	243	0	0	0	489	825.9	149	50	32	236	2	0	0	469	793.8		



SITE: 2

DATE: 30/09/2016

LOCATION: A1089 St Andrew's Road

DAY: Friday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	73	15	7	62	0	0	0	157	241.1	31	17	6	75	0	0	0	129	229.5		
12:15	56	21	14	62	0	0	0	153	240.6	37	12	6	31	1	0	0	87	131.3		
12:30	49	16	8	74	0	1	0	148	247.6	40	9	10	62	0	0	0	121	206.6		
12:45	59	17	4	73	0	1	0	154	250.3	37	11	14	60	1	2	0	125	209.8		
H/TOT	237	69	33	271	0	2	0	612	979.6	145	49	36	228	2	2	0	462	777.2		
13:00	71	21	7	61	0	0	0	160	242.8	67	13	13	69	1	0	0	163	260.2		
13:15	55	13	7	67	0	1	0	143	233	72	6	9	69	1	0	0	157	252.2		
13:30	61	13	10	66	0	1	0	151	241.2	58	11	6	72	0	1	0	148	244		
13:45	70	10	9	59	0	2	2	152	230.4	67	20	7	62	1	1	0	158	242.5		
H/TOT	257	57	33	253	0	4	2	606	947.4	264	50	35	272	3	2	0	626	998.9		
14:00	103	16	6	57	0	0	0	182	259.1	31	10	7	59	1	0	0	108	189.2		
14:15	50	11	9	50	0	0	2	122	189.9	33	8	14	60	0	0	0	115	200		
14:30	59	9	5	60	0	2	1	136	214.5	28	6	8	53	0	0	0	95	167.9		
14:45	61	17	15	54	1	0	0	148	226.7	22	11	7	59	1	0	0	100	181.2		
H/TOT	273	53	35	221	1	2	3	588	890.2	114	35	36	231	2	0	0	418	738.3		
15:00	70	15	10	41	0	1	0	137	194.7	26	13	6	68	1	1	0	115	206.8		
15:15	53	15	9	58	0	0	0	135	214.9	25	9	10	56	0	0	0	100	177.8		
15:30	60	13	7	49	0	0	1	130	196.4	18	10	6	51	2	0	0	87	158.3		
15:45	48	11	8	50	0	2	1	120	187	28	11	6	38	1	1	0	85	137.8		
H/TOT	231	54	34	198	0	3	2	522	793	97	43	28	213	4	2	0	387	680.7		
16:00	113	19	10	34	0	2	0	178	226	26	6	2	38	0	1	0	73	122.8		
16:15	61	13	5	47	0	0	0	126	189.6	22	7	7	44	1	0	0	81	142.7		
16:30	133	19	10	23	0	7	4	196	223.5	29	7	6	34	0	0	0	76	123.2		
16:45	112	16	13	27	0	1	0	169	210	26	8	6	26	1	0	0	67	104.8		
H/TOT	419	67	38	131	0	10	4	669	849.1	103	28	21	142	2	1	0	297	493.5		
17:00	149	13	10	23	1	1	1	198	232.5	36	5	5	33	0	2	1	82	125.4		
17:15	107	3	6	33	0	1	0	150	195.3	57	7	3	35	0	0	0	102	149		
17:30	134	19	6	35	0	2	0	196	243.3	73	9	7	35	2	2	0	128	177.8		
17:45	105	8	8	22	1	0	1	145	177.8	50	3	2	33	0	2	0	90	132.7		
H/TOT	495	43	30	113	2	4	2	689	848.9	216	24	17	136	2	6	1	402	584.9		
18:00	145	14	6	18	0	5	1	189	211.6	25	6	2	37	1	0	0	71	121.1		
18:15	92	6	5	29	1	3	3	139	176	20	2	4	35	0	0	0	61	108.5		
18:30	56	6	3	19	1	1	0	86	112.6	22	1	3	32	1	0	0	59	103.1		
18:45	45	6	11	25	0	1	1	89	125.6	15	2	4	27	0	0	0	48	85.1		
H/TOT	338	32	25	91	2	10	5	503	625.8	82	11	13	131	2	0	0	239	417.8		
19:00	46	1	8	17	0	2	0	74	98.9	18	0	5	24	0	1	0	48	81.1		
19:15	40	3	7	19	0	0	0	69	97.2	11	2	3	20	0	0	0	36	63.5		
19:30	23	3	4	12	0	0	0	42	59.6	7	2	3	18	1	0	0	31	56.9		
19:45	26	1	3	16	0	0	0	46	68.3	9	2	0	18	1	0	0	30	54.4		
H/TOT	135	8	22	64	0	2	0	231	324	45	6	11	80	2	1	0	145	255.9		
20:00	26	5	2	11	1	0	0	45	61.3	4	4	0	16	0	0	0	24	44.8		
20:15	28	3	0	11	0	2	0	44	57.1	6	3	2	12	0	0	0	23	39.6		
20:30	22	1	4	7	0	0	0	34	45.1	4	0	2	14	0	0	0	20	39.2		
20:45	11	0	1	3	0	0	0	15	19.4	6	4	3	8	0	1	0	22	33.3		
H/TOT	87	9	7	32	1	2	0	138	182.9	20	11	7	50	0	1	0	89	156.9		
21:00	39	1	3	4	0	0	0	47	53.7	7	0	1	6	0	0	0	14	22.3		
21:15	29	0	1	4	0	0	0	34	39.7	16	0	0	13	0	0	0	29	45.9		
21:30	26	0	1	13	0	3	0	43	58.6	14	0	1	7	0	0	0	22	31.6		
21:45	32	1	1	6	1	0	1	42	50.5	10	0	0	5	0	0	0	15	21.5		
H/TOT	126	2	6	27	1	3	1	166	202.5	47	0	2	31	0	0	0	80	121.3		
22:00	24	0	1	5	0	0	1	31	37.2	10	0	0	9	0	0	0	19	30.7		
22:15	16	0	0	4	0	0	0	20	25.2	6	0	0	14	0	0	0	20	38.2		
22:30	7	0	3	4	0	0	0	14	20.7	11	0	0	4	0	0	0	15	20.2		
22:45	6	0	0	12	0	0	0	18	33.6	8	0	1	9	0	0	0	18	30.2		
H/TOT	53	0	4	25	0	0	1	83	116.7	35	0	1	36	0	0	0	72	119.3		
23:00	13	1	0	9	0	0	0	23	34.7	6	0	1	9	0	0	0	16	28.2		
23:15	11	0	0	11	0	0	1	23	36.5	3	1	0	6	0	0	0	10	17.8		
23:30	4	0	0	6	0	0	0	10	17.8	3	1	0	6	0	0	0	10	17.8		
23:45	4	1	0	5	0	0	0	10	16.5	2	0	2	6	0	0	0	10	18.8		
H/TOT	32	2	0	31	0	0	1	66	105.5	14	2	3	27	0	0	0	46	82.6		
P/TOT	3578	636	514	3240	8	55	26	8057	12480	3374	653	452	3246	42	48	5	7820	12275		



SITE: 2

DATE: 01/10/2016

LOCATION: A1089 St Andrew's Road

DAY: Saturday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	10	0	0	3	0	0	0	13	16.9	3	0	1	5	0	0	0	9	16		
00:15	2	0	1	9	0	0	0	12	24.2	1	0	0	6	0	0	0	7	14.8		
00:30	5	0	1	5	0	0	0	11	18	1	0	0	4	0	0	0	5	10.2		
00:45	4	0	0	5	0	0	0	9	15.5	1	0	0	5	0	0	0	6	12.5		
H/TOT	21	0	2	22	0	0	0	45	74.6	6	0	1	20	0	0	0	27	53.5		
01:00	7	0	2	3	0	0	0	12	16.9	4	0	2	10	0	0	0	16	30		
01:15	6	0	1	1	0	0	0	8	9.8	3	0	0	5	0	0	0	8	14.5		
01:30	7	1	1	6	0	0	0	15	23.3	2	0	0	5	0	0	0	7	13.5		
01:45	14	0	0	3	0	0	0	17	20.9	2	0	0	1	0	0	0	3	4.3		
H/TOT	34	1	4	13	0	0	0	52	70.9	11	0	2	21	0	0	0	34	62.3		
02:00	6	1	0	3	0	0	0	10	13.9	1	0	1	2	0	0	0	4	7.1		
02:15	4	0	1	9	0	0	0	14	26.2	1	0	0	8	0	0	0	9	19.4		
02:30	2	0	0	2	0	1	0	5	7	2	0	1	5	0	0	0	8	15		
02:45	3	0	1	1	0	0	0	5	6.8	3	0	0	3	0	0	0	6	9.9		
H/TOT	15	1	2	15	0	1	0	34	53.9	7	0	2	18	0	0	0	27	51.4		
03:00	2	0	2	7	0	1	1	13	21.7	1	0	1	4	0	0	0	6	11.7		
03:15	3	0	0	4	0	0	0	7	12.2	3	1	1	11	0	0	0	16	30.8		
03:30	2	0	0	6	0	0	0	8	15.8	6	0	0	8	0	0	0	14	24.4		
03:45	7	0	1	9	0	0	0	17	29.2	3	1	1	7	0	0	0	12	21.6		
H/TOT	14	0	3	26	0	1	1	45	78.9	13	2	3	30	0	0	0	48	88.5		
04:00	12	1	1	7	0	0	0	21	30.6	4	0	1	13	0	0	0	18	35.4		
04:15	2	1	0	6	0	0	0	9	16.8	8	1	2	8	0	1	0	20	30.8		
04:30	7	0	3	2	0	0	0	12	16.1	7	1	0	12	0	0	0	20	35.6		
04:45	7	0	2	8	0	0	0	17	28.4	15	0	2	12	0	0	0	29	45.6		
H/TOT	28	2	6	23	0	0	0	59	91.9	34	2	5	45	0	1	0	87	147.4		
05:00	8	0	1	18	0	0	0	27	50.9	9	0	1	10	1	3	0	24	36.7		
05:15	13	0	1	13	0	1	0	28	44.8	42	3	0	9	0	0	0	54	65.7		
05:30	13	1	3	14	0	0	0	31	50.7	88	6	3	9	1	4	0	111	122.8		
05:45	32	1	1	8	0	1	1	44	53.5	100	8	0	13	0	3	0	124	139.1		
H/TOT	66	2	6	53	0	2	1	130	199.9	239	17	4	41	2	10	0	313	364.3		
06:00	35	1	1	10	0	1	6	54	62.1	43	3	2	13	1	0	0	62	80.9		
06:15	21	2	5	34	0	0	0	62	108.7	43	8	3	20	2	0	0	76	105.5		
06:30	16	1	1	18	0	0	0	36	59.9	73	10	0	14	2	0	1	100	119.4		
06:45	8	2	1	21	0	0	0	32	59.8	40	5	4	15	1	0	0	65	87.5		
H/TOT	80	6	8	83	0	1	6	184	290.5	199	26	9	62	6	0	1	303	393.3		
07:00	10	0	2	16	0	0	0	28	49.8	14	5	6	19	3	1	0	48	78.1		
07:15	10	2	2	23	0	0	0	37	67.9	17	4	2	22	0	1	0	46	75		
07:30	9	4	4	23	0	0	0	40	71.9	22	7	4	14	2	0	0	49	71.2		
07:45	10	1	2	20	0	0	0	33	60	26	1	3	19	0	0	0	49	75.2		
H/TOT	39	7	10	82	0	0	0	138	249.6	79	17	15	74	5	2	0	192	299.5		
08:00	8	4	3	15	0	0	0	30	51	22	5	1	23	3	0	0	54	87.4		
08:15	18	5	1	19	0	0	0	43	68.2	16	8	1	15	2	0	0	42	64		
08:30	31	1	5	9	2	0	0	48	64.2	37	7	0	22	3	0	0	69	100.6		
08:45	74	7	2	15	0	0	1	99	118.7	34	5	0	16	1	0	0	56	77.8		
H/TOT	131	17	11	58	2	0	1	220	302.1	109	25	2	76	9	0	0	221	329.8		
09:00	34	3	2	8	0	0	3	50	59	43	6	1	15	1	0	0	66	87		
09:15	60	4	6	16	3	0	0	89	115.8	42	6	4	28	4	1	0	85	126.8		
09:30	68	5	2	21	2	0	0	98	128.3	51	5	0	22	2	0	0	80	110.6		
09:45	91	6	1	25	2	0	0	125	160	43	4	0	17	1	0	0	65	88.1		
H/TOT	253	18	11	70	7	0	3	362	463.1	179	21	5	82	8	1	0	296	412.5		
10:00	105	7	3	10	3	0	0	128	145.5	56	9	0	11	3	0	0	79	96.3		
10:15	86	9	2	15	3	0	0	115	138.5	70	6	2	14	1	0	0	93	113.2		
10:30	112	8	1	19	2	3	0	145	170.4	107	4	2	24	1	0	0	138	171.2		
10:45	69	4	2	9	2	0	0	86	100.7	73	5	2	16	4	1	0	101	126.2		
H/TOT	372	28	8	53	10	3	0	474	555.1	306	24	6	65	9	1	0	411	506.9		
11:00	54	3	3	12	3	0	0	75	95.1	47	6	1	18	3	0	0	75	101.9		
11:15	45	8	2	12	2	0	0	69	87.6	50	2	3	13	2	0	0	70	90.4		
11:30	57	5	1	18	1	0	1	83	107.1	66	8	2	13	1	0	0	90	108.9		
11:45	52	10	5	14	1	1	1	84	104.3	47	3	1	14	2	0	0	67	87.7		
H/TOT	208	26	11	56	7	1	2	311	394.1	210	19	7	58	8	0	0	302	388.9		



SITE: 2

DATE: 01/10/2016

LOCATION: A1089 St Andrew's Road

DAY: Saturday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	71	8	4	7	1	0	0	91	103.1	58	2	2	12	2	0	0	76	94.6		
12:15	47	7	1	12	2	0	0	69	87.1	54	4	3	18	2	0	0	81	107.9		
12:30	51	7	4	13	2	0	0	77	97.9	38	5	2	13	0	0	0	58	75.9		
12:45	51	7	2	12	1	0	0	73	90.6	41	2	2	21	5	0	0	71	104.3		
H/TOT	220	29	11	44	6	0	0	310	378.7	191	13	9	64	9	0	0	286	382.7		
13:00	86	7	0	12	1	0	0	106	122.6	29	2	1	12	1	0	0	45	62.1		
13:15	33	7	0	7	2	0	0	49	60.1	32	2	1	9	4	0	0	48	64.2		
13:30	41	6	4	11	0	0	0	62	78.3	25	1	1	10	0	0	0	37	50.5		
13:45	49	3	1	7	2	1	0	63	74	26	7	0	11	1	0	0	45	60.3		
H/TOT	209	23	5	37	5	1	0	280	335	112	12	3	42	6	0	0	175	237.1		
14:00	33	3	2	6	2	1	0	47	57.2	17	3	0	12	1	0	0	33	49.6		
14:15	35	2	1	5	3	0	4	50	56.8	22	1	2	10	0	0	0	35	49		
14:30	23	1	3	7	1	0	0	35	46.6	15	4	1	7	1	0	1	29	38.8		
14:45	29	2	1	2	0	0	1	35	37.3	19	1	0	10	0	0	0	30	43		
H/TOT	120	8	7	20	6	1	5	167	197.9	73	9	3	39	2	0	1	127	180.4		
15:00	33	3	2	3	0	0	0	41	45.9	13	1	0	6	1	0	0	21	29.8		
15:15	38	7	2	5	0	0	0	52	59.5	10	0	2	7	0	0	0	19	29.1		
15:30	25	4	0	3	0	0	1	33	36.1	18	2	0	4	1	0	0	25	31.2		
15:45	15	4	1	7	0	1	0	28	37	11	2	2	5	1	2	0	23	30.3		
H/TOT	111	18	5	18	0	1	1	154	178.5	52	5	4	22	3	2	0	88	120.4		
16:00	31	5	2	3	0	0	1	42	46.1	14	0	0	9	0	0	0	23	34.7		
16:15	20	1	3	3	0	0	0	27	32.4	8	1	2	9	1	0	0	21	34.7		
16:30	16	1	1	4	0	0	0	22	27.7	9	2	3	3	0	0	0	17	22.4		
16:45	24	4	2	4	0	0	0	34	40.2	24	1	0	5	1	0	0	31	38.5		
H/TOT	91	11	8	14	0	0	1	125	146.4	55	4	5	26	2	0	0	92	130.3		
17:00	15	3	0	3	1	2	0	24	27.7	18	3	1	4	0	0	1	27	31.9		
17:15	33	7	1	3	0	1	0	45	48.8	33	3	0	4	1	1	0	42	47.6		
17:30	20	0	0	1	1	0	0	22	24.3	43	3	0	5	0	1	0	52	57.9		
17:45	27	4	0	4	0	2	0	37	41	20	0	1	2	1	2	0	26	28.9		
H/TOT	95	14	1	11	2	5	0	128	141.8	114	9	2	15	2	4	1	147	166.3		
18:00	45	2	3	3	0	1	1	55	59	10	0	1	1	1	0	0	13	15.8		
18:15	25	1	0	5	0	0	0	31	37.5	13	1	0	2	1	0	0	17	20.6		
18:30	13	2	0	1	0	0	0	16	17.3	12	0	0	1	0	0	0	13	14.3		
18:45	11	0	0	3	1	0	0	15	19.9	7	0	1	5	1	0	0	14	22		
H/TOT	94	5	3	12	1	1	1	117	133.7	42	1	2	9	3	0	0	57	72.7		
19:00	7	0	0	2	0	0	0	9	11.6	13	0	0	4	0	0	0	17	22.2		
19:15	7	0	1	0	0	0	0	8	8.5	5	1	3	2	0	0	0	11	15.1		
19:30	7	0	1	3	0	0	0	11	15.4	7	0	1	2	0	0	0	10	13.1		
19:45	7	0	0	2	0	0	0	9	11.6	7	0	0	2	0	0	0	9	11.6		
H/TOT	28	0	2	7	0	0	0	37	47.1	32	1	4	10	0	0	0	47	62		
20:00	12	0	0	1	0	0	0	13	14.3	6	0	0	2	0	0	0	8	10.6		
20:15	6	1	1	5	0	0	0	13	20	8	2	1	2	0	0	0	13	16.1		
20:30	9	1	0	3	0	0	0	13	16.9	5	0	1	1	0	0	0	7	8.8		
20:45	7	1	2	4	0	0	0	14	20.2	5	2	0	1	0	1	0	9	9.7		
H/TOT	34	3	3	13	0	0	0	53	71.4	24	4	2	6	0	1	0	37	45.2		
21:00	3	1	2	1	0	1	0	8	9.7	5	0	0	1	0	0	0	6	7.3		
21:15	3	1	0	3	0	0	0	7	10.9	4	0	0	2	0	0	0	6	8.6		
21:30	5	0	0	3	0	0	0	8	11.9	9	0	0	1	0	0	0	10	11.3		
21:45	5	0	0	0	0	0	0	5	5	8	0	0	3	0	0	0	11	14.9		
H/TOT	16	2	2	7	0	1	0	28	37.5	26	0	0	7	0	0	0	33	42.1		
22:00	10	0	0	1	0	1	0	12	12.7	1	0	0	1	0	0	0	2	3.3		
22:15	5	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	5	5		
22:30	7	0	0	2	0	0	0	9	11.6	5	0	0	3	0	0	0	8	11.9		
22:45	15	1	1	3	1	0	0	21	26.4	3	0	0	0	0	0	0	3	3		
H/TOT	37	1	1	6	1	1	0	47	55.7	14	0	0	4	0	0	0	18	23.2		
23:00	8	0	0	0	0	0	0	8	8	1	0	0	1	1	0	0	3	5.3		
23:15	2	1	0	3	0	0	0	6	9.9	1	0	0	1	0	0	0	2	3.3		
23:30	5	0	1	0	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0		
23:45	5	0	0	0	0	0	0	5	5	3	0	0	2	0	0	0	5	7.6		
H/TOT	20	1	1	3	0	0	0	25	29.4	5	0	0	4	1	0	0	10	16.2		
P/TOT	2336	223	131	746	47	20	22	3525	4577.7	2132	211	95	840	75	22	3	3378	4576.9		



SITE: 2

DATE: 02/10/2016

LOCATION: A1089 St Andrew's Road

DAY: Sunday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	6	0	0	1	0	0	0	7	8.3	3	0	0	6	0	0	0	9	16.8		
00:15	2	0	0	0	0	0	0	2	2	4	0	0	1	0	0	0	5	6.3		
00:30	0	0	0	2	0	0	0	2	4.6	3	1	0	1	0	0	0	5	6.3		
00:45	4	0	0	2	0	0	0	6	8.6	1	0	0	0	0	0	0	1	1		
H/TOT	12	0	0	5	0	0	0	17	23.5	11	1	0	8	0	0	0	20	30.4		
01:00	5	0	0	0	0	0	0	5	5	1	0	0	3	0	0	0	4	7.9		
01:15	3	0	0	1	0	0	0	4	5.3	4	1	0	0	0	0	0	5	5		
01:30	3	0	1	3	0	0	0	7	11.4	1	1	0	2	0	0	0	4	6.6		
01:45	2	0	0	1	0	0	0	3	4.3	1	0	0	2	0	0	0	3	5.6		
H/TOT	13	0	1	5	0	0	0	19	26	7	2	0	7	0	0	0	16	25.1		
02:00	5	0	1	0	0	0	0	6	6.5	1	0	0	1	0	0	0	2	3.3		
02:15	2	0	0	1	0	0	0	3	4.3	0	0	0	0	0	0	0	0	0		
02:30	2	0	1	2	0	0	0	5	8.1	0	1	1	4	0	0	0	6	11.7		
02:45	0	0	0	2	0	0	0	2	4.6	2	1	0	2	0	0	0	5	7.6		
H/TOT	9	0	2	5	0	0	0	16	23.5	3	2	1	7	0	0	0	13	22.6		
03:00	0	0	0	1	0	0	0	1	2.3	2	0	1	3	0	0	0	6	10.4		
03:15	5	0	0	1	0	0	0	6	7.3	3	0	0	0	0	0	0	3	3		
03:30	0	0	1	3	0	0	0	4	8.4	2	0	1	0	0	0	0	3	3.5		
03:45	2	0	0	3	0	0	0	5	8.9	1	0	0	0	0	0	0	1	1		
H/TOT	7	0	1	8	0	0	0	16	26.9	8	0	2	3	0	0	0	13	17.9		
04:00	2	0	0	1	0	0	0	3	4.3	2	0	0	1	0	0	0	3	4.3		
04:15	2	0	0	3	0	1	0	6	9.3	1	0	1	1	0	1	0	4	5.2		
04:30	0	0	0	1	0	0	0	1	2.3	3	0	0	0	0	0	0	3	3		
04:45	1	0	0	1	0	0	0	2	3.3	6	0	0	1	0	0	0	7	8.3		
H/TOT	5	0	0	6	0	1	0	12	19.2	12	0	1	3	0	1	0	17	20.8		
05:00	7	0	0	3	0	0	0	10	13.9	20	0	0	3	1	0	0	24	28.9		
05:15	3	0	1	3	0	0	0	7	11.4	37	4	0	2	0	1	0	44	46		
05:30	7	0	0	3	0	0	0	10	13.9	74	4	0	0	0	4	0	82	79.6		
05:45	27	0	1	3	0	1	1	33	36	49	3	1	3	0	0	0	56	60.4		
H/TOT	44	0	2	12	0	1	1	60	75.2	180	11	1	8	1	5	0	206	214.9		
06:00	34	0	0	3	0	3	0	40	42.1	6	3	0	6	1	1	0	17	25.2		
06:15	12	0	1	4	0	0	1	18	22.9	12	2	2	3	0	0	0	19	23.9		
06:30	12	2	0	6	0	0	0	20	27.8	8	1	1	5	0	0	0	15	22		
06:45	4	0	0	7	0	0	0	11	20.1	9	1	0	5	0	0	0	15	21.5		
H/TOT	62	2	1	20	0	3	1	89	112.9	35	7	3	19	1	1	0	66	92.6		
07:00	8	2	2	7	0	0	0	19	29.1	8	2	2	8	0	0	0	20	31.4		
07:15	5	0	3	4	0	0	0	12	18.7	5	2	1	4	0	0	0	12	17.7		
07:30	7	0	0	6	0	0	0	13	20.8	10	3	3	7	0	0	0	23	33.6		
07:45	8	0	1	4	0	0	0	13	18.7	13	5	2	1	0	0	0	21	23.3		
H/TOT	28	2	6	21	0	0	0	57	87.3	36	12	8	20	0	0	0	76	106		
08:00	5	5	1	6	0	0	0	17	25.3	10	1	0	9	0	0	0	20	31.7		
08:15	3	2	1	2	0	0	0	8	11.1	9	0	0	8	0	0	0	17	27.4		
08:30	6	0	0	2	0	0	0	8	10.6	9	1	2	4	0	0	0	16	22.2		
08:45	7	2	1	10	0	0	0	20	33.5	8	3	2	11	0	0	0	24	39.3		
H/TOT	21	9	3	20	0	0	0	53	80.5	36	5	4	32	0	0	0	77	120.6		
09:00	7	0	2	5	0	0	0	14	21.5	4	1	2	5	0	0	0	12	19.5		
09:15	21	1	0	10	0	0	0	32	45	10	2	1	7	0	0	0	20	29.6		
09:30	12	1	1	6	0	0	0	20	28.3	15	1	2	3	0	0	0	21	25.9		
09:45	15	1	1	3	0	1	0	21	24.8	13	3	0	5	0	1	0	22	27.9		
H/TOT	55	3	4	24	0	1	0	87	119.6	42	7	5	20	0	1	0	75	102.9		
10:00	13	7	0	9	0	0	0	29	40.7	15	3	3	8	0	0	0	29	40.9		
10:15	10	0	2	5	0	1	0	18	24.9	20	4	1	6	0	0	0	31	39.3		
10:30	10	3	1	5	0	0	0	19	26	18	6	2	6	0	1	0	33	41.2		
10:45	18	2	1	8	0	0	0	29	39.9	14	5	3	5	0	0	0	27	35		
H/TOT	51	12	4	27	0	1	0	95	131.5	67	18	9	25	0	1	0	120	156.4		
11:00	9	1	1	3	0	1	0	15	18.8	10	2	0	6	0	1	0	19	26.2		
11:15	11	3	2	6	0	0	0	22	30.8	13	0	2	2	0	0	0	17	20.6		
11:30	10	0	0	10	0	0	0	20	33	15	2	1	5	0	0	0	23	30		
11:45	20	1	1	9	0	1	1	33	43.8	18	2	1	6	0	0	0	27	35.3		
H/TOT	50	5	4	28	0	2	1	90	126.4	56	6	4	19	0	1	0	86	112.1		



SITE: 2

DATE: 02/10/2016

LOCATION: A1089 St Andrew's Road

DAY: Sunday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	51	6	0	5	0	0	2	64	68.9	23	1	0	6	0	1	0	31	38.2		
12:15	21	2	1	1	0	1	0	26	27.2	14	1	0	3	0	1	0	19	22.3		
12:30	20	2	1	4	0	0	1	28	32.9	12	4	2	5	0	0	0	23	30.5		
12:45	8	2	5	5	0	0	0	20	29	18	1	0	7	0	2	0	28	35.9		
H/TOT	100	12	7	15	0	1	3	138	158	67	7	2	21	0	4	0	101	126.9		
13:00	12	3	1	5	0	1	0	22	28.4	19	0	0	4	0	1	0	24	28.6		
13:15	16	1	0	6	0	0	0	23	30.8	18	3	1	7	0	0	0	29	38.6		
13:30	16	2	4	4	0	0	0	26	33.2	26	0	0	7	0	0	0	33	42.1		
13:45	21	2	1	5	1	0	1	31	38.2	22	1	0	3	0	0	0	26	29.9		
H/TOT	65	8	6	20	1	1	1	102	130.6	85	4	1	21	0	1	0	112	139.2		
14:00	24	2	0	5	0	0	0	31	37.5	18	2	2	5	1	0	0	28	36.5		
14:15	20	2	0	3	0	0	1	26	29.1	11	2	1	6	0	1	0	21	28.7		
14:30	16	1	2	4	0	1	0	24	29.6	17	1	1	5	0	0	0	24	31		
14:45	14	3	1	6	0	0	0	24	32.3	18	1	1	2	0	2	0	24	25.9		
H/TOT	74	8	3	18	0	1	1	105	128.5	64	6	5	18	1	3	0	97	122.1		
15:00	12	0	0	3	0	1	0	16	19.3	12	3	0	5	0	0	0	20	26.5		
15:15	22	1	2	1	0	1	1	28	28.9	18	2	1	3	0	0	0	24	28.4		
15:30	23	2	0	5	0	0	0	30	36.5	14	2	2	5	0	1	0	24	30.9		
15:45	18	3	0	6	0	2	1	30	35.8	7	2	0	3	0	2	0	14	16.7		
H/TOT	75	6	2	15	0	4	2	104	120.5	51	9	3	16	0	3	0	82	102.5		
16:00	14	6	0	7	0	0	1	28	36.3	13	5	1	3	0	0	0	22	26.4		
16:15	4	0	0	2	1	3	0	10	11.8	6	3	0	2	0	0	0	11	13.6		
16:30	16	2	2	5	0	0	0	25	32.5	9	3	1	6	0	0	0	19	27.3		
16:45	12	2	2	0	0	1	0	17	17.4	7	0	2	1	0	0	0	10	12.3		
H/TOT	46	10	4	14	1	4	1	80	98	35	11	4	12	0	0	0	62	79.6		
17:00	23	1	0	4	0	0	0	28	33.2	16	0	0	2	0	3	1	22	22		
17:15	8	2	0	5	1	1	0	17	23.9	29	1	1	6	0	1	1	39	45.9		
17:30	18	2	0	5	0	0	0	25	31.5	24	3	1	2	0	1	0	31	33.5		
17:45	25	2	0	2	0	0	0	29	31.6	25	1	1	1	0	2	0	30	30.6		
H/TOT	74	7	0	16	1	1	0	99	120.2	94	5	3	11	0	7	2	122	132		
18:00	45	6	0	0	0	1	1	53	51.6	12	0	0	2	0	0	0	14	16.6		
18:15	18	0	0	9	0	1	0	28	39.1	9	0	1	2	0	1	0	13	15.5		
18:30	16	1	0	5	0	1	1	24	29.1	4	1	1	5	1	0	0	12	20		
18:45	9	0	1	2	0	0	0	12	15.1	11	1	2	2	0	1	0	17	20		
H/TOT	88	7	1	16	0	3	2	117	134.9	36	2	4	11	1	2	0	56	72.1		
19:00	3	0	0	5	0	0	0	8	14.5	7	2	1	4	0	0	0	14	19.7		
19:15	7	1	1	3	0	1	0	13	16.8	6	1	1	6	0	0	0	14	22.3		
19:30	3	0	0	7	0	1	0	11	19.5	8	2	1	3	0	0	0	14	18.4		
19:45	12	0	0	1	0	0	0	13	14.3	8	1	0	5	0	0	0	14	20.5		
H/TOT	25	1	1	16	0	2	0	45	65.1	29	6	3	18	0	0	0	56	80.9		
20:00	9	2	0	6	1	0	0	18	26.8	2	0	1	3	0	0	0	6	10.4		
20:15	3	0	0	3	0	0	0	6	9.9	8	1	0	1	0	0	0	10	11.3		
20:30	4	1	0	1	0	0	0	6	7.3	6	0	2	4	0	0	0	12	18.2		
20:45	9	0	0	2	0	0	0	11	13.6	6	0	0	0	0	0	0	6	6		
H/TOT	25	3	0	12	1	0	0	41	57.6	22	1	3	8	0	0	0	34	45.9		
21:00	8	1	0	1	0	1	0	11	11.7	13	0	0	4	0	0	0	17	22.2		
21:15	6	0	1	7	0	0	0	14	23.6	10	0	0	4	0	0	0	14	19.2		
21:30	7	0	0	1	0	0	0	8	9.3	11	1	1	3	0	0	0	16	20.4		
21:45	6	0	0	4	0	0	0	10	15.2	7	1	0	2	0	0	0	10	12.6		
H/TOT	27	1	1	13	0	1	0	43	59.8	41	2	1	13	0	0	0	57	74.4		
22:00	7	0	0	0	0	0	0	7	7	4	0	1	4	0	0	0	9	14.7		
22:15	7	0	0	5	0	0	0	12	18.5	3	1	0	1	0	0	0	5	6.3		
22:30	8	0	0	0	0	0	0	8	8	5	0	0	1	0	0	0	6	7.3		
22:45	4	0	0	6	0	0	0	10	17.8	3	1	0	1	0	0	0	5	6.3		
H/TOT	26	0	0	11	0	0	0	37	51.3	15	2	1	7	0	0	0	25	34.6		
23:00	2	0	0	2	0	0	0	4	6.6	4	0	0	2	0	0	0	6	8.6		
23:15	1	1	0	1	0	0	0	3	4.3	4	0	0	3	0	0	0	7	10.9		
23:30	2	2	0	2	0	0	0	6	8.6	1	1	1	4	0	0	0	7	12.7		
23:45	2	0	0	3	0	0	0	5	8.9	4	0	0	2	0	0	0	6	8.6		
H/TOT	7	3	0	8	0	0	0	18	28.4	13	1	1	11	0	0	0	26	40.8		
P/TOT	989	99	53	355	4	27	13	1540	2005.4	1045	127	69	338	4	30	2	1615	2073.3		



SITE: 2

DATE: 03/10/2016

LOCATION: A1089 St Andrew's Road

DAY: Monday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	2	0	0	2	0	0	0	4	6.6	4	2	1	3	0	0	0	10	14.4		
00:15	3	0	0	15	0	0	0	18	37.5	2	0	0	1	0	0	0	3	4.3		
00:30	0	1	1	6	0	0	0	8	16.3	4	1	1	6	0	1	0	13	20.7		
00:45	1	0	0	2	0	0	0	3	5.6	1	0	0	4	0	0	0	5	10.2		
H/TOT	6	1	1	25	0	0	0	33	66	11	3	2	14	0	1	0	31	49.6		
01:00	3	0	0	6	0	0	0	9	16.8	4	0	0	5	0	0	0	9	15.5		
01:15	0	0	0	2	0	0	0	2	4.6	2	0	0	4	0	0	0	6	11.2		
01:30	6	0	1	1	0	1	0	9	10.2	4	0	1	7	0	0	0	12	21.6		
01:45	2	0	0	6	0	0	0	8	15.8	3	0	0	4	0	0	0	7	12.2		
H/TOT	11	0	1	15	0	1	0	28	47.4	13	0	1	20	0	0	0	34	60.5		
02:00	4	0	0	6	0	0	0	10	17.8	6	0	2	6	0	0	0	14	22.8		
02:15	1	0	0	8	0	0	0	9	19.4	1	0	0	5	0	0	0	6	12.5		
02:30	2	0	1	8	0	0	0	11	21.9	11	0	2	5	0	0	0	18	25.5		
02:45	2	1	1	12	0	0	0	16	32.1	1	1	0	6	0	0	0	8	15.8		
H/TOT	9	1	2	34	0	0	0	46	91.2	19	1	4	22	0	0	0	46	76.6		
03:00	4	0	0	15	0	0	0	19	38.5	7	0	3	8	0	0	0	18	29.9		
03:15	3	0	1	13	0	0	0	17	34.4	9	1	1	7	0	0	0	18	27.6		
03:30	0	0	0	14	0	1	0	15	32.6	7	1	2	5	0	1	0	16	22.9		
03:45	0	1	2	10	0	0	0	13	27	22	0	3	8	0	0	0	33	44.9		
H/TOT	7	1	3	52	0	1	0	64	132.5	45	2	9	28	0	1	0	85	125.3		
04:00	0	0	3	14	0	0	0	17	36.7	22	0	4	16	0	0	0	42	64.8		
04:15	3	0	5	29	0	1	0	38	77.6	19	0	5	11	0	2	0	37	52.6		
04:30	2	1	3	20	0	0	0	26	53.5	35	3	9	16	0	2	0	65	89.1		
04:45	9	1	3	35	0	0	0	48	95	45	1	14	16	0	1	0	77	104.2		
H/TOT	14	2	14	98	0	1	0	129	262.8	121	4	32	59	0	5	0	221	310.7		
05:00	6	2	4	47	0	0	0	59	122.1	49	5	5	20	0	0	0	79	107.5		
05:15	7	3	6	37	0	0	0	53	104.1	94	9	6	24	0	1	0	134	167.6		
05:30	15	1	5	46	0	0	0	67	129.3	162	8	10	25	1	5	0	211	246.5		
05:45	30	3	7	46	0	1	1	88	149.9	181	15	10	35	0	3	0	244	292.7		
H/TOT	58	9	22	176	0	1	1	267	505.4	486	37	31	104	1	9	0	668	814.3		
06:00	41	3	8	43	0	0	3	98	155.5	72	14	8	44	2	0	0	140	203.2		
06:15	13	5	5	58	0	0	0	81	158.9	58	11	14	41	0	1	0	125	184.7		
06:30	15	6	5	53	0	0	0	79	150.4	120	17	15	46	3	1	0	202	271.7		
06:45	15	6	9	45	0	0	0	75	138	116	15	13	61	1	1	0	207	293.2		
H/TOT	84	20	27	199	0	0	3	333	602.8	366	57	50	192	6	3	0	674	952.8		
07:00	20	4	5	68	0	0	0	97	187.9	90	13	13	53	1	3	0	173	247.6		
07:15	28	4	5	74	0	0	0	111	209.7	81	17	8	42	1	1	2	152	209.4		
07:30	21	7	4	73	0	0	0	105	201.9	93	8	8	64	1	2	0	176	263		
07:45	23	4	12	63	0	0	0	102	189.9	153	13	5	48	0	0	0	219	283.9		
H/TOT	92	19	26	278	0	0	0	415	789.4	417	51	34	207	3	6	2	720	1003.9		
08:00	19	7	10	57	0	0	0	93	172.1	83	14	4	52	1	3	0	157	225.8		
08:15	23	9	5	51	0	1	1	90	157.4	93	7	8	55	0	0	0	163	238.5		
08:30	28	5	11	63	0	0	0	107	194.4	96	12	7	71	1	1	0	188	284.2		
08:45	27	7	9	62	0	0	0	105	190.1	101	12	2	52	0	2	0	169	236.4		
H/TOT	97	28	35	233	0	1	1	395	714	373	45	21	230	2	6	0	677	984.9		
09:00	32	6	9	64	0	0	0	111	198.7	73	15	11	56	1	1	0	157	235.7		
09:15	25	9	8	59	0	0	1	102	181.9	44	8	8	48	0	0	0	108	174.4		
09:30	22	7	9	55	0	0	0	93	169	55	9	9	58	0	1	0	132	211.3		
09:45	28	16	13	57	0	0	0	114	194.6	65	9	9	50	0	0	0	133	202.5		
H/TOT	107	38	39	235	0	0	1	420	744.2	237	41	37	212	1	2	0	530	823.9		
10:00	33	13	6	50	0	0	0	102	170	35	13	6	53	1	0	0	108	180.9		
10:15	18	13	9	37	0	0	0	77	129.6	55	14	12	56	0	0	1	138	216		
10:30	21	8	10	64	0	0	0	103	191.2	42	16	14	75	1	0	0	148	253.5		
10:45	34	12	11	53	1	0	0	111	186.4	33	7	9	66	1	0	0	116	207.3		
H/TOT	106	46	36	204	1	0	0	393	677.2	165	50	41	250	3	0	1	510	857.7		
11:00	29	14	10	67	0	2	0	122	212.9	34	11	14	52	0	1	0	112	186		
11:15	29	8	8	51	0	0	0	96	166.3	41	11	9	65	1	1	0	128	217.4		
11:30	48	13	11	66	0	0	0	138	229.3	37	16	15	64	0	0	0	132	222.7		
11:45	37	10	7	48	0	0	0	102	167.9	40	8	14	65	1	0	0	128	220.5		
H/TOT	143	45	36	232	0	2	0	458	776.4	152	46	52	246	2	2	0	500	846.6		



SITE: 2

DATE: 03/10/2016

LOCATION: A1089 St Andrew's Road

DAY: Monday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	70	17	14	77	0	0	0	178	285.1	35	6	9	70	4	0	0	124	223.5		
12:15	45	12	6	51	0	0	0	114	183.3	37	10	11	62	3	0	0	123	212.1		
12:30	41	8	6	67	0	0	0	122	212.1	38	15	8	67	2	0	0	130	223.1		
12:45	73	15	19	72	1	1	0	181	284.5	59	6	5	84	4	0	0	158	273.7		
H/TOT	229	52	45	267	1	1	0	595	965	169	37	33	283	13	0	0	535	932.4		
13:00	60	13	4	65	0	0	0	142	228.5	63	10	5	50	1	0	0	129	197.5		
13:15	60	11	11	49	0	0	0	131	200.2	78	10	11	67	1	0	1	168	260.8		
13:30	45	15	10	56	0	0	0	126	203.8	88	13	16	70	1	1	0	189	288.4		
13:45	85	26	14	61	1	1	0	188	274.7	72	12	7	87	2	1	0	181	299		
H/TOT	250	65	39	231	1	1	0	587	907.2	301	45	39	274	5	2	1	667	1045.7		
14:00	85	18	6	56	5	1	0	171	251.2	38	7	9	87	1	0	0	142	260.6		
14:15	43	19	9	62	0	0	0	133	218.1	35	10	7	72	0	0	0	124	221.1		
14:30	52	12	13	64	2	1	0	144	235.1	32	7	7	82	0	0	1	129	238.3		
14:45	56	12	13	57	0	0	0	138	218.6	24	8	9	86	0	0	0	127	243.3		
H/TOT	236	61	41	239	7	2	0	586	923	129	32	32	327	1	0	1	522	963.3		
15:00	55	13	17	69	3	0	0	157	258.2	22	8	12	59	1	0	0	102	185.7		
15:15	56	11	10	59	0	0	0	136	217.7	25	8	6	54	0	0	0	93	166.2		
15:30	60	20	13	59	0	2	0	154	236	26	9	4	62	1	0	0	102	185.6		
15:45	62	18	10	64	0	0	0	154	242.2	28	10	6	50	1	1	0	96	164.4		
H/TOT	233	62	50	251	3	2	0	601	954.1	101	35	28	225	3	1	0	393	701.9		
16:00	119	21	7	42	0	1	1	191	247.7	33	6	6	61	0	0	1	107	188.5		
16:15	98	18	2	30	0	1	2	151	188.8	21	4	1	51	0	1	0	78	144.2		
16:30	120	11	6	50	0	1	0	188	255.4	34	5	4	57	2	0	0	102	180.1		
16:45	85	19	8	43	0	1	0	156	215.3	29	11	6	45	1	1	0	93	154.9		
H/TOT	422	69	23	165	0	4	3	686	907.2	117	26	17	214	3	2	1	380	667.7		
17:00	191	14	8	51	1	6	1	272	338.9	39	5	7	43	0	1	0	95	153.8		
17:15	132	10	7	39	0	1	0	189	242.6	51	7	3	43	1	3	1	109	164.8		
17:30	127	16	4	40	0	4	0	191	242.6	58	5	2	42	0	3	0	110	163.8		
17:45	122	9	4	54	0	5	0	194	263.2	46	8	3	33	1	1	0	92	136.8		
H/TOT	572	49	23	184	1	16	1	846	1087.3	194	25	15	161	2	8	1	406	619.2		
18:00	167	14	10	21	0	3	0	215	245.5	22	2	5	42	1	2	0	74	130.9		
18:15	56	11	8	48	1	2	0	126	192.2	18	4	5	38	1	0	0	66	118.9		
18:30	96	12	6	44	2	1	0	161	222.6	25	0	4	34	2	0	0	65	113.2		
18:45	40	2	7	34	2	1	0	86	135.1	25	3	3	32	1	0	0	64	108.1		
H/TOT	359	39	31	147	5	7	0	588	795.4	90	9	17	146	5	2	0	269	471.1		
19:00	54	3	2	22	0	0	0	81	110.6	27	1	3	20	0	0	0	51	78.5		
19:15	44	3	4	18	0	1	0	70	94.8	17	0	5	26	0	0	0	48	84.3		
19:30	40	3	3	29	0	1	0	76	114.6	17	0	1	21	0	0	0	39	66.8		
19:45	36	1	4	14	0	0	0	55	75.2	10	1	2	14	0	0	0	27	46.2		
H/TOT	174	10	13	83	0	2	0	282	395.2	71	2	11	81	0	0	0	165	275.8		
20:00	27	2	3	13	0	1	0	46	63.8	9	1	0	14	0	0	0	24	42.2		
20:15	25	0	0	9	0	1	0	35	46.1	7	1	0	12	0	0	0	20	35.6		
20:30	16	2	1	11	0	0	1	31	45	4	1	4	12	0	1	0	22	39		
20:45	24	4	2	8	0	0	0	38	49.4	7	0	1	13	1	0	0	22	40.4		
H/TOT	92	8	6	41	0	2	1	150	204.3	27	3	5	51	1	1	0	88	157.2		
21:00	22	0	0	9	0	0	0	31	42.7	20	1	3	11	0	0	0	35	50.8		
21:15	31	2	0	8	1	1	0	43	53.8	28	2	0	12	0	0	0	42	57.6		
21:30	40	1	0	16	0	0	0	57	77.8	23	2	1	19	0	0	0	45	70.2		
21:45	38	2	2	12	1	1	0	56	73	9	0	1	15	0	0	0	25	45		
H/TOT	131	5	2	45	2	2	0	187	247.3	80	5	5	57	0	0	0	147	223.6		
22:00	28	0	3	8	1	0	0	40	52.9	6	1	0	9	4	0	0	20	35.7		
22:15	5	1	0	12	3	0	1	22	39.8	12	0	3	10	0	1	0	26	39.9		
22:30	12	1	0	12	0	1	0	26	41	11	0	1	18	0	0	0	30	53.9		
22:45	5	0	2	10	0	0	0	17	31	2	0	1	11	0	0	0	14	28.8		
H/TOT	50	2	5	42	4	1	1	105	164.7	31	1	5	48	4	1	0	90	158.3		
23:00	14	1	0	8	0	0	0	23	33.4	4	1	0	10	0	0	0	15	28		
23:15	2	0	0	5	0	0	0	7	13.5	4	0	0	12	0	0	0	16	31.6		
23:30	5	0	0	8	0	0	0	13	23.4	4	0	1	6	0	0	0	11	19.3		
23:45	4	0	0	11	0	0	0	15	29.3	1	0	0	4	0	0	0	5	10.2		
H/TOT	25	1	0	32	0	0	0	58	99.6	13	1	1	32	0	0	0	47	89.1		
P/TOT	3507	633	520	3508	25	47	12	8252	13060	3728	558	522	3483	55	52	7	8405	13212		



SITE: 2

DATE: 04/10/2016

LOCATION: A1089 St Andrew's Road

DAY: Tuesday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	3	0	0	12	0	0	0	15	30.6	3	0	1	5	0	0	0	9	16		
00:15	3	0	0	15	0	0	0	18	37.5	6	1	0	7	0	0	0	14	23.1		
00:30	3	1	0	8	0	0	0	12	22.4	2	0	0	9	0	0	0	11	22.7		
00:45	3	1	0	15	0	0	0	19	38.5	3	0	1	4	0	0	0	8	13.7		
H/TOT	12	2	0	50	0	0	0	64	129	14	1	2	25	0	0	0	42	75.5		
01:00	5	0	0	8	0	0	0	13	23.4	4	0	2	10	0	0	0	16	30		
01:15	3	0	0	6	0	0	0	9	16.8	8	2	2	7	0	0	0	19	29.1		
01:30	7	1	1	12	0	0	0	21	37.1	2	0	0	6	0	0	0	8	15.8		
01:45	5	0	2	13	0	0	0	20	37.9	5	0	2	9	0	0	0	16	28.7		
H/TOT	20	1	3	39	0	0	0	63	115.2	19	2	6	32	0	0	0	59	103.6		
02:00	7	0	0	7	0	0	0	14	23.1	5	0	1	6	0	0	0	12	20.3		
02:15	4	0	0	14	0	0	0	18	36.2	3	0	0	12	0	0	0	15	30.6		
02:30	9	0	1	12	0	0	0	22	38.1	5	0	0	6	0	0	0	11	18.8		
02:45	5	1	0	9	0	0	0	15	26.7	6	1	1	4	0	0	0	12	17.7		
H/TOT	25	1	1	42	0	0	0	69	124.1	19	1	2	28	0	0	0	50	87.4		
03:00	4	0	0	15	0	0	0	19	38.5	4	1	0	11	0	0	0	16	30.3		
03:15	3	0	0	12	0	0	0	15	30.6	8	0	0	7	0	0	0	15	24.1		
03:30	10	0	0	10	0	0	0	20	33	11	0	4	17	0	0	0	32	56.1		
03:45	5	0	0	12	0	0	0	17	32.6	17	0	4	18	1	0	0	40	66.4		
H/TOT	22	0	0	49	0	0	0	71	134.7	40	1	8	53	1	0	0	103	176.9		
04:00	5	2	3	20	0	0	0	30	57.5	16	0	4	15	0	0	0	35	56.5		
04:15	9	2	6	24	0	0	0	41	75.2	21	4	5	21	0	0	0	51	80.8		
04:30	4	2	3	28	0	0	0	37	74.9	24	7	3	25	0	1	0	60	93.4		
04:45	10	3	1	34	0	0	1	49	92.9	53	7	7	20	0	1	0	88	116.9		
H/TOT	28	9	13	106	0	0	1	157	300.5	114	18	19	81	0	2	0	234	347.6		
05:00	14	2	3	45	0	1	0	65	124.4	41	9	6	36	0	4	0	96	143.4		
05:15	9	2	5	54	0	1	0	71	143.1	106	9	5	31	0	1	0	152	194.2		
05:30	16	4	6	57	0	1	0	84	160.5	167	6	6	37	1	3	0	220	270.3		
05:45	44	4	3	46	0	1	0	98	158.7	177	8	5	44	0	2	0	236	294.5		
H/TOT	83	12	17	202	0	4	0	318	586.7	491	32	22	148	1	10	0	704	902.4		
06:00	40	3	11	40	0	2	6	102	153.5	67	14	14	52	3	2	0	152	228.4		
06:15	23	11	4	61	0	1	0	100	180.7	74	19	9	49	2	1	0	154	223.6		
06:30	14	7	6	51	0	0	1	79	147.5	100	12	13	38	8	2	0	173	235.7		
06:45	22	4	8	75	0	0	0	109	210.5	150	20	14	68	2	0	0	254	351.4		
H/TOT	99	25	29	227	0	3	7	390	692.2	391	65	50	207	15	5	0	733	1039.1		
07:00	20	5	4	62	0	0	0	91	173.6	77	5	6	61	3	0	1	153	237.5		
07:15	26	8	6	64	0	0	0	104	190.2	78	22	5	55	1	1	0	162	236.4		
07:30	31	8	5	73	6	0	1	124	226.6	108	22	8	37	1	2	0	178	229.9		
07:45	14	15	12	66	2	0	0	109	202.8	133	15	12	41	0	1	0	202	260.7		
H/TOT	91	36	27	265	8	0	1	428	793.2	396	64	31	194	5	4	1	695	964.5		
08:00	25	4	12	62	4	2	1	110	198.6	102	9	7	56	1	2	0	177	253.1		
08:15	18	9	8	65	0	1	0	101	188.9	90	12	14	43	0	0	0	159	221.9		
08:30	22	8	3	61	1	0	0	95	176.8	98	12	7	67	1	1	0	186	277		
08:45	19	4	7	57	0	0	0	87	164.6	108	15	5	56	0	2	0	186	260.1		
H/TOT	84	25	30	245	5	3	1	393	728.9	398	48	33	222	2	5	0	708	1012.1		
09:00	34	8	16	64	0	1	0	123	213.6	64	16	2	53	1	0	0	136	206.9		
09:15	25	17	7	56	0	0	1	106	181.5	48	18	3	32	0	1	0	102	144.5		
09:30	33	11	8	42	0	0	1	95	152.8	43	13	7	68	0	0	0	131	222.9		
09:45	34	15	5	53	0	0	0	107	178.4	58	12	12	62	0	0	0	144	230.6		
H/TOT	126	51	36	215	0	1	2	431	726.3	213	59	24	215	1	1	0	513	804.9		
10:00	19	14	8	57	0	1	0	99	176.5	36	12	6	81	1	0	0	136	245.3		
10:15	27	5	7	68	0	0	1	108	199.1	50	12	5	56	1	0	0	124	200.3		
10:30	21	13	9	48	0	0	0	91	157.9	35	17	16	77	0	0	0	145	253.1		
10:45	42	9	8	65	0	0	1	125	212.7	37	13	8	69	1	1	0	129	223.1		
H/TOT	109	41	32	238	0	1	2	423	746.2	158	54	35	283	3	1	0	534	921.8		
11:00	29	17	12	59	0	0	0	117	199.7	26	10	12	75	0	0	0	123	226.5		
11:15	43	11	7	68	0	0	0	129	220.9	26	20	13	74	1	0	0	134	237.7		
11:30	43	16	9	61	0	0	0	129	212.8	40	5	6	76	0	2	1	130	229.8		
11:45	41	9	9	57	0	0	0	116	194.6	36	12	6	73	1	0	0	128	226.9		
H/TOT	156	53	37	245	0	0	0	491	828	128	47	37	298	2	2	1	515	920.9		



SITE: 2

DATE: 04/10/2016

LOCATION: A1089 St Andrew's Road

DAY: Tuesday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	69	10	10	53	0	0	0	142	215.9	50	15	13	76	0	0	0	154	259.3		
12:15	48	12	6	59	0	1	0	126	205.1	41	8	9	64	1	0	0	123	211.7		
12:30	59	14	2	59	0	0	0	134	211.7	32	13	11	68	0	0	0	124	217.9		
12:45	44	15	16	67	1	1	0	144	239.5	54	14	10	71	1	0	0	150	248.3		
H/TOT	220	51	34	238	1	2	0	546	872.2	177	50	43	279	2	0	0	551	937.2		
13:00	64	15	11	63	0	2	0	155	241.2	74	5	19	85	2	1	0	186	307.4		
13:15	57	12	10	65	1	1	0	146	235.9	86	11	15	70	0	1	0	183	280.9		
13:30	54	9	10	63	0	1	0	137	223.3	86	3	7	60	2	1	1	160	242.1		
13:45	119	13	13	65	1	0	0	211	303	71	11	16	78	1	0	0	177	287.4		
H/TOT	294	49	44	256	2	4	0	649	1003.4	317	30	57	293	5	3	1	706	1117.8		
14:00	63	15	5	78	0	1	3	165	265.9	33	5	11	80	0	0	0	129	238.5		
14:15	62	16	9	61	0	1	2	151	232.6	31	4	11	72	0	0	0	118	217.1		
14:30	67	11	17	85	0	0	1	181	299.2	32	7	7	69	0	0	0	115	208.2		
14:45	61	10	18	53	0	1	0	143	220.3	25	6	11	81	2	0	0	125	237.8		
H/TOT	253	52	49	277	0	3	6	640	1018	121	22	40	302	2	0	0	487	901.6		
15:00	42	15	13	69	2	0	0	141	239.2	27	6	4	75	4	0	0	116	219.5		
15:15	58	11	11	75	2	0	1	158	262.2	32	7	13	77	1	0	0	130	237.6		
15:30	59	16	9	52	2	1	0	139	212.5	32	9	8	70	3	1	0	123	220.4		
15:45	63	19	13	49	2	1	0	147	218.6	24	9	12	81	2	0	0	128	241.3		
H/TOT	222	61	46	245	8	2	1	585	932.5	115	31	37	303	10	1	0	497	918.8		
16:00	126	19	9	58	2	2	1	217	296.9	24	10	5	41	0	0	1	81	136		
16:15	99	16	12	54	1	0	0	182	259.2	39	5	5	59	1	0	0	109	189.2		
16:30	116	14	6	50	0	2	5	193	255.8	30	7	6	47	1	0	0	91	156.1		
16:45	138	16	7	48	1	2	2	214	278.1	52	6	5	54	3	1	0	121	196.1		
H/TOT	479	65	34	210	4	6	8	806	1090	145	28	21	201	5	1	1	402	677.4		
17:00	156	21	7	55	2	1	1	243	318.6	39	6	5	51	3	0	0	104	175.8		
17:15	179	11	10	56	2	1	0	259	338.2	57	7	6	65	1	3	0	139	225.7		
17:30	133	11	6	48	1	4	1	204	267.2	50	7	2	53	2	1	0	115	186.3		
17:45	124	16	3	46	0	2	1	192	251.3	40	5	7	46	1	0	0	99	163.3		
H/TOT	592	59	26	205	5	8	3	898	1175.3	186	25	20	215	7	4	0	457	751.1		
18:00	155	13	3	41	1	4	1	218	270.6	26	3	1	37	0	1	0	68	116		
18:15	72	6	5	51	0	0	4	138	203.6	26	5	0	32	0	0	0	63	104.6		
18:30	82	12	7	43	1	1	0	146	205.8	22	1	3	37	1	0	0	64	114.6		
18:45	52	3	3	40	0	0	1	99	151.7	22	1	3	49	1	0	0	76	142.2		
H/TOT	361	34	18	175	2	5	6	601	831.7	96	10	7	155	2	1	0	271	477.4		
19:00	50	2	4	31	0	1	1	89	129.9	15	2	3	25	0	0	0	45	79		
19:15	45	1	3	29	0	1	1	80	117.8	14	1	5	18	0	0	0	38	63.9		
19:30	43	2	3	29	0	1	0	78	116.6	14	0	2	14	0	0	0	30	49.2		
19:45	22	1	0	17	0	1	0	41	62.5	19	0	2	23	0	0	0	44	74.9		
H/TOT	160	6	10	106	0	4	2	288	426.8	62	3	12	80	0	0	0	157	267		
20:00	25	2	0	25	1	1	1	55	87.1	5	0	2	16	2	0	0	25	48.8		
20:15	29	3	1	9	0	0	1	43	54.4	10	0	0	11	0	0	0	21	35.3		
20:30	15	1	1	11	0	1	0	29	43.2	7	1	0	10	0	1	0	19	31.4		
20:45	11	2	3	17	0	0	0	33	56.6	6	1	2	14	0	0	0	23	42.2		
H/TOT	80	8	5	62	1	2	2	160	241.3	28	2	4	51	2	1	0	88	157.7		
21:00	17	1	0	9	0	0	2	29	39.1	11	0	1	10	0	0	0	22	35.5		
21:15	20	0	0	13	0	0	0	33	49.9	21	0	1	17	1	0	0	40	63.6		
21:30	26	0	0	8	0	0	1	35	44.6	22	2	0	12	0	0	0	36	51.6		
21:45	45	6	0	9	1	0	0	61	73.7	10	3	0	7	0	0	0	20	29.1		
H/TOT	108	7	0	39	1	0	3	158	207.3	64	5	2	46	1	0	0	118	179.8		
22:00	26	2	1	6	0	0	0	35	43.3	6	1	0	15	0	0	0	22	41.5		
22:15	14	0	0	11	0	0	0	25	39.3	5	2	1	10	0	0	0	18	31.5		
22:30	9	0	1	12	0	0	0	22	38.1	7	0	0	9	0	0	0	16	27.7		
22:45	5	0	0	7	0	0	0	12	21.1	1	1	0	16	0	0	0	18	38.8		
H/TOT	54	2	2	36	0	0	0	94	141.8	19	4	1	50	0	0	0	74	139.5		
23:00	8	2	2	10	0	0	0	22	36	4	0	0	14	0	0	0	18	36.2		
23:15	3	0	1	9	0	0	0	13	25.2	5	0	1	11	0	0	0	17	31.8		
23:30	6	0	0	5	0	0	0	11	17.5	1	0	0	10	0	1	0	12	24.4		
23:45	4	2	1	13	0	1	0	21	37.8	5	0	1	11	0	0	0	17	31.8		
H/TOT	21	4	4	37	0	1	0	67	116.5	15	0	2	46	0	1	0	64	124.2		
P/TOT	3699	654	497	3809	37	49	45	8790	13962	3726	602	515	3807	66	42	4	8762	14006		



SITE: 2

DATE: 05/10/2016

LOCATION: A1089 St Andrew's Road

DAY: Wednesday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	7	0	0	6	0	0	0	13	20.8	5	0	0	12	0	0	0	17	32.6		
00:15	2	0	0	18	0	0	0	20	43.4	1	1	1	18	0	0	0	21	44.9		
00:30	3	0	0	12	0	0	0	15	30.6	0	0	0	8	0	0	0	8	18.4		
00:45	1	1	2	17	0	0	0	21	44.1	3	0	1	6	0	0	0	10	18.3		
H/TOT	13	1	2	53	0	0	0	69	138.9	9	1	2	44	0	0	0	56	114.2		
01:00	3	0	0	8	0	0	0	11	21.4	3	0	0	13	0	0	0	16	32.9		
01:15	2	0	0	7	0	0	0	9	18.1	3	0	0	10	0	0	0	13	26		
01:30	8	0	0	8	0	0	0	16	26.4	2	0	0	8	0	0	0	10	20.4		
01:45	6	0	0	14	0	0	0	20	38.2	6	0	0	5	0	0	0	11	17.5		
H/TOT	19	0	0	37	0	0	0	56	104.1	14	0	0	36	0	0	0	50	96.8		
02:00	2	0	0	13	0	0	0	15	31.9	5	0	1	5	0	0	0	11	18		
02:15	7	0	0	7	0	0	0	14	23.1	5	0	0	11	0	0	0	16	30.3		
02:30	4	0	1	13	0	0	0	18	35.4	5	0	2	11	0	0	0	18	33.3		
02:45	3	0	0	12	0	0	0	15	30.6	6	0	2	5	0	0	0	13	20.5		
H/TOT	16	0	1	45	0	0	0	62	121	21	0	5	32	0	0	0	58	102.1		
03:00	8	1	0	15	0	0	0	24	43.5	3	0	2	11	0	0	0	16	31.3		
03:15	4	1	1	14	0	0	0	20	38.7	17	0	0	11	0	0	0	28	42.3		
03:30	8	0	1	21	0	0	0	30	57.8	11	0	2	9	0	0	0	22	34.7		
03:45	9	0	1	14	0	0	0	24	42.7	23	0	4	10	0	0	0	37	52		
H/TOT	29	2	3	64	0	0	0	98	182.7	54	0	8	41	0	0	0	103	160.3		
04:00	6	0	6	9	0	0	0	21	35.7	14	0	1	14	0	0	0	29	47.7		
04:15	6	0	5	30	0	1	0	42	82.9	16	3	4	12	0	0	0	35	52.6		
04:30	4	1	2	24	0	0	0	31	63.2	24	2	2	18	0	0	0	46	70.4		
04:45	10	1	2	39	0	1	0	53	104.1	46	9	1	21	0	3	0	80	106		
H/TOT	26	2	15	102	0	2	0	147	285.9	100	14	8	65	0	3	0	190	276.7		
05:00	10	0	3	42	0	1	0	56	111.5	44	4	7	28	0	3	0	86	124.1		
05:15	14	0	0	40	1	0	0	55	108	90	12	6	34	0	7	0	149	192		
05:30	12	4	4	61	0	0	0	81	162.3	155	10	5	48	1	4	0	223	286.5		
05:45	35	5	5	41	0	1	0	87	142.2	146	13	6	42	0	5	0	212	266.6		
H/TOT	71	9	12	184	1	2	0	279	524	435	39	24	152	1	19	0	670	869.2		
06:00	39	2	6	50	0	0	4	101	165.8	80	20	9	55	1	1	0	166	242.4		
06:15	20	5	6	47	0	1	0	79	142.5	86	12	10	47	0	0	0	155	221.1		
06:30	27	7	1	67	0	0	0	102	189.6	125	18	12	47	4	7	0	213	279.9		
06:45	20	11	9	57	0	1	0	98	176	127	18	12	56	0	0	7	220	293.2		
H/TOT	106	25	22	221	0	2	4	380	673.9	418	68	43	205	5	8	7	754	1036.6		
07:00	22	6	5	67	0	0	1	101	189.8	91	15	9	46	1	2	1	165	228.3		
07:15	39	8	5	75	0	0	0	127	227	95	18	13	54	1	2	1	184	259.7		
07:30	35	8	7	77	1	0	0	128	232.6	129	14	13	54	1	2	0	213	289.5		
07:45	17	9	8	70	0	0	0	104	199	161	28	5	58	0	1	0	253	330.3		
H/TOT	113	31	25	289	1	0	1	460	848.4	476	75	40	212	3	7	2	815	1107.8		
08:00	42	12	9	66	0	1	1	131	219.9	125	19	10	42	1	1	0	198	258		
08:15	19	6	16	71	0	0	0	112	212.3	104	17	9	49	1	0	0	180	249.2		
08:30	31	12	7	53	0	0	0	103	175.4	102	11	7	41	7	1	0	169	232.2		
08:45	28	10	9	56	4	0	0	107	188.3	125	6	8	42	1	1	0	183	242		
H/TOT	120	40	41	246	4	1	1	453	795.9	456	53	34	174	10	3	0	730	981.4		
09:00	30	7	6	55	4	0	0	102	180.5	78	12	10	53	1	1	0	155	229.3		
09:15	28	7	5	50	0	0	1	91	157.7	63	14	8	51	3	0	0	139	212.3		
09:30	36	15	14	48	1	1	0	115	184.8	67	15	7	43	4	0	0	136	199.4		
09:45	25	16	9	38	2	0	0	90	145.9	67	12	6	61	2	1	0	149	232.7		
H/TOT	119	45	34	191	7	1	1	398	668.9	275	53	31	208	10	2	0	579	873.7		
10:00	29	14	9	57	1	0	0	110	189.6	30	7	1	78	1	0	0	117	219.9		
10:15	30	11	7	52	5	0	0	105	181.1	40	12	5	63	4	0	1	125	212.6		
10:30	26	11	3	53	0	0	0	93	163.4	52	14	7	64	7	0	0	144	237.7		
10:45	36	8	9	45	2	1	0	101	165.4	44	9	11	61	9	1	0	135	228.2		
H/TOT	121	44	28	207	8	1	0	409	699.5	166	42	24	266	21	1	1	521	898.4		
11:00	45	16	8	56	0	0	1	126	202	11	10	6	70	5	1	0	103	201.4		
11:15	30	11	9	68	0	0	0	118	210.9	50	11	9	76	1	0	0	147	251.3		
11:30	44	10	7	61	4	0	0	126	212.8	41	7	5	86	1	1	1	142	255.9		
11:45	54	18	8	60	3	1	0	144	228.4	39	12	3	71	1	0	0	126	220.8		
H/TOT	173	55	32	245	7	1	1	514	854.1	141	40	23	303	8	2	1	518	929.4		



SITE: 2

DATE: 05/10/2016

LOCATION: A1089 St Andrew's Road

DAY: Wednesday

TIME	NB								TOT	PCU's	SB								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	73	17	7	80	4	0	1	182	292.7	40	15	9	75	2	0	1	142	245.2		
12:15	67	11	9	68	2	0	0	157	251.9	39	6	10	78	1	0	0	134	241.4		
12:30	69	17	7	63	7	1	0	164	255.8	41	10	9	85	2	0	0	147	264		
12:45	61	15	13	65	3	0	0	157	251	69	11	7	72	3	1	0	163	262.5		
H/TOT	270	60	36	276	16	1	1	660	1051.4	189	42	35	310	8	1	1	586	1013.1		
13:00	59	9	12	73	3	1	0	157	260.3	71	17	8	62	4	1	0	163	251		
13:15	62	17	9	75	3	0	0	166	271	75	4	12	71	2	1	1	166	264.9		
13:30	65	12	9	73	1	0	0	160	260.4	71	14	16	79	4	0	0	184	298.7		
13:45	72	16	12	70	1	0	0	171	269	52	15	11	79	5	1	0	163	275.6		
H/TOT	258	54	42	291	8	1	0	654	1060.7	269	50	47	291	15	3	1	676	1090.2		
14:00	78	11	10	53	3	1	1	157	232.5	45	9	9	82	3	0	0	148	262.1		
14:15	45	14	9	79	1	0	3	151	256.8	38	6	11	94	3	0	0	152	282.7		
14:30	50	12	8	65	6	3	1	145	236.9	24	13	7	73	0	1	0	118	215.8		
14:45	55	10	13	61	2	1	0	142	229.2	17	11	6	80	0	0	0	114	221		
H/TOT	228	47	40	258	12	5	5	595	955.4	124	39	33	329	6	1	0	532	981.6		
15:00	79	14	11	77	0	2	1	184	287.6	30	10	6	80	4	0	0	130	241		
15:15	110	19	7	66	1	2	0	205	294.1	25	7	11	68	4	0	0	115	212.9		
15:30	104	14	6	56	7	1	0	188	270.2	29	9	5	63	0	1	0	107	190.8		
15:45	86	14	10	58	0	1	0	169	248.8	33	9	6	70	3	1	0	122	218.4		
H/TOT	379	61	34	257	8	6	1	746	1100.7	117	35	28	281	11	2	0	474	863.1		
16:00	141	20	12	60	3	1	1	238	323.6	41	7	13	70	1	1	1	134	231.1		
16:15	90	24	14	57	1	1	3	190	269.1	25	8	10	46	2	0	0	91	157.8		
16:30	123	19	13	52	0	1	3	211	282.1	32	11	6	56	1	1	0	107	183.2		
16:45	121	20	13	40	2	3	2	201	258.1	35	4	4	49	2	1	0	95	162.1		
H/TOT	475	83	52	209	6	6	9	840	1132.9	133	30	33	221	6	3	1	427	734.2		
17:00	181	11	11	44	0	2	1	250	310.7	43	7	5	44	0	1	0	100	159.1		
17:15	147	2	11	39	0	2	0	201	256	59	7	4	37	2	2	1	112	162.1		
17:30	128	14	3	39	0	2	1	187	237.2	66	5	5	29	0	1	0	106	145.6		
17:45	92	13	3	33	1	4	3	149	189.6	44	8	5	50	1	0	0	108	176.5		
H/TOT	548	40	28	155	1	10	5	787	993.5	212	27	19	160	3	4	1	426	643.3		
18:00	152	13	8	30	0	6	1	210	248.6	24	3	1	34	0	1	0	63	107.1		
18:15	84	5	3	37	0	2	3	134	180	24	2	3	30	1	0	0	60	101.5		
18:30	85	7	5	28	1	0	0	126	165.9	15	1	3	36	0	0	0	55	103.3		
18:45	48	4	2	24	0	1	1	80	110.8	21	2	0	17	1	0	0	41	64.1		
H/TOT	369	29	18	119	1	9	5	550	705.3	84	8	7	117	2	1	0	219	376		
19:00	60	3	3	17	1	0	0	84	108.6	12	1	0	23	0	0	0	36	65.9		
19:15	43	4	2	26	0	0	1	76	110	16	2	3	26	0	0	0	47	82.3		
19:30	37	4	2	24	1	1	1	70	101.8	9	3	0	12	0	0	0	24	39.6		
19:45	14	1	1	19	0	0	1	36	60.4	15	3	3	18	2	0	0	41	67.9		
H/TOT	154	12	8	86	2	1	3	266	380.8	52	9	6	79	2	0	0	148	255.7		
20:00	31	3	4	8	0	0	1	47	58.6	5	0	0	13	0	0	0	18	34.9		
20:15	9	1	1	9	0	0	2	22	32.6	10	2	1	18	0	0	0	31	54.9		
20:30	15	2	1	12	0	0	0	30	46.1	8	1	1	16	0	0	0	26	47.3		
20:45	21	0	2	7	2	1	0	33	44.5	6	0	2	16	0	0	0	24	45.8		
H/TOT	76	6	8	36	2	1	3	132	181.8	29	3	4	63	0	0	0	99	182.9		
21:00	38	5	2	7	0	1	1	54	62.7	10	2	1	11	0	0	0	24	38.8		
21:15	37	3	0	6	0	0	2	48	54.2	17	5	1	18	1	0	0	42	66.9		
21:30	25	0	2	7	0	0	0	34	44.1	21	2	1	11	0	0	0	35	49.8		
21:45	30	0	1	9	0	1	1	42	52.8	9	0	1	10	0	0	0	20	33.5		
H/TOT	130	8	5	29	0	2	4	178	213.8	57	9	4	50	1	0	0	121	189		
22:00	20	1	0	6	1	0	0	28	36.8	7	2	1	9	0	0	0	19	31.2		
22:15	9	0	1	12	0	0	0	22	38.1	4	0	0	13	0	0	0	17	33.9		
22:30	8	1	2	13	0	0	0	24	41.9	3	1	0	14	0	0	0	18	36.2		
22:45	2	0	0	14	0	0	0	16	34.2	1	1	0	10	0	0	0	12	25		
H/TOT	39	2	3	45	1	0	0	90	151	15	4	1	46	0	0	0	66	126.3		
23:00	11	1	1	4	0	1	0	18	23.1	2	1	0	17	0	0	0	20	42.1		
23:15	5	0	0	10	0	0	0	15	28	2	0	0	10	0	0	0	12	25		
23:30	2	0	2	15	0	0	0	19	39.5	0	0	1	1	0	0	0	2	3.8		
23:45	0	0	0	9	0	0	0	9	20.7	1	0	0	10	0	0	0	11	24		
H/TOT	18	1	3	38	0	1	0	61	111.3	5	1	1	38	0	0	0	45	94.9		
P/TOT	3870	657	492	3683	85	53	44	8884	13936	3851	642	460	3723	112	60	15	8863	13997		

Intelligent Data Collection Limited

Ford Road, Tilbury

Client:	i-Transport		
Project Number:	ID02626		
Site Number:	Site B		
Week Commencing:	25/04/2016		
Road Name:	Station Approach Road		
Survey Type:	ATC		
Direction AB	Flow from	Fort Road	to Unnamed Road (East)
Direction BA	Flow from	Unnamed Road (East)	to Fort Road

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	05.05.2016			
Prepared by	James Gale			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02626			
File Ref	ID02626 Ford Road, Tilbury ATC - Site B			

Issue Sheet

	Date			
Issued to	06.05.2016			
Rosemary Ovenshi	E-mail			

Intelligent Data - Automatic Traffic Count Output

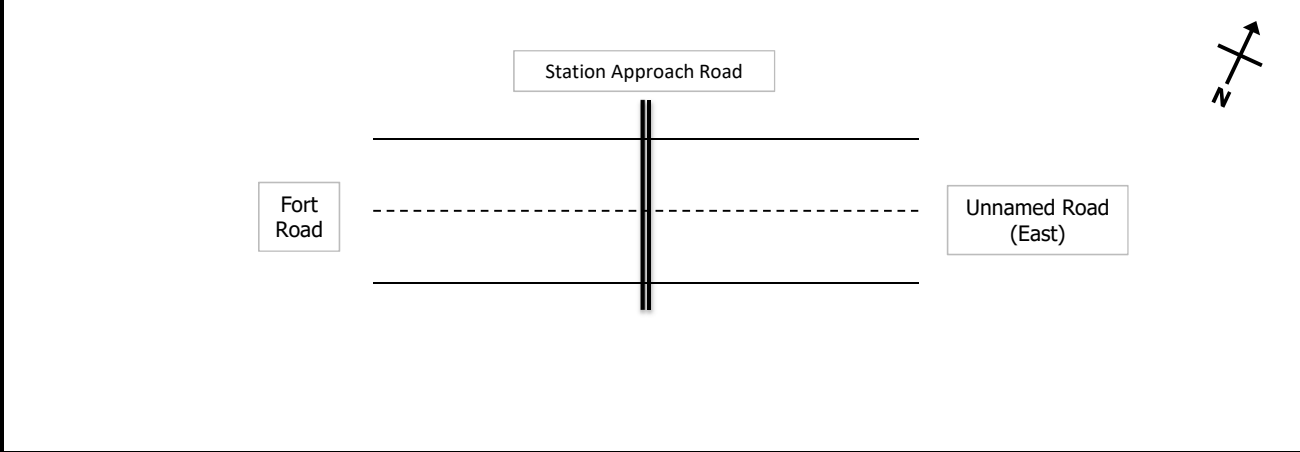


Road Name Station Approach Road
Direction AB Fort Road **to:** Unnamed Road (East)
Direction BA Unnamed Road (East) **to:** Fort Road

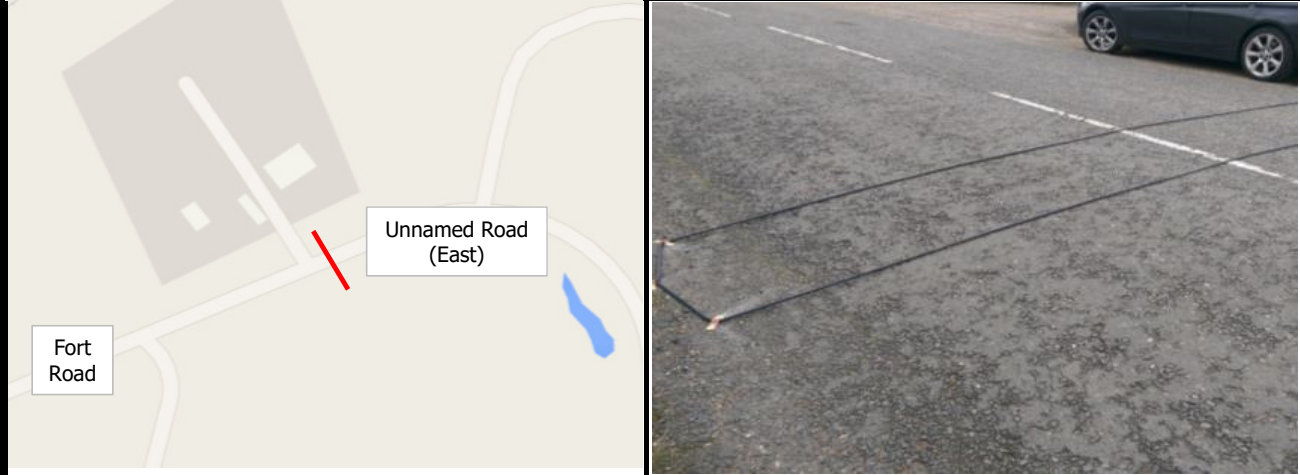
X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
51.461243	0.380917	25/04/2016	04/05/2016	Unknown

Link to location on Google Maps (CTRL+Click)
<http://maps.google.co.uk/maps?hl=en&safe=off&q=51.461243,0.380917&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=w>

Site Map



Photograph Record



Comments

Please note: Monday 02.05.2016 is a Bank holiday (May Day)

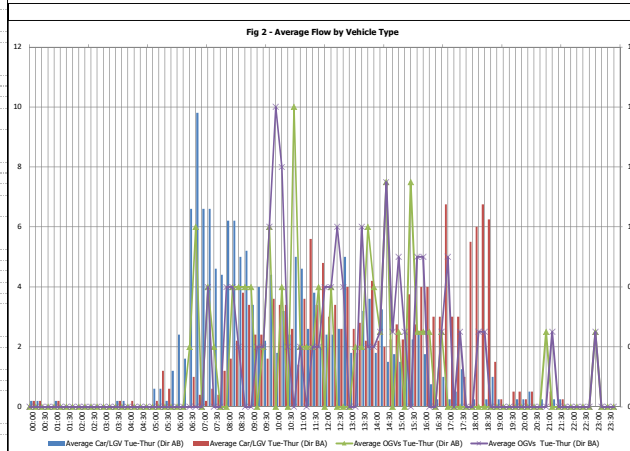
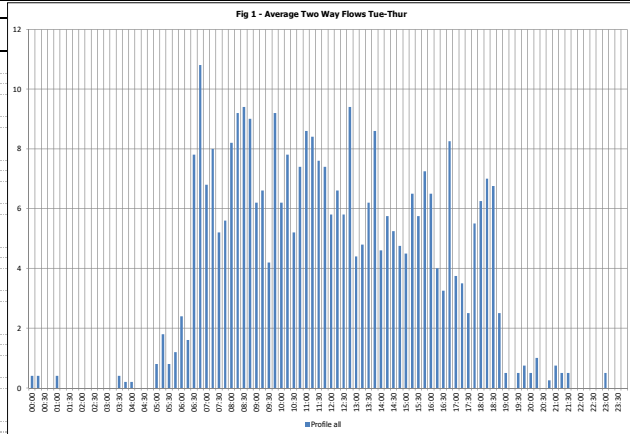
Prepared by	James Gale	Checked by	Luke Martin	Project Director	Paul O'Neill
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i-Transport
Ford Road, Tilbury

Flow Reporting

Table 2 - Two Way Flow Analysis

Time Interval	Average Car/LGV Tue-Thur (Dir AB)	Average Car/LGV Tue-Thur (Dir BA)	Average OGVs Tue-Thur (Dir AB)	Average OGVs Tue-Thur (Dir BA)	Profile all
00:00	0	0	0	0	0
00:15	0	0	0	0	0
00:30	0	0	0	0	0
00:45	0	0	0	0	0
01:00	0	0	0	0	0
01:15	0	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	0	0	0	0	0
02:30	0	0	0	0	0
02:45	0	0	0	0	0
03:00	0	0	0	0	0
03:15	0	0	0	0	0
03:30	0	0	0	0	0
03:45	0	0	0	0	0
04:00	0	0	0	0	0
04:15	0	0	0	0	0
04:30	0	0	0	0	0
04:45	0	0	0	0	0
05:00	1	0	0	0	1
05:15	1	1	0	0	2
05:30	0	1	0	0	1
05:45	1	0	0	0	1
06:00	2	0	0	0	2
06:15	2	0	0	0	2
06:30	7	1	0	0	8
06:45	10	0	1	0	11
07:00	7	0	0	0	7
07:15	7	1	0	0	8
07:30	5	0	0	0	5
07:45	4	1	0	0	5
08:00	6	2	0	0	8
08:15	6	2	0	0	8
08:30	5	4	0	0	9
08:45	7	0	0	0	7
09:00	3	2	0	0	6
09:15	4	2	0	0	7
09:30	2	2	0	0	4
09:45	4	4	1	1	9
10:00	2	3	0	1	6
10:15	3	3	0	1	8
10:30	2	3	0	0	5
10:45	5	1	1	0	7
11:00	4	4	0	0	8
11:15	3	6	0	0	8
11:30	4	3	0	0	8
11:45	2	5	0	0	7
12:00	2	3	0	0	6
12:15	2	3	0	0	7
12:30	3	3	0	0	6
12:45	5	4	0	0	9
13:00	2	3	0	0	4
13:15	2	3	0	0	5
13:30	3	2	0	1	6
13:45	4	4	1	0	9
14:00	2	2	0	0	5
14:15	3	2	0	0	6
14:30	2	2	1	1	5
14:45	2	2	0	0	5
15:00	2	2	0	0	5
15:15	3	4	0	0	7
15:30	3	3	1	0	6
15:45	3	4	0	1	7
16:00	2	4	0	1	7
16:15	1	3	0	0	4
16:30	0	3	0	0	3
16:45	1	7	0	0	8
17:00	0	3	0	1	4
17:15	1	3	0	0	4
17:30	1	1	0	0	3
17:45	0	6	0	0	6
18:00	0	6	0	0	6
18:15	0	7	0	0	7
18:30	0	6	0	0	7
18:45	1	2	0	0	3
19:00	0	0	0	0	1
19:15	0	0	0	0	1
19:30	0	1	0	0	1
20:00	0	1	0	0	1
20:15	1	1	0	0	1
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	1	0	0	1
21:15	0	0	0	0	1
21:30	0	0	0	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0



Peak Interval Analysis - Tue-Thurs

Table 2 - Peak Interval Analysis

Peak	Time From	Time To	Two Way Flow
AM Peak	08:30:00	08:45:00	9
Inter-Peak	08:30:00	08:45:00	9
PM Peak	16:45:00	17:00:00	8

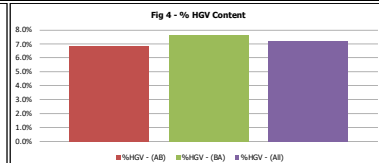
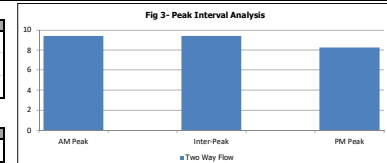
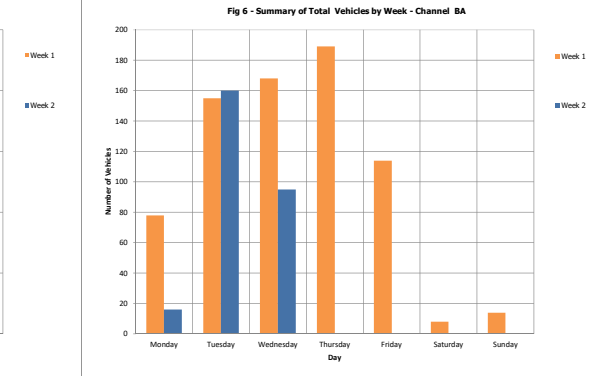
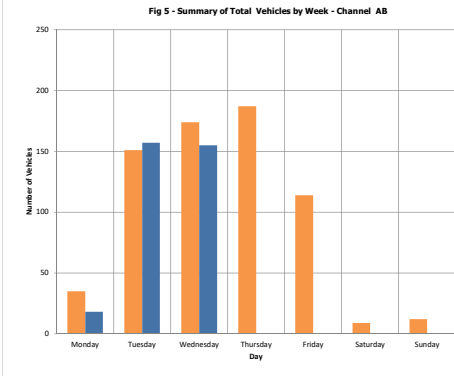


Table 3 - Average HGW Content (Excluding PSV, M/C, P/C)

Category	%HGW - (AB)	%HGW - (BA)	%HGW - (All)
All	6.8%	7.6%	7.2%

Variation Analysis - Week on Week (By Direction)



Intelligent Data Collection Limited



Client: I-Transport
 Project Number: ID02626
 Junction Number: Site B
 Flow from: Fort Road to: Unnamed Road (East)

Date	Monday 25/04/2016												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	2	0	0	0	1	1	0	0	0	0	0	0	13.4	-
14:15	1	0	0	1	0	0	0	0	0	0	0	0	28.2	-
14:30	5	0	0	2	3	0	0	0	0	0	0	0	21.7	-
14:45	1	0	0	0	1	0	0	0	0	0	0	0	20.9	-
15:00	3	0	0	2	1	0	0	0	0	0	0	0	28.7	-
15:15	6	0	0	5	1	0	0	0	0	0	0	0	22.7	-
15:30	1	0	0	1	0	0	0	0	0	0	0	0	15.1	-
15:45	7	0	0	6	1	0	0	0	0	0	0	0	18	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	4	0	0	2	2	0	0	0	0	0	0	0	24.4	-
16:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:30	3	0	0	2	1	0	0	0	0	0	0	0	22.9	-
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	21.9	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	15.8	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	33	0	0	21	11	1	0	0	0	0	0	0	21.6	28.4
06-22	35	0	0	22	12	1	0	0	0	0	0	0	21.5	28.4
06-00	35	0	0	22	12	1	0	0	0	0	0	0	21.5	28.4
00-00	35	0	0	22	12	1	0	0	0	0	0	0	21.5	28.4

Date Tuesday 26/04/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	22.4	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	24.1	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	23.8	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	6	0	0	5	1	0	0	0	0	0	0	0	22.2	-
06:45	8	0	0	4	4	0	0	0	0	0	0	0	25.9	-
07:00	10	0	0	8	2	0	0	0	0	0	0	0	23.5	-
07:15	4	0	0	3	1	0	0	0	0	0	0	0	27.8	-
07:30	3	0	0	2	1	0	0	0	0	0	0	0	23.8	-
07:45	3	0	0	2	1	0	0	0	0	0	0	0	27.3	-
08:00	5	0	0	3	2	0	0	0	0	0	0	0	28.2	-
08:15	9	0	0	8	1	0	0	0	0	0	0	0	27	-
08:30	3	0	0	2	1	0	0	0	0	0	0	0	18	-
08:45	2	0	0	1	1	0	0	0	0	0	0	0	24.4	-
09:00	3	0	0	2	1	0	0	0	0	0	0	0	24.4	-
09:15	5	0	0	3	2	0	0	0	0	0	0	0	26.8	-
09:30	2	0	0	1	1	0	0	0	0	0	0	0	23.9	-
09:45	7	0	0	3	3	1	0	0	0	0	0	0	25	-
10:00	3	0	0	2	1	0	0	0	0	0	0	0	26.9	-
10:15	3	0	0	1	2	0	0	0	0	0	0	0	18.6	-
10:30	2	0	0	0	2	0	0	0	0	0	0	0	28.2	-
10:45	3	0	0	2	1	0	0	0	0	0	0	0	33	-
11:00	1	0	0	1	0	0	0	0	0	0	0	0	22	-
11:15	4	0	0	3	1	0	0	0	0	0	0	0	23.6	-
11:30	1	0	0	0	1	0	0	0	0	0	0	0	24.7	-
11:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:00	2	0	0	2	0	0	0	0	0	0	0	0	21.1	-
12:15	2	0	0	2	0	0	0	0	0	0	0	0	24.5	-
12:30	3	0	0	2	1	0	0	0	0	0	0	0	23.1	-
12:45	4	0	0	2	2	0	0	0	0	0	0	0	17	-
13:00	1	0	0	1	0	0	0	0	0	0	0	0	24.4	-
13:15	3	0	0	2	0	1	0	0	0	0	0	0	28.4	-
13:30	3	0	0	3	0	0	0	0	0	0	0	0	23.4	-
13:45	7	0	0	4	2	0	0	1	0	0	0	0	24.2	-
14:00	1	0	0	1	0	0	0	0	0	0	0	0	20.9	-
14:15	4	0	0	1	3	0	0	0	0	0	0	0	24.4	-
14:30	3	0	0	1	1	0	0	1	0	0	0	0	21	-
14:45	4	0	0	4	0	0	0	0	0	0	0	0	27.9	-
15:00	1	0	0	0	1	0	0	0	0	0	0	0	32.8	-
15:15	4	0	0	3	1	0	0	0	0	0	0	0	27.2	-
15:30	2	0	0	1	0	1	0	0	0	0	0	0	17.3	-
15:45	4	0	0	3	1	0	0	0	0	0	0	0	24.1	-
16:00	3	0	0	2	0	0	0	0	0	0	1	0	28.4	-
16:15	3	0	0	2	0	0	1	0	0	0	0	0	25.1	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	2	0	0	2	0	0	0	0	0	0	0	0	27.8	-
17:00	1	0	0	1	0	0	0	0	0	0	0	0	25.5	-
17:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:30	2	0	0	2	0	0	0	0	0	0	0	0	22.9	-
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	23.4	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	19.5	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	133	0	0	89	37	3	2	1	0	0	1	0	24.8	30.0
06-22	149	0	0	99	43	3	2	1	0	0	1	0	24.7	30.0
06-00	149	0	0	99	43	3	2	1	0	0	1	0	24.7	30.0
00-00	151	0	0	100	44	3	2	1	0	0	1	0	24.7	29.8

Date Wednesday 27/04/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	18.8	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	22	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	23	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	25.8	-
06:00	2	0	0	1	1	0	0	0	0	0	0	0	27.5	-
06:15	2	0	0	1	1	0	0	0	0	0	0	0	20.4	-
06:30	6	0	0	4	1	0	0	0	1	0	0	0	23.5	-
06:45	10	0	0	6	4	0	0	0	1	0	0	0	26.4	-
07:00	6	0	0	6	0	0	0	0	0	0	0	0	23.4	-
07:15	8	0	0	3	5	0	0	0	0	0	0	0	22.3	-
07:30	5	0	0	3	2	0	0	0	0	0	0	0	23.2	-
07:45	6	0	0	4	2	0	0	0	0	0	0	0	21.8	-
08:00	7	1	0	5	2	0	0	0	0	0	0	0	23.1	-
08:15	8	1	0	6	1	0	0	0	0	0	0	0	25.3	-
08:30	2	0	0	1	1	0	0	0	0	0	0	0	27	-
08:45	9	0	0	7	2	0	0	0	0	0	0	0	25.7	-
09:00	5	0	0	3	1	1	0	0	0	0	0	0	25.8	-
09:15	3	0	0	3	0	0	0	0	0	0	0	0	26.1	-
09:30	1	0	0	1	0	0	0	0	0	0	0	0	34.8	-
09:45	6	0	0	5	1	0	0	0	0	0	0	0	23.4	-
10:00	1	0	0	1	0	0	0	0	0	0	0	0	37.4	-
10:15	5	0	0	5	0	0	0	0	0	0	0	0	27.9	-
10:30	4	0	0	3	1	0	0	0	0	0	0	0	24.6	-
10:45	4	0	0	4	0	0	0	0	0	0	0	0	26.5	-
11:00	4	0	0	2	2	0	0	0	0	0	0	0	26	-
11:15	4	0	0	3	1	0	0	0	0	0	0	0	25.3	-
11:30	2	0	0	2	0	0	0	0	0	0	0	0	26.7	-
11:45	5	0	0	5	0	0	0	0	0	0	0	0	25.9	-
12:00	2	0	0	4	2	0	0	0	0	0	0	0	25.4	-
12:15	4	0	0	4	0	0	0	0	0	0	0	0	25.3	-
12:30	1	0	0	1	0	0	0	0	0	0	0	0	20.2	-
12:45	7	0	0	6	1	0	0	0	0	0	0	0	29.9	-
13:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:15	2	0	0	1	1	0	0	0	0	0	0	0	20.5	-
13:30	3	0	0	3	0	0	0	0	0	0	0	0	26	-
13:45	6	0	0	4	2	0	0	0	0	0	0	0	25.4	-
14:00	3	0	0	2	0	0	0	0	0	0	1	0	24.4	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	24.1	-
14:30	2	0	0	1	0	1	0	0	0	0	0	0	22.3	-
14:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:00	3	0	0	2	1	0	0	0	0	0	0	0	28.9	-
15:15	2	0	0	2	0	0	0	0	0	0	0	0	33.3	-
15:30	6	0	0	4	1	0	0	0	0	0	1	0	22.6	-
15:45	2	0	0	2	0	0	0	0	0	0	0	0	22	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	1	0	0	1	0	0	0	0	0	0	0	0	32.7	-
17:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:30	3	0	0	3	0	0	0	0	0	0	0	0	27.5	-
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	22.3	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	15	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	27.7	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	14.8	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	21.5	-
21:00	1	0	0	0	0	1	0	0	0	0	0	0	17.4	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	146	1	0	111	30	2	0	0	0	0	2	0	25.2	30.9
06-22	170	1	0	124	39	3	0	0	1	0	2	0	25.0	30.9
06-00	170	1	0	124	39	3	0	0	1	0	2	0	25.0	30.9
00-00	174	1	0	125	42	3	0	0	1	0	2	0	25.0	30.6

Date

Thursday 28/04/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	23.1	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	24.5	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	19.9	-
06:00	2	0	0	1	1	0	0	0	0	0	0	0	25.7	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	3	0	0	2	1	0	0	0	0	0	0	0	23.1	-
06:45	12	0	0	8	4	0	0	0	0	0	0	0	25.6	28.4
07:00	6	0	0	5	1	0	0	0	0	0	0	0	24.8	-
07:15	5	0	0	3	2	0	0	0	0	0	0	0	24.6	-
07:30	8	0	0	3	4	0	0	0	1	0	0	0	23.5	-
07:45	4	0	0	3	1	0	0	0	0	0	0	0	21.5	-
08:00	7	0	0	5	2	0	0	0	0	0	0	0	27.5	-
08:15	9	0	0	6	1	0	1	0	0	0	1	0	25.2	-
08:30	8	0	0	8	0	0	0	0	0	0	0	0	26.1	-
08:45	8	0	0	4	3	0	0	0	0	0	1	0	22.7	-
09:00	6	0	0	3	3	0	0	0	0	0	0	0	18.5	-
09:15	3	0	0	2	1	0	0	0	0	0	0	0	26	-
09:30	4	0	0	4	0	0	0	0	0	0	0	0	22.9	-
09:45	4	2	0	0	1	0	0	0	1	0	0	0	13	-
10:00	3	0	0	1	2	0	0	0	0	0	0	0	17.8	-
10:15	5	0	0	2	1	1	0	0	1	0	0	0	26	-
10:30	2	0	0	2	0	0	0	0	0	0	0	0	27.4	-
10:45	5	0	0	4	0	0	0	0	1	0	0	0	20.2	-
11:00	5	0	0	4	1	0	0	0	0	0	0	0	25.2	-
11:15	1	0	0	0	0	1	0	0	0	0	0	0	17.8	-
11:30	9	0	0	7	1	0	0	0	1	0	0	0	24.6	-
11:45	1	0	0	0	0	0	0	0	1	0	0	0	19.7	-
12:00	3	0	0	2	1	0	0	0	0	0	0	0	25.2	-
12:15	5	0	0	2	2	0	0	1	0	0	0	0	21	-
12:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:45	6	0	0	5	1	0	0	0	0	0	0	0	24.9	-
13:00	4	0	0	4	0	0	0	0	0	0	0	0	27.7	-
13:15	1	0	0	1	0	0	0	0	0	0	0	0	17.9	-
13:30	6	0	0	6	0	0	0	0	0	0	0	0	25.6	-
13:45	5	0	0	3	0	1	0	0	1	0	0	0	27.8	-
14:00	1	0	0	1	0	0	0	0	0	0	0	0	18.3	-
14:15	7	0	0	6	0	0	0	1	0	0	0	0	26.3	-
14:30	3	0	0	1	1	1	0	0	0	0	0	0	21.6	-
14:45	2	0	0	2	0	0	0	0	0	0	0	0	26.5	-
15:00	2	0	0	1	0	0	0	0	1	0	0	0	23.6	-
15:15	2	0	0	2	0	0	0	0	0	0	0	0	28	-
15:30	3	0	0	2	0	0	0	0	1	0	0	0	27.1	-
15:45	2	0	0	1	1	0	0	0	0	0	0	0	21.3	-
16:00	5	0	0	5	0	0	0	0	0	0	0	0	31.2	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	1	0	0	1	0	0	0	0	0	0	0	0	22.2	-
16:45	1	0	0	0	1	0	0	0	0	0	0	0	28.9	-
17:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:15	1	0	0	1	0	0	0	0	0	0	0	0	13.8	-
17:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	28.6	-
19:00	1	0	0	0	1	0	0	0	0	0	0	0	17.6	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	28.3	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	0	1	0	0	0	0	0	0	13.8	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:19	164	2	0	113	31	4	1	2	9	0	2	0	24.8	29.8
06:22	183	2	0	124	39	4	1	2	9	0	2	0	24.9	29.4
06:00	184	2	0	124	39	5	1	2	9	0	2	0	24.7	29.4
00:00	187	2	0	125	41	5	1	2	9	0	2	0	24.7	29.4

Date

Friday 29/04/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	19.2	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	22.3	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	2	0	0	1	1	0	0	0	0	0	0	0	25.4	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	27.5	-
06:15	2	0	0	2	0	0	0	0	0	0	0	0	24.5	-
06:30	6	0	0	4	2	0	0	0	0	0	0	0	27.7	-
06:45	10	0	0	6	4	0	0	0	0	0	0	0	23.6	-
07:00	10	0	0	8	2	0	0	0	0	0	0	0	24.9	-
07:15	4	0	0	1	3	0	0	0	0	0	0	0	21.7	-
07:30	6	0	0	5	0	0	0	0	1	0	0	0	21.3	-
07:45	3	0	0	2	1	0	0	0	0	0	0	0	24.2	-
08:00	4	0	0	3	1	0	0	0	0	0	0	0	23.9	-
08:15	5	0	0	5	0	0	0	0	0	0	0	0	27	-
08:30	4	0	0	4	0	0	0	0	0	0	0	0	27.6	-
08:45	3	0	0	2	1	0	0	0	0	0	0	0	29.1	-
09:00	3	0	0	3	0	0	0	0	0	0	0	0	20.3	-
09:15	4	0	0	3	0	0	0	0	1	0	0	0	22	-
09:30	1	0	0	1	0	0	0	0	0	0	0	0	40.1	-
09:45	4	0	0	3	0	1	0	0	0	0	0	0	26.8	-
10:00	4	0	0	3	1	0	0	0	0	0	0	0	22.2	-
10:15	2	0	0	1	2	0	0	0	0	0	0	0	30.6	-
10:30	1	0	0	1	0	0	0	0	0	0	0	0	21.2	-
10:45	5	0	0	5	0	0	0	0	0	0	0	0	28.5	-
11:00	4	0	0	2	2	0	0	0	0	0	0	0	23.5	-
11:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:30	3	0	0	2	0	0	0	0	1	0	0	0	29.1	-
11:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:00	3	0	0	2	1	0	0	0	0	0	0	0	24.5	-
12:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:30	1	0	0	0	1	0	0	0	0	0	0	0	24.2	-
12:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:30	1	0	0	1	0	0	0	0	0	0	0	0	16.2	-
13:45	3	0	0	3	0	0	0	0	0	0	0	0	26.3	-
14:00	1	0	0	1	0	0	0	0	0	0	0	0	25.1	-
14:15	1	0	0	0	1	0	0	0	0	0	0	0	21.6	-
14:30	1	0	0	0	1	0	0	0	0	0	0	0	23.3	-
14:45	1	0	0	1	0	0	0	0	0	0	0	0	20.3	-
15:00	1	0	0	0	1	0	0	0	0	0	0	0	32.6	-
15:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:30	1	0	0	1	0	0	0	0	0	0	0	0	18.9	-
15:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	1	0	0	1	0	0	0	0	0	0	0	0	24.5	-
17:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:30	1	0	0	1	0	0	0	0	0	0	0	0	15	-
17:45	1	0	0	0	1	0	0	0	0	0	0	0	15.5	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	1	0	0	0	1	0	0	0	0	0	0	0	26	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	27.8	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	21.5	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	88	0	0	64	20	1	0	0	3	0	0	0	24.7	29.5
06-22	109	0	0	78	27	1	0	0	3	0	0	0	24.8	29.5
06-00	110	0	0	78	28	1	0	0	3	0	0	0	24.8	29.5
00-00	114	0	0	80	30	1	0	0	3	0	0	0	24.7	29.1

Date Sunday 01/05/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	26.5	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	19.1	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	1	0	0	1	0	0	0	0	0	0	0	0	27.9	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:30	1	0	0	0	1	0	0	0	0	0	0	0	6.8	-
11:45	1	0	0	0	1	0	0	0	0	0	0	0	19.1	-
12:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:30	1	0	0	1	0	0	0	0	0	0	0	0	26.8	-
12:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:15	1	0	0	1	0	0	0	0	0	0	0	0	15.2	-
17:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	16.6	-
18:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	1	0	0	1	0	0	0	0	0	0	0	0	27.9	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	25.9	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	20	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	28.8	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	6	0	0	4	2	0	0	0	0	0	0	0	18.7	-
06-22	10	0	0	7	3	0	0	0	0	0	0	0	21.5	-
06-00	10	0	0	7	3	0	0	0	0	0	0	0	21.5	-
00-00	12	0	0	9	3	0	0	0	0	0	0	0	21.7	27.7

Date Monday 02/05/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	2	0	0	1	1	0	0	0	0	0	0	0	23.5	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	19.2	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	0	0	1	0	0	0	0	0	0	0	0	25.8	-
07:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:00	1	0	0	1	0	0	0	0	0	0	0	0	30.1	-
09:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:45	1	0	0	1	0	0	0	0	0	0	0	0	16.9	-
11:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:15	1	0	0	1	0	0	0	0	0	0	0	0	16.1	-
11:30	1	0	0	0	1	0	0	0	0	0	0	0	19.5	-
11:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:30	1	0	0	1	0	0	0	0	0	0	0	0	17.9	-
12:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:15	1	0	0	1	0	0	0	0	0	0	0	0	24.1	-
13:30	1	0	0	1	0	0	0	0	0	0	0	0	21.2	-
13:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:00	1	0	0	0	1	0	0	0	0	0	0	0	30.7	-
15:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:15	2	0	0	2	0	0	0	0	0	0	0	0	23.2	-
17:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	27.4	-
18:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:00	1	0	0	0	1	0	0	0	0	0	0	0	20	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	16.2	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	28	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	12	0	0	10	2	0	0	0	0	0	0	0	23.0	29.8
06-22	15	0	0	12	3	0	0	0	0	0	0	0	22.1	29.8
06-00	16	0	0	12	4	0	0	0	0	0	0	0	22.5	29.8
00-00	18	0	0	13	5	0	0	0	0	0	0	0	22.6	28.0

Date Tuesday 03/05/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	25.1	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	16.8	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	26.1	-
05:45	2	0	0	1	1	0	0	0	0	0	0	0	23.6	-
06:00	5	0	0	2	3	0	0	0	0	0	0	0	23.7	-
06:15	4	0	0	3	1	0	0	0	0	0	0	0	21.8	-
06:30	9	0	0	6	3	0	0	0	0	0	0	0	24.7	-
06:45	13	0	0	10	2	1	0	0	0	0	0	0	24.6	28
07:00	4	0	0	2	2	0	0	0	0	0	0	0	26	-
07:15	9	1	1	2	4	0	0	1	0	0	0	0	23.7	-
07:30	3	0	0	1	2	0	0	0	0	0	0	0	24.8	-
07:45	6	0	0	2	4	0	0	0	0	0	0	0	22.4	-
08:00	7	0	0	4	3	0	0	0	0	0	0	0	24	-
08:15	3	0	0	3	0	0	0	0	0	0	0	0	27.3	-
08:30	6	0	0	3	2	1	0	0	0	0	0	0	24.6	-
08:45	5	0	0	4	1	0	0	0	0	0	0	0	27.2	-
09:00	1	0	0	0	1	0	0	0	0	0	0	0	21.1	-
09:15	4	0	0	2	2	0	0	0	0	0	0	0	28.1	-
09:30	2	0	0	1	0	1	0	0	0	0	0	0	27.1	-
09:45	5	0	0	2	3	0	0	0	0	0	0	0	28.8	-
10:00	2	0	0	2	0	0	0	0	0	0	0	0	29	-
10:15	2	0	0	1	1	0	0	0	0	0	0	0	28.5	-
10:30	2	0	0	2	0	0	0	0	0	0	0	0	23.6	-
10:45	10	0	0	5	3	0	0	0	1	0	1	0	26.3	-
11:00	3	0	0	1	2	0	0	0	0	0	0	0	22.2	-
11:15	2	0	0	2	0	0	0	0	0	0	0	0	26.8	-
11:30	3	0	0	2	1	0	0	0	0	0	0	0	27.2	-
11:45	2	0	0	1	0	0	0	0	0	0	1	0	17.1	-
12:00	2	0	0	1	1	0	0	0	0	0	0	0	25.9	-
12:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:30	7	0	0	4	3	0	0	0	0	0	0	0	22.4	-
12:45	6	0	0	4	2	0	0	0	0	0	0	0	21.1	-
13:00	2	0	0	1	1	0	0	0	0	0	0	0	26.4	-
13:15	2	0	0	2	0	0	0	0	0	0	0	0	23	-
13:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:45	1	0	0	0	1	0	0	0	0	0	0	0	23	-
14:00	3	0	0	1	1	0	0	0	1	0	0	0	17.4	-
14:15	1	0	0	1	0	0	0	0	0	0	0	0	20.8	-
14:30	1	0	0	1	0	0	0	0	0	0	0	0	29.4	-
14:45	1	0	0	0	1	0	0	0	0	0	0	0	25.1	-
15:00	1	0	0	1	0	0	0	0	0	0	0	0	25.8	-
15:15	2	0	0	2	0	0	0	0	0	0	0	0	26.5	-
15:30	1	0	0	1	0	0	0	0	0	0	0	0	22.6	-
15:45	3	0	0	2	0	0	0	1	0	0	0	0	26.3	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	1	0	0	0	1	0	0	0	0	0	0	0	36.3	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	1	0	0	0	0	0	0	0	0	0	1	0	22.1	-
17:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:15	1	0	0	1	0	0	0	0	0	0	0	0	18.2	-
17:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	1	0	0	0	1	0	0	0	0	0	0	0	39.8	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	27.3	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	13.7	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	24.1	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	119	1	1	65	43	2	0	2	2	0	3	0	24.9	29.3
06-22	152	1	1	87	53	3	0	2	2	0	3	0	24.6	28.9
06-00	152	1	1	87	53	3	0	2	2	0	3	0	24.6	28.9
00-00	157	1	1	89	56	3	0	2	2	0	3	0	24.6	28.9

Date

Wednesday 04/05/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	22.8	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	0	1	0	0	0	0	0	0	0	23.5	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	22.2	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	21.5	-
06:00	2	0	0	1	1	0	0	0	0	0	0	0	25.4	-
06:15	2	0	0	1	1	0	0	0	0	0	0	0	22.4	-
06:30	10	0	0	6	4	0	0	0	0	0	0	0	24.6	-
06:45	9	0	0	5	2	1	1	0	0	0	0	0	25.8	-
07:00	7	0	0	6	1	0	0	0	0	0	0	0	25.9	-
07:15	11	0	0	8	2	0	0	0	1	0	0	0	25.5	29.1
07:30	7	1	1	3	2	0	0	0	0	0	0	0	24.8	-
07:45	3	0	0	1	2	0	0	0	0	0	0	0	24.4	-
08:00	5	0	0	4	1	0	0	0	0	0	0	0	25.6	-
08:15	5	0	0	4	1	0	0	0	0	0	0	0	26.5	-
08:30	8	0	0	5	2	1	0	0	0	0	0	0	25	-
08:45	5	0	1	2	1	0	1	0	0	0	0	0	21.2	-
09:00	4	0	0	1	2	0	1	0	0	0	0	0	27.8	-
09:15	5	0	0	2	3	0	0	0	0	0	0	0	26.9	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	24.4	-
09:45	5	0	0	4	0	1	0	0	0	0	0	0	27	-
10:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:15	3	0	0	2	1	0	0	0	0	0	0	0	32.4	-
10:30	2	0	0	1	1	0	0	0	0	0	0	0	24.3	-
10:45	8	0	0	6	0	1	0	1	0	0	0	0	18.4	-
11:00	11	0	0	7	3	1	0	0	0	0	0	0	21.7	25.7
11:15	3	0	0	2	1	0	0	0	0	0	0	0	26.6	-
11:30	5	0	0	5	0	0	0	0	0	0	0	0	25	-
11:45	4	0	0	3	1	0	0	0	0	0	0	0	20.7	-
12:00	3	0	0	3	0	0	0	0	0	0	0	0	24	-
12:15	3	0	0	2	0	1	0	0	0	0	0	0	33.9	-
12:30	2	0	0	2	0	0	0	0	0	0	0	0	21.9	-
12:45	2	0	0	1	1	0	0	0	0	0	0	0	29.9	-
13:00	2	0	0	1	1	0	0	0	0	0	0	0	19.8	-
13:15	2	0	0	1	1	0	0	0	0	0	0	0	27.7	-
13:30	5	0	0	3	1	0	0	0	0	0	1	0	22	-
13:45	2	0	0	1	1	0	0	0	0	0	0	0	17.8	-
14:00	3	0	0	2	1	0	0	0	0	0	0	0	25.2	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:19	128	1	2	83	32	5	2	1	1	0	1	0	24.5	29.8
06:22	151	1	2	96	40	6	3	1	1	0	1	0	24.6	29.8
06:00	151	1	2	96	40	6	3	1	1	0	1	0	24.6	29.8
00:00	155	1	2	97	43	6	3	1	1	0	1	0	24.6	29.8

Intelligent Data Collection Limited



Client: I-Transport
 Project Number: ID02626
 Junction Number: Site B
 Flow from: Unnamed Road (East) to: Fort Road

Date	Monday 25/04/2016												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	7	0	0	6	1	0	0	0	0	0	0	0	19.2	-
14:15	6	0	0	1	2	1	1	0	0	0	1	0	27	-
14:30	4	0	0	0	0	0	0	0	0	0	0	0	-	-
14:45	4	0	0	2	2	0	0	0	0	0	0	0	23.7	-
15:00	4	0	0	0	4	0	0	0	0	0	0	0	27.3	-
15:15	1	0	0	0	1	0	0	0	0	0	0	0	28.5	-
15:30	4	0	0	1	3	0	0	0	0	0	0	0	23.9	-
15:45	3	0	0	3	0	0	0	0	0	0	0	0	28.4	-
16:00	2	0	0	0	2	0	0	0	0	0	0	0	23.6	-
16:15	4	0	0	2	1	1	0	0	0	0	0	0	21.5	-
16:30	4	0	0	1	3	0	0	0	0	0	0	0	30.7	-
16:45	7	0	0	5	2	0	0	0	0	0	0	0	28.3	-
17:00	1	0	0	0	1	0	0	0	0	0	0	0	28.3	-
17:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:30	3	0	0	0	3	0	0	0	0	0	0	0	24.2	-
17:45	1	0	0	1	0	0	0	0	0	0	0	0	25.8	-
18:00	6	0	0	4	2	0	0	0	0	0	0	0	27.9	-
18:15	5	0	0	3	1	1	0	0	0	0	0	0	27.2	-
18:30	7	0	0	2	5	0	0	0	0	0	0	0	25.6	-
18:45	5	0	0	5	0	0	0	0	0	0	0	0	19.2	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	29	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	1	0	0	0	1	0	0	0	0	0	0	0	21.4	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	20.1	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	18.3	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	74	0	0	36	33	3	1	0	0	0	1	0	25.3	30.2
06-22	78	0	0	37	36	3	1	0	0	0	1	0	25.1	30.2
06-00	78	0	0	37	36	3	1	0	0	0	1	0	25.1	30.2
00-00	78	0	0	37	36	3	1	0	0	0	1	0	25.1	30.2

Date

Tuesday 26/04/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	23.4	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	29	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	24.6	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	2	1	0	1	0	0	0	0	0	0	0	0	24.6	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	1	0	0	1	0	0	0	0	0	0	0	0	28	-
08:00	1	0	0	0	1	0	0	0	0	0	0	0	21.2	-
08:15	3	0	0	3	0	0	1	0	0	0	0	0	29.9	-
08:30	7	0	0	3	3	1	0	0	0	0	0	0	33.2	-
08:45	1	0	0	0	1	0	0	0	0	0	0	0	22.2	-
09:00	1	0	0	0	1	0	0	0	0	0	0	0	26.6	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	29.8	-
09:30	2	0	0	2	0	0	0	0	0	0	0	0	35.6	-
09:45	5	0	0	1	4	0	0	0	0	0	0	0	26.4	-
10:00	2	0	0	1	1	0	0	0	0	0	0	0	21.2	-
10:15	6	0	0	4	1	1	0	0	0	0	0	0	33.1	-
10:30	2	0	0	1	1	0	0	0	0	0	0	0	24.9	-
10:45	2	0	0	1	0	0	0	0	0	0	0	0	31.3	-
11:00	2	0	0	0	2	0	0	0	0	0	0	0	28	-
11:15	2	0	0	1	1	0	0	0	0	0	0	0	29.2	-
11:30	1	0	0	0	1	0	0	0	0	0	0	0	26.4	-
11:45	4	0	0	2	2	0	0	0	0	0	0	0	25.4	-
12:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:15	3	0	0	1	2	0	0	0	0	0	0	0	28.4	-
12:30	4	0	0	1	3	0	0	0	0	0	0	0	25.8	-
12:45	2	0	0	2	0	0	0	0	0	0	0	0	38.5	-
13:00	3	0	0	2	1	0	0	0	0	0	0	0	32.9	-
13:15	3	0	0	1	2	0	0	0	0	0	0	0	27.5	-
13:30	3	0	0	1	1	1	0	0	0	0	0	0	25.8	-
13:45	5	0	0	4	1	0	0	0	0	0	0	0	28.4	-
14:00	4	0	0	1	2	0	0	1	0	0	0	0	26.6	-
14:15	3	0	0	1	2	0	0	0	0	0	0	0	25.9	-
14:30	3	0	0	2	1	0	0	0	0	0	0	0	25.8	-
14:45	5	0	0	2	3	0	0	0	0	0	0	0	23.2	-
15:00	2	0	0	2	0	0	0	0	0	0	0	0	38.5	-
15:15	4	0	0	2	1	0	1	0	0	0	0	0	25.2	-
15:30	3	0	0	2	1	0	0	0	0	0	0	0	31.9	-
15:45	3	0	0	1	1	1	0	0	0	0	0	0	29.5	-
16:00	6	0	0	4	1	1	0	0	0	0	0	0	29.4	-
16:15	4	0	0	4	0	0	0	0	0	0	0	0	30.4	-
16:30	4	0	0	3	1	0	0	0	0	0	0	0	25.4	-
16:45	6	0	0	4	2	0	0	0	0	0	0	0	29.8	-
17:00	2	0	0	2	0	0	0	0	0	0	0	0	31.7	-
17:15	5	0	0	3	2	0	0	0	0	0	0	0	27.3	-
17:30	2	0	0	0	2	0	0	0	0	0	0	0	26.2	-
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	10	0	0	7	3	0	0	0	0	0	0	0	25.4	-
18:15	6	0	0	2	3	0	1	0	0	0	0	0	26.9	-
18:30	7	0	0	3	4	0	0	0	0	0	0	0	26.8	-
18:45	3	0	0	2	1	0	0	0	0	0	0	0	20	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	1	0	0	0	1	0	0	0	0	0	0	0	30	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	22.6	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	150	1	0	80	61	5	2	1	0	0	0	0	28.0	33.8
06-22	153	1	0	82	62	5	2	1	0	0	0	0	27.9	33.8
06-00	153	1	0	82	62	5	2	1	0	0	0	0	27.9	33.8
00-00	155	1	0	84	62	5	2	1	0	0	0	0	27.9	33.8

Date Wednesday 27/04/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	14.2	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	0	1	0	0	0	0	0	0	0	24.2	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	22.6	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	30.9	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	24.1	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:00	3	0	0	1	1	0	0	0	0	0	1	0	21.6	-
08:15	2	0	0	2	0	0	0	0	0	0	0	0	36.4	-
08:30	6	0	0	3	3	0	0	0	0	0	0	0	29.9	-
08:45	3	0	0	1	2	0	0	0	0	0	0	0	28.3	-
09:00	3	0	0	3	0	0	0	0	0	0	0	0	29.6	-
09:15	5	0	0	2	2	1	0	0	0	0	0	0	26.7	-
09:30	4	0	0	2	2	0	0	0	0	0	0	0	29.1	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	30	-
10:00	7	0	0	4	2	0	1	0	0	0	0	0	23.1	-
10:15	1	0	0	1	1	0	0	0	0	0	0	0	32.2	-
10:30	6	0	0	5	1	0	0	0	0	0	0	0	32.3	-
10:45	2	0	0	0	2	0	0	0	0	0	0	0	23.1	-
11:00	4	0	0	2	2	0	0	0	0	0	0	0	27	-
11:15	2	0	0	1	1	0	0	0	0	0	0	0	30.4	-
11:30	6	0	0	3	3	0	0	0	0	0	0	0	33.2	-
11:45	2	0	0	2	0	0	0	0	0	0	0	0	34.5	-
12:00	5	0	0	1	4	0	0	0	0	0	0	0	29.5	-
12:15	1	0	0	1	0	0	0	0	0	0	0	0	29.5	-
12:30	5	0	0	3	2	0	0	0	0	0	0	0	23.9	-
12:45	5	0	0	2	2	1	0	0	0	0	0	0	31.9	-
13:00	1	0	0	1	0	0	0	0	0	0	0	0	30.8	-
13:15	5	0	0	0	5	0	0	0	0	0	0	0	27.8	-
13:30	1	0	0	1	0	0	0	0	0	0	0	0	34.3	-
13:45	4	0	0	3	1	0	0	0	0	0	0	0	29.8	-
14:00	4	0	0	4	0	0	0	0	0	0	0	0	29.3	-
14:15	1	0	0	1	0	0	0	0	0	0	0	0	25.1	-
14:30	1	0	0	0	1	0	0	0	0	0	0	0	19.4	-
14:45	2	0	0	1	0	1	0	0	0	0	0	0	23.2	-
15:00	5	0	0	1	3	0	0	0	0	0	1	0	24.3	-
15:15	2	0	0	1	1	0	0	0	0	0	0	0	24.9	-
15:30	2	0	0	2	0	0	0	0	0	0	0	0	30.2	-
15:45	3	0	0	3	0	0	0	0	0	0	0	0	33.8	-
16:00	5	0	0	3	1	1	0	0	0	0	0	0	22.7	-
16:15	3	0	0	1	2	0	0	0	0	0	0	0	26.2	-
16:30	3	0	0	2	1	0	0	0	0	0	0	0	27.2	-
16:45	12	0	0	6	5	0	0	0	0	0	1	0	26	32.4
17:00	2	0	0	2	0	0	0	0	0	0	0	0	32.5	-
17:15	2	0	0	0	2	0	0	0	0	0	0	0	28.1	-
17:30	1	0	0	0	1	0	0	0	0	0	0	0	28.5	-
17:45	3	0	0	2	1	0	0	0	0	0	0	0	25.6	-
18:00	8	0	0	4	4	0	0	0	0	0	0	0	26.1	-
18:15	4	0	0	2	2	0	0	0	0	0	0	0	29.6	-
18:30	9	0	0	4	5	0	0	0	0	0	0	0	28.4	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	26.2	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	32.1	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	23.1	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	24.9	-
21:15	1	0	0	0	0	1	0	0	0	0	0	0	24.9	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	159	0	0	85	66	4	1	0	0	0	3	0	28.0	33.8
06-22	164	0	0	87	68	5	1	0	0	0	3	0	27.9	33.8
06-00	164	0	0	87	68	5	1	0	0	0	3	0	27.9	33.8
00-00	168	0	0	89	70	5	1	0	0	0	3	0	27.8	33.8

Date

Thursday 28/04/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	28.4	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	13.1	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	29.2	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	20.1	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	1	0	0	1	0	0	0	0	0	0	0	0	31.6	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:00	3	0	0	1	1	0	0	1	0	0	0	0	24.5	-
08:15	4	0	0	1	2	0	0	1	0	0	1	0	25.1	-
08:30	2	0	0	1	1	0	0	0	0	0	0	0	26.1	-
08:45	4	0	0	2	2	0	0	0	0	0	0	0	24.8	-
09:00	3	0	0	3	0	0	0	0	0	0	0	0	31.6	-
09:15	3	0	0	1	2	0	0	0	0	0	0	0	23.8	-
09:30	1	0	0	0	0	0	0	0	0	0	1	0	12.8	-
09:45	7	0	0	3	2	1	0	0	1	0	0	0	27.2	-
10:00	4	0	0	1	1	2	0	0	0	0	0	0	31.6	-
10:15	6	0	0	3	1	0	1	0	0	0	1	0	26	-
10:30	2	0	0	1	0	1	0	0	0	0	0	0	32.9	-
10:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:00	3	0	0	1	1	0	0	0	0	0	1	0	27.2	-
11:15	9	0	0	6	3	0	0	0	0	0	0	0	26.9	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	24.8	-
11:45	10	0	0	7	3	0	0	0	0	0	0	0	29.1	-
12:00	5	0	0	2	1	1	1	0	0	0	0	0	23.5	-
12:15	6	0	0	4	2	0	0	0	0	0	0	0	26.4	-
12:30	4	0	0	0	2	0	0	1	0	0	1	0	25	-
12:45	3	0	0	1	1	0	0	0	0	0	1	0	25.9	-
13:00	4	0	0	3	1	0	0	0	0	0	0	0	30.1	-
13:15	3	0	0	2	1	0	0	0	0	0	0	0	29.9	-
13:30	4	0	0	3	1	0	0	0	0	0	0	0	29.3	-
13:45	7	0	0	6	1	0	0	0	0	0	0	0	27.6	-
14:00	2	0	0	2	0	0	0	0	0	0	0	0	30.6	-
14:15	5	0	0	3	1	0	0	0	0	0	1	0	25.9	-
14:30	6	0	0	2	2	0	0	1	0	0	1	0	22.7	-
14:45	3	0	0	2	1	0	0	0	0	0	0	0	36.9	-
15:00	4	0	0	3	0	0	1	0	0	0	0	0	25.5	-
15:15	7	0	0	2	5	0	0	0	0	0	0	0	30.4	-
15:30	3	0	0	1	2	0	0	0	0	0	0	0	26.1	-
15:45	10	0	0	5	4	0	0	0	1	0	0	0	28.6	-
16:00	1	0	0	1	0	0	0	0	0	0	0	0	23.3	-
16:15	3	0	0	2	1	0	0	0	0	0	0	0	26.1	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	5	0	0	3	2	0	0	0	0	0	0	0	33.7	-
17:00	4	0	0	3	1	0	0	0	0	0	0	0	30.3	-
17:15	5	0	0	0	5	0	0	0	0	0	0	0	27.5	-
17:30	1	0	0	0	0	0	0	0	0	0	1	0	15	-
17:45	7	0	0	4	3	0	0	0	0	0	0	0	27.1	-
18:00	2	0	0	1	1	0	0	0	0	0	0	0	25.6	-
18:15	6	0	0	3	3	0	0	0	0	0	0	0	29.3	-
18:30	6	0	0	3	2	1	0	0	0	0	0	0	24.5	-
18:45	1	0	0	0	1	0	0	0	0	0	0	0	19.3	-
19:00	1	0	0	0	1	0	0	0	0	0	0	0	18.9	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	1	0	0	0	1	0	0	0	0	0	0	0	25.5	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	26.5	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	0	1	0	0	0	0	0	0	26.8	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	181	0	0	94	64	6	3	3	2	0	9	0	27.4	33.1
06-22	185	0	0	95	67	6	3	3	2	0	9	0	27.3	33.1
06-00	186	0	0	95	67	7	3	3	2	0	9	0	27.3	33.1
00-00	189	0	0	97	68	7	3	3	2	0	9	0	27.3	33.1

Date Friday 29/04/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	21.5	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	20.9	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	20	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	0	0	0	1	0	0	0	0	0	0	0	19.3	-
07:45	2	0	0	2	0	0	0	0	0	0	0	0	32.6	-
08:00	1	0	0	0	1	0	0	0	0	0	0	0	25.9	-
08:15	4	0	0	4	0	0	0	0	0	0	0	0	31.6	-
08:30	3	0	0	3	0	0	0	0	0	0	0	0	31.7	-
08:45	2	0	0	1	0	0	0	0	0	0	1	0	28.4	-
09:00	2	0	0	1	1	0	0	0	0	0	0	0	37.6	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	27.6	-
09:30	3	0	0	2	1	0	0	0	0	0	0	0	23.9	-
09:45	2	0	0	1	0	1	0	0	0	0	0	0	29.6	-
10:00	5	0	0	3	2	0	0	0	0	0	0	0	27.4	-
10:15	3	0	0	3	0	0	0	0	0	0	0	0	31.2	-
10:30	2	0	0	0	2	0	0	0	0	0	0	0	28.7	-
10:45	10	0	0	7	3	0	0	0	0	0	0	0	30.8	-
11:00	5	0	0	4	0	0	0	0	0	0	1	0	26.1	-
11:15	3	0	0	0	3	0	0	0	0	0	0	0	22.2	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	24.4	-
11:45	14	0	0	7	6	0	0	0	1	0	0	0	27.2	38
12:00	4	0	0	2	2	0	0	0	0	0	0	0	22.5	-
12:15	3	0	0	2	1	0	0	0	0	0	0	0	28.8	-
12:30	2	0	0	2	0	0	0	0	0	0	0	0	29.8	-
12:45	3	0	0	0	3	0	0	0	0	0	0	0	25.8	-
13:00	3	0	0	1	2	0	0	0	0	0	0	0	29.9	-
13:15	1	0	0	0	1	0	0	0	0	0	0	0	27.9	-
13:30	3	0	0	3	0	0	0	0	0	0	0	0	28	-
13:45	6	0	0	3	3	0	0	0	0	0	0	0	29	-
14:00	2	0	0	1	1	0	0	0	0	0	0	0	32.4	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	18.9	-
14:30	3	0	0	0	3	0	0	0	0	0	0	0	19.6	-
14:45	2	0	0	1	1	0	0	0	0	0	0	0	32.7	-
15:00	1	0	0	1	0	0	0	0	0	0	0	0	19.6	-
15:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:30	1	0	0	0	1	0	0	0	0	0	0	0	32.7	-
15:45	2	0	0	0	2	0	0	0	0	0	0	0	30	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	2	0	0	2	0	0	0	0	0	0	0	0	27.8	-
17:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:15	1	0	0	0	1	0	0	0	0	0	0	0	26.1	-
17:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	1	0	0	0	1	0	0	0	0	0	0	0	20.7	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	1	0	0	0	1	0	0	0	0	0	0	0	28.5	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	1	0	0	1	0	0	0	0	0	0	0	0	29.2	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	22.9	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	109	0	0	59	46	1	0	0	1	0	2	0	27.8	33.6
06-22	111	0	0	61	46	1	0	0	1	0	2	0	27.8	33.3
06-00	112	0	0	61	47	1	0	0	1	0	2	0	27.7	33.3
00-00	114	0	0	62	48	1	0	0	1	0	2	0	27.6	33.3

Date Sunday 01/05/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	20.3	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	2	0	0	2	0	0	0	0	0	0	0	0	27.7	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:30	1	0	0	0	1	0	0	0	0	0	0	0	8.8	-
11:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:00	1	0	0	0	1	0	0	0	0	0	0	0	23	-
12:15	1	0	0	1	0	0	0	0	0	0	0	0	22.5	-
12:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:15	2	0	0	2	0	0	0	0	0	0	0	0	28.7	-
17:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	1	0	0	0	1	0	0	0	0	0	0	0	28.9	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	27.7	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	28	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	2	0	0	1	1	0	0	0	0	0	0	0	26.8	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	8	0	0	5	3	0	0	0	0	0	0	0	24.5	-
06-22	13	0	0	9	4	0	0	0	0	0	0	0	25.6	30.2
06-00	13	0	0	9	4	0	0	0	0	0	0	0	25.6	30.2
00-00	14	0	0	10	4	0	0	0	0	0	0	0	25.2	30.2

Date Monday 02/05/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	18.5	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	17.4	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	25.5	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	1	0	0	0	1	0	0	0	0	0	0	0	30.2	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	1	0	0	1	0	0	0	0	0	0	0	0	24.6	-
08:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:45	1	0	0	0	1	0	0	0	0	0	0	0	12.2	-
11:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:15	1	0	0	1	0	0	0	0	0	0	0	0	19.2	-
11:30	1	0	0	0	1	0	0	0	0	0	0	0	24.5	-
11:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:00	1	0	0	0	1	0	0	0	0	0	0	0	19.2	-
14:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:00	1	0	0	0	1	0	0	0	0	0	0	0	33.6	-
15:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:15	2	0	0	1	1	0	0	0	0	0	0	0	23	-
17:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	1	0	0	1	0	0	0	0	0	0	0	0	25.8	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	1	0	0	0	1	0	0	0	0	0	0	0	27.3	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	23	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	26.4	-
07-19	10	0	0	4	6	0	0	0	0	0	0	0	23.5	-
06-22	14	0	0	6	8	0	0	0	0	0	0	0	23.5	27.1
06-00	15	0	0	6	9	0	0	0	0	0	0	0	23.7	27.1
00-00	16	0	0	7	9	0	0	0	0	0	0	0	23.3	27.1

Date Tuesday 03/05/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	3	0	0	2	1	0	0	0	0	0	0	0	28.4	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	28.6	-
06:45	2	0	0	1	1	0	0	0	0	0	0	0	23.6	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	0	0	0	1	0	0	0	0	0	0	0	24	-
07:45	4	0	0	4	0	0	0	0	0	0	0	0	27	-
08:00	1	0	0	0	1	0	0	0	0	0	0	0	26.9	-
08:15	3	0	0	1	2	1	0	0	0	0	0	0	30.3	-
08:30	2	0	0	1	1	0	0	0	0	0	0	0	30.3	-
08:45	5	0	0	4	1	0	0	0	0	0	0	0	29.2	-
09:00	4	0	0	3	1	0	0	0	0	0	0	0	31.1	-
09:15	1	0	0	1	0	0	0	0	0	0	0	0	32.1	-
09:30	2	0	0	1	1	0	0	0	0	0	0	0	32.4	-
09:45	3	0	0	2	1	0	0	0	0	0	0	0	29.7	-
10:00	4	0	0	0	3	1	0	0	0	0	0	0	24	-
10:15	3	0	0	1	2	0	0	0	0	0	0	0	32.8	-
10:30	1	0	0	1	0	0	0	0	0	0	0	0	33.6	-
10:45	2	0	0	1	1	0	0	0	0	0	0	0	24.2	-
11:00	4	0	0	1	3	0	0	0	0	0	0	0	28.8	-
11:15	3	0	0	3	0	0	0	0	0	0	0	0	28.1	-
11:30	4	0	0	2	2	0	0	0	0	0	0	0	31.2	-
11:45	7	0	0	2	4	0	0	0	0	0	1	0	25.3	-
12:00	3	0	0	2	1	0	0	0	0	0	0	0	24.2	-
12:15	7	0	0	2	4	1	0	0	0	0	0	0	25.3	-
12:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:45	6	0	0	4	2	0	0	0	0	0	0	0	23.8	-
13:00	4	0	0	1	3	0	0	0	0	0	0	0	28.7	-
13:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:30	3	0	0	1	0	0	0	0	0	0	2	0	24.7	-
13:45	2	0	0	0	2	0	0	0	0	0	0	0	23.1	-
14:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:30	2	0	0	1	0	0	0	0	1	0	0	0	29	-
14:45	2	0	0	1	1	0	0	0	0	0	0	0	29.5	-
15:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:15	3	0	0	1	2	0	0	0	0	0	0	0	22.3	-
15:30	3	0	0	2	1	0	0	0	0	0	0	0	34.6	-
15:45	2	0	0	2	0	0	0	0	0	0	0	0	25.1	-
16:00	6	0	0	3	3	0	0	0	0	0	0	0	24.2	-
16:15	2	0	0	0	2	0	0	0	0	0	0	0	23.7	-
16:30	5	0	0	1	4	0	0	0	0	0	0	0	26.3	-
16:45	6	0	1	2	3	0	0	0	0	0	0	0	29.8	-
17:00	6	0	0	4	0	0	0	1	0	0	1	0	31.7	-
17:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:30	1	0	0	0	1	0	0	0	0	0	0	0	23.7	-
17:45	12	0	0	6	6	0	0	0	0	0	0	0	29.3	32.4
18:00	4	0	0	1	3	0	0	0	0	0	0	0	25.6	-
18:15	13	1	0	5	7	0	0	0	0	0	0	0	27	32.9
18:30	4	0	0	2	2	0	0	0	0	0	0	0	26.3	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	27.6	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	1	0	0	0	1	0	0	0	0	0	0	0	26	-
19:45	1	0	0	0	1	0	0	0	0	0	0	0	27.2	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	29.3	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	151	1	1	69	71	3	0	1	1	0	4	0	27.6	33.1
06-22	157	1	1	71	75	3	0	1	1	0	4	0	27.5	33.1
06-00	157	1	1	71	75	3	0	1	1	0	4	0	27.5	33.1
00-00	160	1	1	73	76	3	0	1	1	0	4	0	27.5	33.1

Date

Wednesday 04/05/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	25.2	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	0	1	0	0	0	0	0	0	0	24.4	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	25	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	25.9	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	4	0	0	1	1	0	1	0	1	0	0	0	27.3	-
07:30	1	0	0	1	0	0	0	0	0	0	0	0	33.2	-
07:45	1	0	0	1	0	0	0	0	0	0	0	0	23.6	-
08:00	2	0	0	0	2	0	0	0	0	0	0	0	26.1	-
08:15	1	0	0	1	0	0	0	0	0	0	1	0	26.7	-
08:30	3	0	0	3	0	0	0	0	0	0	0	0	31.3	-
08:45	4	0	0	2	2	0	0	0	0	0	0	0	32.3	-
09:00	1	0	0	1	0	0	0	0	0	0	0	0	35.3	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	34.7	-
09:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:45	4	0	0	1	2	0	1	0	0	0	0	0	27.1	-
10:00	5	0	0	2	2	1	0	0	0	0	0	0	29.8	-
10:15	5	0	1	2	1	0	0	0	0	0	1	0	26.7	-
10:30	3	0	0	1	2	0	0	0	0	0	0	0	33.2	-
10:45	2	0	0	1	1	0	0	0	0	0	0	0	31.8	-
11:00	6	0	0	2	4	0	0	0	0	0	0	0	24.8	-
11:15	12	0	0	8	4	0	0	0	0	0	0	0	32	34.2
11:30	5	0	0	2	2	1	0	0	0	0	0	0	29.5	-
11:45	2	0	0	2	0	0	0	0	0	0	0	0	25.5	-
12:00	4	0	0	4	0	0	0	0	0	0	0	0	32.9	-
12:15	2	0	0	1	0	0	0	0	0	0	1	0	27.1	-
12:30	3	0	0	1	1	0	0	0	0	0	0	0	22.8	-
12:45	6	0	0	4	2	0	0	0	0	0	0	0	28.9	-
13:00	1	0	0	0	1	0	0	0	0	0	0	0	24.7	-
13:15	3	0	0	1	2	0	0	0	0	0	0	0	26.5	-
13:30	3	0	0	1	2	0	0	0	0	0	0	0	27.5	-
13:45	4	0	0	1	2	0	1	0	0	0	0	0	26.5	-
14:00	2	0	0	0	2	0	0	0	0	0	0	0	29.7	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:19	91	0	1	45	36	3	3	0	1	0	2	0	29.0	34.2
06:22	92	0	1	46	36	3	3	0	1	0	2	0	29.0	34.2
06:00	92	0	1	46	36	3	3	0	1	0	2	0	29.0	34.2
00:00	95	0	1	47	38	3	3	0	1	0	2	0	28.9	34.2

Intelligent Data - Automatic Traffic Count Output



Period Commencing: 25/04/2016

Road Name: Station Approach Road

Flow from : Fort Road

to: Unnamed Road (East)

Vehicle Classification: All Vehicles

Prepared by: James Gale

Checked by: Luke Martin

Hour Ending	Monday 25/04/2016	Tuesday 26/04/2016	Wednesday 27/04/2016	Thursday 28/04/2016	Friday 29/04/2016	Saturday 30/04/2016	Sunday 01/05/2016	Monday 02/05/2016	Tuesday 03/05/2016	Wednesday 04/05/2016	Thursday 05/05/2016	Friday 06/05/2016	Saturday 07/05/2016	Sunday 08/05/2016
01:00	*	0	0	1	0	0	0	0	0	1	*	*	*	*
02:00	*	0	1	0	0	0	0	0	0	0	*	*	*	*
03:00	*	0	0	0	0	0	0	0	0	0	*	*	*	*
04:00	*	0	1	0	1	0	0	0	0	1	*	*	*	*
05:00	*	0	0	0	0	0	0	0	0	0	*	*	*	*
06:00	*	2	2	2	3	2	2	2	5	2	*	*	*	*
07:00	*	15	20	17	19	1	0	1	31	23	*	*	*	*
08:00	*	20	25	23	23	0	1	1	22	28	*	*	*	*
09:00	*	19	26	32	16	0	0	0	21	23	*	*	*	*
10:00	*	17	15	17	12	0	0	1	12	17	*	*	*	*
11:00	*	11	14	15	12	0	0	1	16	13	*	*	*	*
12:00	*	6	15	16	7	1	2	2	10	23	*	*	*	*
13:00	*	11	14	14	4	0	1	1	15	10	*	*	*	*
14:00	*	14	11	16	4	0	0	2	5	11	*	*	*	*
15:00	9	12	7	13	4	0	0	0	6	*	*	*	*	*
16:00	17	11	13	9	2	0	0	1	7	*	*	*	*	*
17:00	4	8	1	7	1	0	0	0	2	*	*	*	*	*
18:00	3	3	3	1	2	1	1	2	1	*	*	*	*	*
19:00	0	1	2	1	1	2	1	1	2	*	*	*	*	*
20:00	1	0	0	1	2	0	2	2	1	*	*	*	*	*
21:00	0	0	3	0	0	1	0	0	1	*	*	*	*	*
22:00	1	1	1	1	0	0	2	0	0	*	*	*	*	*
23:00	0	0	0	0	1	0	0	0	0	*	*	*	*	*
00:00	0	0	0	1	0	1	0	1	0	*	*	*	*	*
Summary Data														
0700-1900	33	133	146	164	88	4	6	12	119	125	0	0	0	0
0600-2200	35	149	170	183	109	6	10	15	152	148	0	0	0	0
0600-0000	35	149	170	184	110	7	10	16	152	148	0	0	0	0
0000-0000	35	151	174	187	114	9	12	18	157	152	0	0	0	0
0700-1000	0	56	66	72	51	0	1	2	55	68	0	0	0	0
1600-1900	7	12	6	9	4	3	2	3	5	0	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	20	26	32	23	0	1	1	22	28	0	0	0	0
10:00-16:00	17	14	15	16	12	1	2	2	16	23	0	0	0	0
16:00-19:00	4	8	3	7	2	2	1	2	2	0	0	0	0	0

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

Intelligent Data - Automatic Traffic Count Output



Period Commencing: 25/04/2016

Road Name: Station Approach Road

Flow from : Unnamed Road (East)

to: Fort Road

Vehicle Classification: All Vehicles

Prepared by: James Gale

Checked by: Luke Martin

Hour Ending	Monday 25/04/2016	Tuesday 26/04/2016	Wednesday 27/04/2016	Thursday 28/04/2016	Friday 29/04/2016	Saturday 30/04/2016	Sunday 01/05/2016	Monday 02/05/2016	Tuesday 03/05/2016	Wednesday 04/05/2016	Thursday 05/05/2016	Friday 06/05/2016	Saturday 07/05/2016	Sunday 08/05/2016
01:00	*	0	0	1	0	0	0	0	0	1	*	*	*	*
02:00	*	0	1	0	0	0	0	0	0	0	*	*	*	*
03:00	*	0	0	0	0	0	0	0	0	0	*	*	*	*
04:00	*	0	0	0	1	0	0	0	0	1	*	*	*	*
05:00	*	0	1	0	0	0	0	0	0	0	*	*	*	*
06:00	*	2	2	2	1	1	1	1	3	1	*	*	*	*
07:00	*	1	1	1	1	0	0	2	3	1	*	*	*	*
08:00	*	3	0	1	3	1	2	1	5	6	*	*	*	*
09:00	*	12	14	13	10	0	0	1	11	10	*	*	*	*
10:00	*	10	14	14	9	0	0	0	10	7	*	*	*	*
11:00	*	11	17	12	20	0	0	1	10	15	*	*	*	*
12:00	*	9	14	24	24	1	1	2	18	25	*	*	*	*
13:00	*	9	16	18	12	0	2	0	16	15	*	*	*	*
14:00	*	14	11	18	13	0	0	0	9	11	*	*	*	*
15:00	17	15	8	16	9	0	0	1	4	*	*	*	*	*
16:00	12	12	12	24	4	0	0	1	8	*	*	*	*	*
17:00	17	20	23	9	2	0	0	0	19	*	*	*	*	*
18:00	5	9	8	17	1	2	2	2	19	*	*	*	*	*
19:00	23	26	22	15	2	1	1	1	22	*	*	*	*	*
20:00	2	1	0	2	1	0	3	2	2	*	*	*	*	*
21:00	1	0	2	0	0	1	0	0	1	*	*	*	*	*
22:00	1	1	2	1	0	0	2	0	0	*	*	*	*	*
23:00	0	0	0	0	1	0	0	0	0	*	*	*	*	*
00:00	0	0	0	1	0	1	0	1	0	*	*	*	*	*
Summary Data														
0700-1900	74	150	159	181	109	5	8	10	151	89	0	0	0	0
0600-2200	78	153	164	185	111	6	13	14	157	90	0	0	0	0
0600-0000	78	153	164	186	112	7	13	15	157	90	0	0	0	0
0000-0000	78	155	168	189	114	8	14	16	160	93	0	0	0	0
0700-1000	0	25	28	28	22	1	2	2	26	23	0	0	0	0
1600-1900	45	55	53	41	5	3	3	3	60	0	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	12	14	14	10	1	2	1	11	10	0	0	0	0
10:00-16:00	17	15	17	24	24	1	2	2	18	25	0	0	0	0
16:00-19:00	23	26	23	17	2	2	2	2	22	0	0	0	0	0

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 25/04/2016
Road Name: Station Approach Road

Prepared by: James Gale
Checked by: Luke Martin



Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
25/04/2016	21.5	28.4
26/04/2016	24.7	29.8
27/04/2016	25.0	30.6
28/04/2016	24.7	29.4
29/04/2016	24.7	29.1
30/04/2016	25.5	-
01/05/2016	21.7	27.7
02/05/2016	22.6	28.0
03/05/2016	24.6	28.9
04/05/2016	24.6	29.8
05/05/2016	-	-
06/05/2016	-	-
07/05/2016	-	-
08/05/2016	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
25/04/2016	25.1	30.2
26/04/2016	27.9	33.8
27/04/2016	27.8	33.8
28/04/2016	27.3	33.1
29/04/2016	27.6	33.3
30/04/2016	25.2	-
01/05/2016	25.2	30.2
02/05/2016	23.3	27.1
03/05/2016	27.5	33.1
04/05/2016	28.9	34.2
05/05/2016	-	-
06/05/2016	-	-
07/05/2016	-	-
08/05/2016	-	-

These speeds represent those which are between 1%-10% above the posted speed limit
 These speeds represent those which are between 10%-20% above the posted speed limit
 These speeds represent those which are over 20% above the posted speed limit



Site / Location: ATC sites 1 - 2 - 3 - 4 Survey Date: Various / 7 days btw in 28th September and 20th October 2016 Survey Times: 24/7	Project No: 6727	Drawing No: 6727-ATC	Drawn By: MI
	Project Name: Tilbury		
	Drawing Title: Site Layout		

Site No.	Location.	Direction.	Speed Limit (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Dock Road, sign post - Aff. OSGR: TQ 63290 76780	North	30	29 September 2016	05 October 2016	44965	6793	6424	38984	86.7	24955	55.5	2322	5.2	35.8	41.1
		South	30	29 September 2016	05 October 2016	45504	6891	6501	39662	87.2	25349	55.7	2381	5.2	35.9	41.1
		Two way	30	29 September 2016	05 October 2016	90469	13684	12924	78646	86.9	50304	55.6	4703	5.2	35.9	41.1

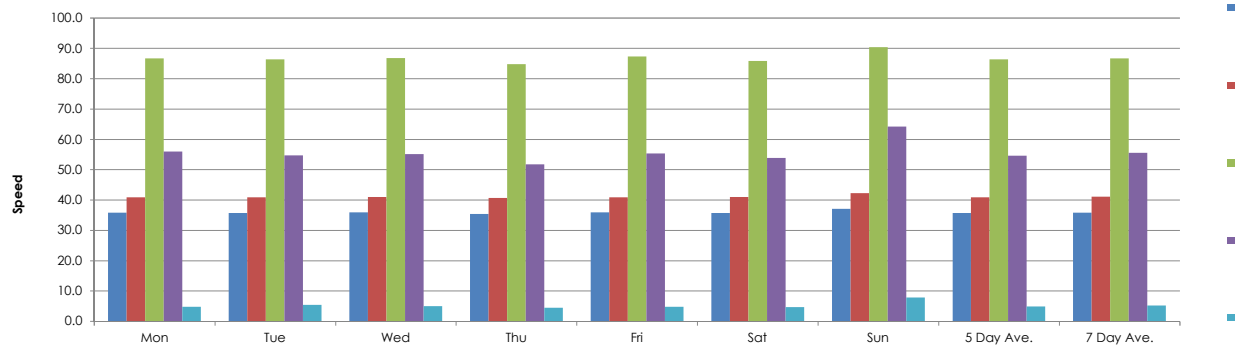
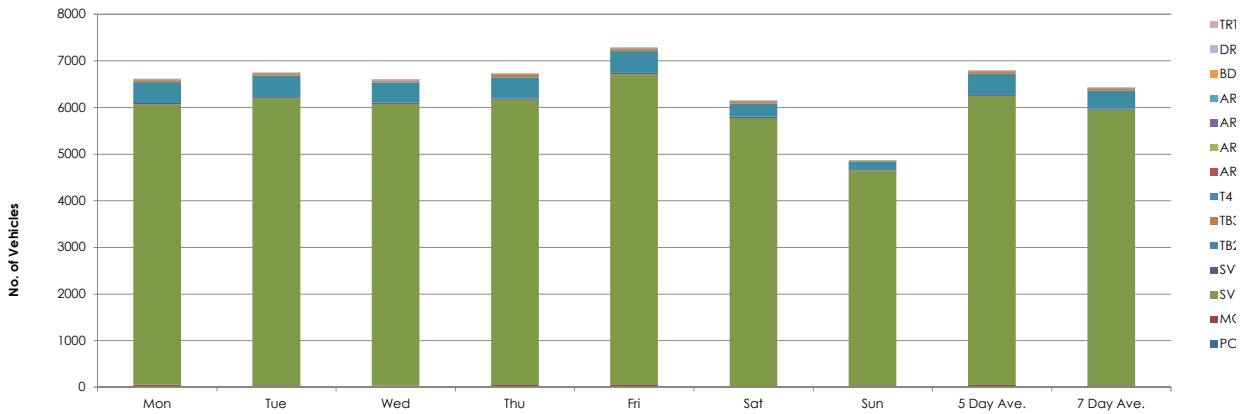
Virtual Day (7)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	43	0	0	41	0	1	0	0	0	0	0	0	0	0	0	0	37	86.6	23	54.2	3
0100	22	0	0	21	0	2	0	0	0	0	0	0	0	0	0	0	21	91.7	16	69.4	4
0200	22	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	18	82.8	11	51.7	2
0300	28	0	1	24	0	2	1	0	0	0	0	0	0	0	0	0	25	90.7	18	64.9	4
0400	55	0	0	50	0	4	0	0	0	0	0	0	0	0	0	0	51	91.5	40	71.8	5
0500	244	0	5	220	0	16	3	0	0	0	0	0	0	0	0	0	221	90.4	150	61.3	12
0600	267	0	4	233	1	26	2	0	0	0	0	0	0	0	0	0	249	93.4	174	65.3	19
0700	364	1	3	324	1	32	1	0	0	1	1	0	0	0	0	0	334	91.8	228	62.6	22
0800	445	0	1	409	1	28	3	1	0	0	0	0	0	0	0	382	86.0	250	56.3	22	
0900	402	1	1	366	2	26	2	1	0	1	1	1	0	0	0	0	340	84.7	210	52.3	18
1000	414	1	2	376	1	31	2	0	0	0	0	0	0	0	0	0	342	82.7	205	49.6	15
1100	416	1	1	380	1	28	2	0	0	1	0	1	0	0	0	0	344	82.7	199	47.9	16
1200	398	0	1	365	2	26	3	0	0	0	1	0	0	0	0	0	332	83.4	194	48.6	16
1300	420	0	2	383	3	28	1	1	0	0	1	0	0	0	0	352	83.7	213	50.7	17	
1400	401	1	1	367	2	26	2	0	0	0	0	1	0	0	0	0	346	86.3	226	56.3	18
1500	392	0	1	361	2	25	2	0	0	0	0	0	0	0	0	0	344	87.8	228	58.1	18
1600	386	1	2	355	1	24	1	0	0	0	1	0	0	0	0	0	345	89.5	242	62.7	23
1700	409	0	2	387	2	16	1	0	0	0	0	1	0	0	0	0	371	90.9	252	61.7	22
1800	396	0	1	375	2	16	2	0	0	0	0	0	0	0	0	0	347	87.7	225	56.8	19
1900	323	0	2	304	1	12	3	0	0	0	0	0	0	0	0	0	262	81.3	140	43.3	12
2000	213	0	2	201	1	6	2	0	0	0	0	0	0	0	0	0	182	85.6	110	51.7	13
2100	182	0	1	172	1	7	2	0	0	0	0	0	0	0	0	0	161	88.1	101	55.6	14
2200	115	0	1	110	0	4	0	0	0	0	0	0	0	0	0	0	104	89.7	67	58.4	9
2300	68	0	0	65	0	3	0	0	0	0	0	0	0	0	0	0	59	86.6	43	62.6	6
07-19	4841	6	19	4448	20	305	21	5	2	5	4	5	1	0	0	4180	86.3	2672	55.2	228	
06-22	5826	6	27	5358	23	356	31	5	2	6	5	5	1	1	0	5035	86.4	3198	54.9	286	
06-00	6010	6	28	5533	24	362	31	5	2	6	5	5	1	1	0	5197	86.5	3308	55.0	301	
00-00	6424	7	35	5908	24	389	35	5	2	6	6	5	1	1	0	5569	86.7	3565	55.5	332	

Virtual Week (1)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
Mon	6612	12	45	6009	31	446	36	6	1	9	11	5	1	0	0	5730	86.7	3698	55.9	318
Tue	6742	6	35	6156	25	460	30	8	3	5	8	3	1	2	0	5820	86.3	3689	54.7	361
Wed	6593	4	32	6042	23	432	33	3	0	5	9	7	1	1	1	5721	86.8	3631	55.1	329
Thu	6730	7	42	6119	22	458	52	7	3	6	7	5	1	1	0	5697	84.7	3481	51.7	299
Fri	7287	9	39	6670	21	468	43	9	3	7	4	14	0	0	0	6360	87.3	4029	55.3	351
Sat	6140	7	15	5754	24	286	41	3	3	3	2	2	0	0	0	5268	85.8	3306	53.8	286
Sun	4861	7	35	4607	23	170	11	0	2	4	0	2	0	0	0	4388	90.3	3121	64.2	378
5 Day Ave.	6793	8	39	6199	24	453	39	7	2	6	8	7	1	1	0	5866	86.4	3706	54.6	332
7 Day Ave.	6424	7	35	5908	24	389	35	5	2	6	6	5	1	1	0	5569	86.7	3565	55.5	332
Grand Total	44965	52	243	41357	169	2720	246	36	15	39	41	38	4	4	1	38984	86.7	24955	55.5	2322

Summary Graphs



Time	Total	>SL2% 45 Dft
0000	10	0.0
0015	9	22.2
0030	4	0.0
0045	7	14.3
0100	5	40.0
0115	4	25.0
0130	3	0.0
0145	7	14.3
0200	3	33.3
0215	7	42.9
0230	5	0.0
0245	7	14.3
0300	6	0.0
0315	8	0.0
0330	7	0.0
0345	8	12.5
0400	10	10.0
0415	18	11.1
0430	17	0.0
0445	27	18.5
0500	49	2.0
0515	73	5.5
0530	95	2.1
0545	70	1.4
0600	62	12.9
0615	70	5.7
0630	81	6.2
0645	93	6.5
0700	96	14.6
0715	102	5.9
0730	138	6.5
0745	118	5.9
0800	149	7.4
0815	119	5.9
0830	130	0.8
0845	124	1.6
0900	95	1.1
0915	93	3.2
0930	119	5.0
0945	85	3.5
1000	90	3.3
1015	101	6.9
1030	95	0.0
1045	88	1.1
1100	78	0.0
1115	89	4.5
1130	105	4.8
1145	112	1.8
1200	109	0.9
1215	93	3.2
1230	75	2.7
1245	95	7.4
1300	100	0.0
1315	90	3.3
1330	107	4.7
1345	109	4.6
1400	119	0.8
1415	96	4.2
1430	97	9.3
1445	109	4.6
1500	99	4.0
1515	85	2.4
1530	100	4.0
1545	101	4.0
1600	116	6.0
1615	104	6.7
1630	100	3.0
1645	101	0.0
1700	96	4.2
1715	110	0.9
1730	122	4.1
1745	117	5.1
1800	101	3.0
1815	105	5.7
1830	112	2.7
1845	119	1.7
1900	99	6.1
1915	92	2.2
1930	66	3.0
1945	100	1.0
2000	53	1.9
2015	55	12.7
2030	66	4.5
2045	58	3.4
2100	55	3.6
2115	62	4.8
2130	42	4.8
2145	53	11.3
2200	21	9.5
2215	27	0.0
2230	26	3.8
2245	24	20.8
2300	17	0.0
2315	14	14.3
2330	6	0.0
2345	16	12.5
07-19	5013	3.9
06-22	6120	4.2
06-00	6271	4.3
00-00	6730	4.4

Time	Total	>SL2% 45 Dff
0000	11	0.0
0015	13	7.7
0030	9	0.0
0045	5	0.0
0100	5	0.0
0115	2	0.0
0130	4	0.0
0145	5	0.0
0200	7	0.0
0215	6	16.7
0230	3	33.3
0245	4	25.0
0300	5	20.0
0315	5	20.0
0330	3	33.3
0345	6	16.7
0400	15	13.3
0415	14	14.3
0430	23	4.3
0445	26	3.8
0500	42	4.8
0515	74	5.4
0530	95	13.7
0545	84	8.3
0600	61	6.6
0615	92	2.2
0630	82	6.1
0645	98	10.2
0700	86	8.1
0715	90	4.4
0730	143	3.5
0745	127	4.7
0800	130	6.9
0815	118	8.5
0830	154	3.2
0845	122	1.6
0900	117	0.9
0915	109	2.8
0930	120	3.3
0945	94	7.4
1000	104	8.7
1015	91	8.8
1030	113	2.7
1045	102	4.9
1100	87	2.3
1115	128	1.6
1130	111	2.7
1145	91	3.3
1200	78	3.8
1215	106	3.8
1230	105	8.6
1245	126	2.4
1300	124	1.6
1315	105	3.8
1330	99	1.0
1345	104	3.8
1400	126	3.2
1415	104	1.9
1430	119	0.8
1445	102	4.9
1500	125	2.4
1515	125	3.2
1530	108	2.8
1545	106	3.8
1600	121	5.8
1615	102	5.9
1630	109	6.4
1645	134	3.7
1700	105	5.7
1715	115	4.3
1730	121	5.0
1745	116	6.0
1800	126	0.8
1815	106	4.7
1830	124	6.5
1845	120	0.8
1900	105	6.7
1915	102	2.0
1930	100	4.0
1945	67	7.5
2000	49	2.0
2015	70	10.0
2030	68	4.4
2045	60	5.0
2100	57	15.8
2115	45	2.2
2130	44	11.4
2145	50	2.0
2200	31	9.7
2215	48	8.3
2230	30	3.3
2245	39	7.7
2300	37	2.7
2315	35	5.7
2330	29	24.1
2345	24	12.5
07-19	5398	4.0
06-22	6548	4.4
06-00	6821	4.6
00-00	7287	4.8

Time	Sat	
	Total	>SL2% 45 Dft
0000	21	4.8
0015	18	11.1
0030	14	7.1
0045	13	0.0
0100	7	28.6
0115	13	15.4
0130	12	25.0
0145	7	28.6
0200	13	7.7
0215	3	0.0
0230	8	12.5
0245	5	0.0
0300	9	22.2
0315	9	11.1
0330	7	14.3
0345	8	12.5
0400	6	16.7
0415	8	0.0
0430	5	40.0
0445	14	0.0
0500	24	4.2
0515	34	2.9
0530	59	6.8
0545	37	5.4
0600	30	0.0
0615	52	0.0
0630	65	4.6
0645	45	11.1
0700	45	2.2
0715	58	12.1
0730	52	7.7
0745	62	11.3
0800	65	10.8
0815	71	4.2
0830	82	3.7
0845	83	6.0
0900	100	5.0
0915	108	1.9
0930	112	2.7
0945	102	5.9
1000	106	3.8
1015	139	0.7
1030	107	0.9
1045	115	4.3
1100	128	7.0
1115	123	3.3
1130	134	1.5
1145	128	1.6
1200	100	3.0
1215	108	1.9
1230	108	0.9
1245	112	0.9
1300	166	2.4
1315	116	1.7
1330	119	3.4
1345	100	7.0
1400	95	4.2
1415	85	8.2
1430	104	7.7
1445	91	4.4
1500	118	1.7
1515	112	6.3
1530	95	3.2
1545	65	10.8
1600	86	1.2
1615	93	5.4
1630	91	4.4
1645	92	10.9
1700	107	4.7
1715	96	2.1
1730	94	10.6
1745	104	4.8
1800	65	3.1
1815	88	6.8
1830	82	2.4
1845	89	1.1
1900	88	5.7
1915	87	5.7
1930	60	6.7
1945	66	0.0
2000	65	4.6
2015	53	3.8
2030	49	6.1
2045	44	4.5
2100	44	9.1
2115	44	2.3
2130	26	3.8
2145	27	3.7
2200	44	2.3
2215	34	2.9
2230	36	8.3
2245	36	2.8
2300	24	4.2
2315	23	17.4
2330	22	9.1
2345	21	14.3
07-19	4701	4.3
06-22	5546	4.3
06-00	5786	4.4
00-00	6140	4.7

Time	Sun	
	Total	>SL2% 45 Dff
0000	34	8.8
0015	24	4.2
0030	15	6.7
0045	17	0.0
0100	12	8.3
0115	10	0.0
0130	6	16.7
0145	9	0.0
0200	11	0.0
0215	6	0.0
0230	3	0.0
0245	8	0.0
0300	6	0.0
0315	8	25.0
0330	8	12.5
0345	5	0.0
0400	5	0.0
0415	3	0.0
0430	6	0.0
0445	10	0.0
0500	18	22.2
0515	27	14.8
0530	33	6.1
0545	30	3.3
0600	19	15.8
0615	21	9.5
0630	21	23.8
0645	32	21.9
0700	21	19.0
0715	24	8.3
0730	34	23.5
0745	36	11.1
0800	46	13.0
0815	32	12.5
0830	51	19.6
0845	48	16.7
0900	57	7.0
0915	81	4.9
0930	106	3.8
0945	117	5.1
1000	117	2.6
1015	110	1.8
1030	129	3.1
1045	113	4.4
1100	88	11.4
1115	112	8.0
1130	106	7.5
1145	106	3.8
1200	93	5.4
1215	100	2.0
1230	84	6.0
1245	109	8.3
1300	110	9.1
1315	88	8.0
1330	84	4.8
1345	96	7.3
1400	106	4.7
1415	109	7.3
1430	90	6.7
1445	91	5.5
1500	72	9.7
1515	81	9.9
1530	71	9.9
1545	79	7.6
1600	74	13.5
1615	66	13.6
1630	76	9.2
1645	45	6.7
1700	54	5.6
1715	60	3.3
1730	60	11.7
1745	77	14.3
1800	61	9.8
1815	49	14.3
1830	83	12.0
1845	66	9.1
1900	69	10.1
1915	70	4.3
1930	61	3.3
1945	61	6.6
2000	49	6.1
2015	41	2.4
2030	44	9.1
2045	38	5.3
2100	35	5.7
2115	30	20.0
2130	40	7.5
2145	47	4.3
2200	24	8.3
2215	15	13.3
2230	14	7.1
2245	14	21.4
2300	12	8.3
2315	3	0.0
2330	11	9.1
2345	8	0.0
07-19	3768	7.7
06-22	4446	7.8
06-00	4547	7.9
00-00	4861	7.8

Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 45 Dff
0000	8	25.0
0015	4	0.0
0030	4	0.0
0045	4	25.0
0100	3	0.0
0115	5	40.0
0130	3	0.0
0145	2	0.0
0200	4	0.0
0215	6	16.7
0230	2	50.0
0245	4	0.0
0300	7	28.6
0315	4	0.0
0330	9	0.0
0345	12	16.7
0400	9	0.0
0415	11	0.0
0430	18	16.7
0445	24	12.5
0500	39	7.7
0515	79	1.3
0530	87	3.4
0545	81	2.5
0600	64	6.3
0615	71	2.8
0630	89	6.7
0645	85	7.1
0700	98	5.1
0715	99	6.1
0730	155	5.2
0745	116	2.6
0800	133	1.5
0815	115	7.0
0830	140	4.3
0845	128	2.3
0900	111	2.7
0915	96	5.2
0930	105	4.8
0945	95	9.5
1000	80	5.0
1015	101	2.0
1030	100	2.0
1045	101	6.9
1100	104	4.8
1115	88	3.4
1130	99	4.0
1145	89	3.4
1200	95	3.2
1215	85	1.2
1230	85	8.2
1245	107	1.9
1300	97	5.2
1315	110	1.8
1330	106	4.7
1345	97	4.1
1400	111	3.6
1415	91	5.5
1430	98	6.1
1445	109	1.8
1500	101	5.0
1515	103	2.9
1530	108	4.6
1545	91	8.8
1600	81	11.1
1615	82	6.1
1630	105	2.9
1645	92	4.3
1700	98	6.1
1715	99	9.1
1730	133	3.8
1745	119	5.9
1800	126	2.4
1815	110	4.5
1830	106	2.8
1845	85	5.9
1900	91	2.2
1915	81	2.5
1930	67	1.5
1945	71	2.8
2000	64	3.1
2015	50	14.0
2030	64	6.3
2045	58	6.9
2100	54	11.1
2115	55	1.8
2130	48	4.2
2145	29	13.8
2200	35	14.3
2215	19	21.1
2230	22	9.1
2245	23	8.7
2300	17	0.0
2315	19	0.0
2330	15	0.0
2345	9	0.0
07-19	4983	4.5
06-22	6024	4.6
06-00	6183	4.7
00-00	6612	4.8



Time	Total	>SL2% 45 Dff
0000	7	28.6
0015	10	20.0
0030	4	25.0
0045	1	0.0
0100	6	50.0
0115	1	0.0
0130	9	11.1
0145	3	0.0
0200	6	16.7
0215	3	66.7
0230	7	0.0
0245	3	0.0
0300	5	40.0
0315	7	0.0
0330	8	25.0
0345	5	20.0
0400	10	0.0
0415	9	0.0
0430	19	10.5
0445	23	26.1
0500	41	2.4
0515	84	4.8
0530	87	4.6
0545	86	4.7
0600	65	3.1
0615	79	6.3
0630	78	9.0
0645	91	9.9
0700	91	9.9
0715	98	2.0
0730	125	4.8
0745	105	8.6
0800	145	6.9
0815	120	2.5
0830	150	1.3
0845	117	5.1
0900	109	10.1
0915	98	8.2
0930	102	5.9
0945	73	9.6
1000	125	2.4
1015	101	3.0
1030	97	3.1
1045	79	5.1
1100	93	6.5
1115	112	0.9
1130	96	3.1
1145	98	2.0
1200	101	1.0
1215	104	5.8
1230	95	7.4
1245	118	4.2
1300	107	5.6
1315	90	6.7
1330	113	0.9
1345	93	4.3
1400	98	2.0
1415	94	5.3
1430	117	2.6
1445	105	2.9
1500	106	2.8
1515	111	8.1
1530	111	3.6
1545	91	2.2
1600	107	7.5
1615	109	7.3
1630	120	1.7
1645	106	7.5
1700	106	5.7
1715	99	5.1
1730	100	2.0
1745	106	5.7
1800	123	10.6
1815	113	4.4
1830	116	8.6
1845	104	4.8
1900	101	3.0
1915	84	1.2
1930	96	0.0
1945	64	6.3
2000	54	1.9
2015	48	8.3
2030	48	8.3
2045	38	2.6
2100	49	4.1
2115	45	13.3
2130	45	8.9
2145	41	9.8
2200	38	5.3
2215	31	6.5
2230	29	0.0
2245	21	14.3
2300	17	17.6
2315	17	29.4
2330	12	16.7
2345	10	0.0
07-19	5097	4.9
06-22	6123	5.0
06-00	6298	5.1
00-00	6742	5.4

Site / Tilbury
 Location er 2016
 Direction c Count

Wed

Time	Total	>SL2% 45 Dft
0000	8	25.0
0015	13	7.7
0030	8	0.0
0045	4	0.0
0100	4	75.0
0115	4	0.0
0130	4	25.0
0145	2	0.0
0200	3	33.3
0215	6	0.0
0230	2	0.0
0245	6	0.0
0300	2	100.0
0315	11	0.0
0330	5	20.0
0345	11	9.1
0400	6	0.0
0415	10	10.0
0430	16	12.5
0445	25	0.0
0500	41	4.9
0515	78	3.8
0530	89	3.4
0545	73	5.5
0600	67	9.0
0615	72	6.9
0630	79	7.6
0645	105	5.7
0700	85	8.2
0715	103	1.9
0730	113	1.8
0745	127	1.6
0800	132	3.0
0815	125	6.4
0830	161	3.7
0845	122	1.6
0900	89	2.2
0915	103	7.8
0930	95	1.1
0945	120	0.8
1000	108	8.3
1015	96	2.1
1030	97	1.0
1045	92	5.4
1100	96	9.4
1115	93	5.4
1130	113	0.9
1145	103	1.9
1200	93	6.5
1215	96	2.1
1230	100	3.0
1245	109	6.4
1300	102	2.0
1315	107	1.9
1330	118	10.2
1345	82	3.7
1400	94	4.3
1415	84	4.8
1430	74	13.5
1445	88	3.4
1500	95	2.1
1515	112	3.6
1530	93	5.4
1545	81	4.9
1600	115	4.3
1615	97	8.2
1630	95	7.4
1645	82	7.3
1700	117	6.8
1715	100	7.0
1730	118	4.2
1745	111	4.5
1800	105	3.8
1815	87	2.3
1830	115	5.2
1845	87	0.0
1900	100	2.0
1915	90	5.6
1930	57	5.3
1945	63	4.8
2000	52	9.6
2015	56	10.7
2030	51	11.8
2045	43	2.3
2100	67	7.5
2115	53	7.5
2130	42	11.9
2145	48	8.3
2200	43	16.3
2215	36	2.8
2230	27	0.0
2245	21	9.5
2300	24	12.5
2315	15	6.7
2330	5	0.0
2345	16	6.3
07-19	4930	4.4
06-22	5975	4.8
06-00	6162	4.9
00-00	6593	5.0



Virtual Da

Time	Total	>SL2% 45 Dft
0000	43	8.0
0100	22	15.9
0200	22	10.6
0300	28	13.4
0400	55	8.8
0500	244	5.1
0600	267	7.1
0700	364	6.1
0800	445	4.9
0900	402	4.6
1000	414	3.7
1100	416	3.9
1200	398	3.9
1300	420	4.1
1400	401	4.6
1500	392	4.7
1600	386	6.1
1700	409	5.5
1800	396	4.7
1900	323	3.9
2000	213	6.2
2100	182	7.5
2200	115	7.8
2300	68	9.2
07-19	4841	4.7
06-22	5826	4.9
06-00	6010	5.0
00-00	6424	5.2

Virtual We

Time	Total	>SL2% 45 Dft
Mon	6612	4.8
Tue	6742	5.4
Wed	6593	5.0
Thu	6730	4.4
Fri	7287	4.8
Sat	6140	4.7
Sun	4861	7.8
5 Day Ave.	6793	4.9
7 Day Ave.	6424	5.2
Grand Total	44965	5.2

Summary Graphs

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 Mean

 85%ile

 >PSL%

 >SL1%

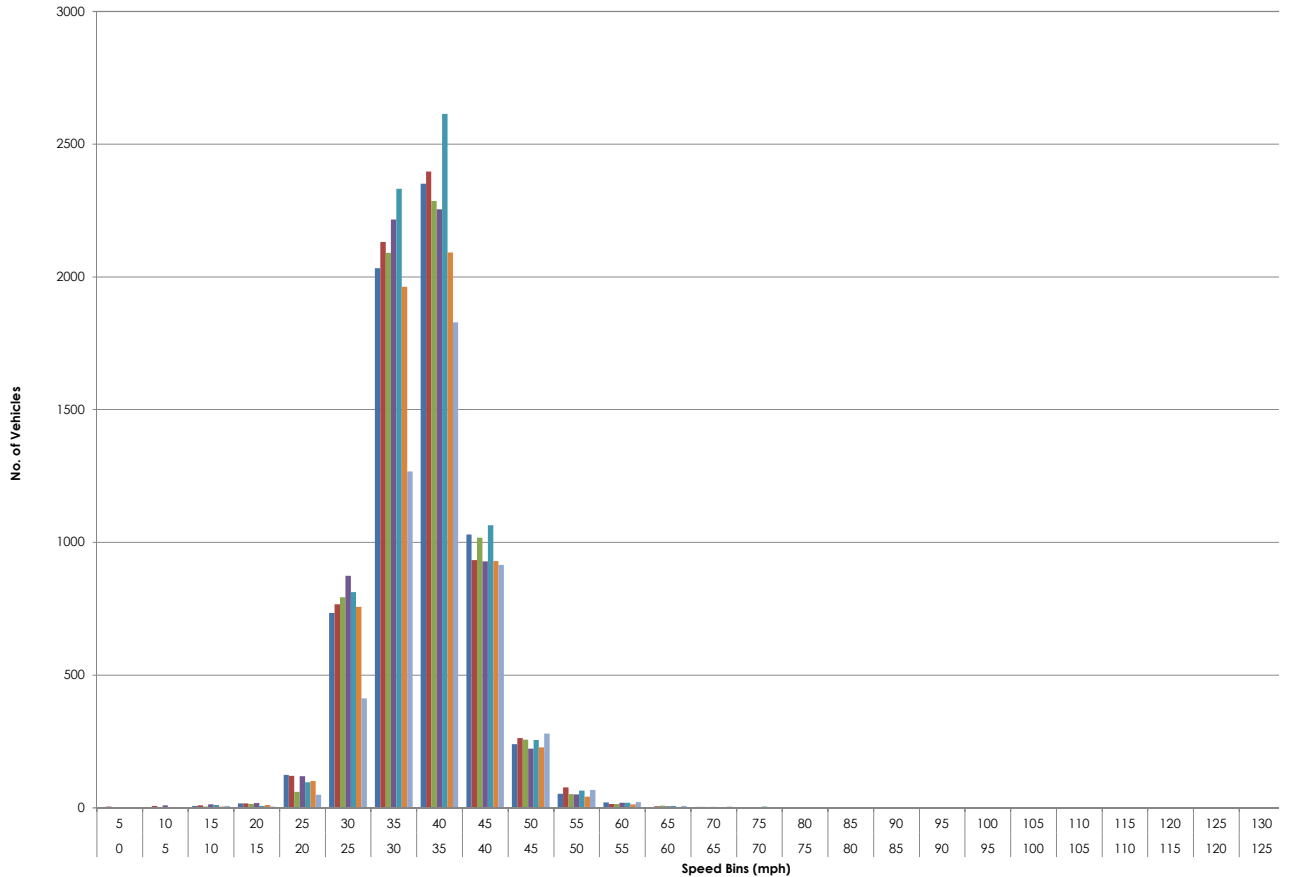
 >SL2%

Site 1
 Location Dock Road, sign post - Att. OSGR: TQ 63290 76780
 Direction North

Time	Virtual Da			Virtual Day (7)																					
	Total	Mean	Vpp 85	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110
0000	43	36.4	42.9	0	0	0	0	1	5	14	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	38.6	45.3	0	0	0	0	0	1	5	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0
0200	22	36.2	43.0	0	0	0	0	0	3	7	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0
0300	28	37.4	43.8	0	0	0	0	0	2	7	8	6	3	1	0	0	0	0	0	0	0	0	0	0	0
0400	55	37.9	43.2	0	0	0	0	1	4	11	20	15	3	1	0	0	0	0	0	0	0	0	0	0	0
0500	244	36.5	41.2	0	0	0	0	1	22	71	96	41	10	1	1	0	0	0	0	0	0	0	0	0	0
0600	267	37.2	42.2	0	0	0	0	2	15	75	104	51	15	3	1	0	0	0	0	0	0	0	0	0	0
0700	364	36.6	41.6	0	0	1	2	2	25	106	142	63	16	5	1	0	0	0	0	0	0	0	0	0	0
0800	445	35.6	40.8	1	1	1	3	9	48	132	161	68	17	4	1	0	0	0	0	0	0	0	0	0	0
0900	402	35.4	40.6	0	0	0	1	9	51	130	138	54	14	4	0	1	0	0	0	0	0	0	0	0	0
1000	414	35.0	40.0	0	0	0	1	8	62	137	140	50	13	2	1	0	0	0	0	0	0	0	0	0	0
1100	416	34.9	40.2	0	0	1	0	7	63	145	132	51	13	2	1	0	0	0	0	0	0	0	0	0	0
1200	398	35.1	40.3	0	0	0	0	7	58	138	127	51	12	2	1	0	0	0	0	0	0	0	0	0	0
1300	420	35.2	40.3	0	0	0	0	8	60	139	141	55	13	3	1	0	0	0	0	0	0	0	0	0	0
1400	401	35.8	41.0	0	0	1	1	7	46	120	145	63	14	3	1	0	0	0	0	0	0	0	0	0	0
1500	392	35.9	41.3	0	1	1	1	6	38	116	145	65	14	3	1	0	0	0	0	0	0	0	0	0	0
1600	386	36.6	41.6	0	0	0	0	3	37	103	147	71	18	4	1	0	0	0	0	0	0	0	0	0	0
1700	409	36.6	41.7	0	0	0	1	3	33	119	158	72	17	3	1	0	0	0	0	0	0	0	0	0	0
1800	396	35.9	40.7	0	0	0	1	4	44	122	149	57	14	4	0	1	0	0	0	0	0	0	0	0	0
1900	323	34.7	39.6	0	0	0	0	8	52	123	94	33	8	2	1	0	0	0	0	0	0	0	0	0	0
2000	213	35.8	41.3	0	0	0	0	5	25	72	65	32	8	3	1	0	0	0	0	0	0	0	0	0	0
2100	182	36.4	41.8	0	0	0	0	1	20	59	59	29	8	4	1	0	0	0	0	0	0	0	0	0	0
2200	115	36.6	42.1	0	0	0	0	1	11	36	38	20	7	1	0	0	0	0	0	0	0	0	0	0	0
2300	68	37.1	42.5	0	0	0	0	1	8	16	24	12	3	1	1	1	0	0	0	0	0	0	0	0	0
07-19	4841	35.7	40.9	1	3	6	11	73	567	1508	1725	720	176	39	9	3	1	1	0	0	0	0	0	0	0
06-22	5826	35.7	40.9	1	3	7	12	89	680	1837	2047	864	215	50	14	4	1	1	0	0	0	0	0	0	0
06-00	6010	35.8	41.0	1	3	7	12	92	699	1890	2110	896	226	53	15	5	2	1	0	0	0	0	0	0	0
00-00	6424	35.8	41.1	1	3	7	12	95	735	2004	2260	973	249	57	17	5	2	1	0	0	0	0	0	0	0

Time	Virtual We			Virtual Week (1)																					
	Total	Mean	Vpp 85	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110
Mon	6612	35.8	40.9	0	2	7	16	123	734	2032	2351	1029	239	52	20	2	3	2	0	0	0	0	0	0	0
Tue	6742	35.7	40.9	4	7	9	16	120	766	2131	2396	932	262	76	14	5	3	1	0	0	0	0	0	0	0
Wed	6593	35.9	41.0	0	1	4	14	60	793	2090	2285	1017	256	51	14	8	0	0	0	0	0	0	0	0	0
Thu	6730	35.4	40.6	2	9	12	17	119	874	2216	2254	928	222	50	18	5	3	0	1	0	0	0	0	0	0
Fri	7287	35.9	40.8	1	1	10	7	96	812	2331	2614	1064	255	64	19	7	2	4	0	0	0	0	0	0	0
Sat	6140	35.7	41.0	0	1	4	10	101	756	1962	2091	929	227	42	12	3	2	0	0	0	0	0	0	0	0
Sun	4861	37.0	42.2	2	0	6	4	49	412	1267	1829	914	279	67	21	7	4	0	0	0	0	0	0	0	0
5 Day Ave.	6793	35.7	40.8	1	4	8	14	104	796	2160	2380	994	247	59	17	5	2	1	0	0	0	0	0	0	0
7 Day Ave.	6424	35.8	41.1	1	3	7	12	95	735	2004	2260	973	249	57	17	5	2	1	0	0	0	0	0	0	0
Grand Total	44965	35.8	41.1	9	21	52	84	668	5147	14029	15820	6813	1740	402	118	37	17	7	1	0	0	0	0	0	0

Summary Graphs



Site
Location
Direction

September - 1
Automatic

Time	Thu				
	Total	110	115	120	125
		115	120	125	130
0000	10	0	0	0	0
0015	9	0	0	0	0
0030	4	0	0	0	0
0045	7	0	0	0	0
0100	5	0	0	0	0
0115	4	0	0	0	0
0130	3	0	0	0	0
0145	7	0	0	0	0
0200	3	0	0	0	0
0215	7	0	0	0	0
0230	5	0	0	0	0
0245	7	0	0	0	0
0300	6	0	0	0	0
0315	8	0	0	0	0
0330	7	0	0	0	0
0345	8	0	0	0	0
0400	10	0	0	0	0
0415	18	0	0	0	0
0430	17	0	0	0	0
0445	27	0	0	0	0
0500	49	0	0	0	0
0515	73	0	0	0	0
0530	95	0	0	0	0
0545	70	0	0	0	0
0600	62	0	0	0	0
0615	70	0	0	0	0
0630	81	0	0	0	0
0645	93	0	0	0	0
0700	96	0	0	0	0
0715	102	0	0	0	0
0730	138	0	0	0	0
0745	118	0	0	0	0
0800	149	0	0	0	0
0815	119	0	0	0	0
0830	130	0	0	0	0
0845	124	0	0	0	0
0900	95	0	0	0	0
0915	93	0	0	0	0
0930	119	0	0	0	0
0945	85	0	0	0	0
1000	90	0	0	0	0
1015	101	0	0	0	0
1030	95	0	0	0	0
1045	88	0	0	0	0
1100	78	0	0	0	0
1115	89	0	0	0	0
1130	105	0	0	0	0
1145	112	0	0	0	0
1200	109	0	0	0	0
1215	93	0	0	0	0
1230	75	0	0	0	0
1245	95	0	0	0	0
1300	100	0	0	0	0
1315	90	0	0	0	0
1330	107	0	0	0	0
1345	109	0	0	0	0
1400	119	0	0	0	0
1415	96	0	0	0	0
1430	97	0	0	0	0
1445	109	0	0	0	0
1500	99	0	0	0	0
1515	85	0	0	0	0
1530	100	0	0	0	0
1545	101	0	0	0	0
1600	116	0	0	0	0
1615	104	0	0	0	0
1630	100	0	0	0	0
1645	101	0	0	0	0
1700	96	0	0	0	0
1715	110	0	0	0	0
1730	122	0	0	0	0
1745	117	0	0	0	0
1800	101	0	0	0	0
1815	105	0	0	0	0
1830	112	0	0	0	0
1845	119	0	0	0	0
1900	99	0	0	0	0
1915	92	0	0	0	0
1930	66	0	0	0	0
1945	100	0	0	0	0
2000	53	0	0	0	0
2015	55	0	0	0	0
2030	66	0	0	0	0
2045	58	0	0	0	0
2100	55	0	0	0	0
2115	62	0	0	0	0
2130	42	0	0	0	0
2145	53	0	0	0	0
2200	21	0	0	0	0
2215	27	0	0	0	0
2230	26	0	0	0	0
2245	24	0	0	0	0
2300	17	0	0	0	0
2315	14	0	0	0	0
2330	6	0	0	0	0
2345	16	0	0	0	0
07-19	5013	0	0	0	0
06-22	6120	0	0	0	0
06-00	6271	0	0	0	0
00-00	6730	0	0	0	0

Time	Fri				
	Total	110	115	120	125
		115	120	125	130
0000	11	0	0	0	0
0015	13	0	0	0	0
0030	9	0	0	0	0
0045	5	0	0	0	0
0100	5	0	0	0	0
0115	2	0	0	0	0
0130	4	0	0	0	0
0145	5	0	0	0	0
0200	7	0	0	0	0
0215	6	0	0	0	0
0230	3	0	0	0	0
0245	4	0	0	0	0
0300	5	0	0	0	0
0315	5	0	0	0	0
0330	3	0	0	0	0
0345	6	0	0	0	0
0400	15	0	0	0	0
0415	14	0	0	0	0
0430	23	0	0	0	0
0445	26	0	0	0	0
0500	42	0	0	0	0
0515	74	0	0	0	0
0530	95	0	0	0	0
0545	84	0	0	0	0
0600	61	0	0	0	0
0615	92	0	0	0	0
0630	82	0	0	0	0
0645	98	0	0	0	0
0700	86	0	0	0	0
0715	90	0	0	0	0
0730	143	0	0	0	0
0745	127	0	0	0	0
0800	130	0	0	0	0
0815	118	0	0	0	0
0830	154	0	0	0	0
0845	122	0	0	0	0
0900	117	0	0	0	0
0915	109	0	0	0	0
0930	120	0	0	0	0
0945	94	0	0	0	0
1000	104	0	0	0	0
1015	91	0	0	0	0
1030	113	0	0	0	0
1045	102	0	0	0	0
1100	87	0	0	0	0
1115	128	0	0	0	0
1130	111	0	0	0	0
1145	91	0	0	0	0
1200	78	0	0	0	0
1215	106	0	0	0	0
1230	105	0	0	0	0
1245	126	0	0	0	0
1300	124	0	0	0	0
1315	105	0	0	0	0
1330	99	0	0	0	0
1345	104	0	0	0	0
1400	126	0	0	0	0
1415	104	0	0	0	0
1430	119	0	0	0	0
1445	102	0	0	0	0
1500	125	0	0	0	0
1515	125	0	0	0	0
1530	108	0	0	0	0
1545	106	0	0	0	0
1600	121	0	0	0	0
1615	102	0	0	0	0
1630	109	0	0	0	0
1645	134	0	0	0	0
1700	105	0	0	0	0
1715	115	0	0	0	0
1730	121	0	0	0	0
1745	116	0	0	0	0
1800	126	0	0	0	0
1815	106	0	0	0	0
1830	124	0	0	0	0
1845	120	0	0	0	0
1900	105	0	0	0	0
1915	102	0	0	0	0
1930	100	0	0	0	0
1945	67	0	0	0	0
2000	49	0	0	0	0
2015	70	0	0	0	0
2030	68	0	0	0	0
2045	60	0	0	0	0
2100	57	0	0	0	0
2115	45	0	0	0	0
2130	44	0	0	0	0
2145	50	0	0	0	0
2200	31	0	0	0	0
2215	48	0	0	0	0
2230	30	0	0	0	0
2245	39	0	0	0	0
2300	37	0	0	0	0
2315	35	0	0	0	0
2330	29	0	0	0	0
2345	24	0	0	0	0
07-19	5398	0	0	0	0
06-22	6548	0	0	0	0
06-00	6821	0	0	0	0
00-00	7287	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Sat				
	Total	110	115	120	125
		115	120	125	130
0000	21	0	0	0	0
0015	18	0	0	0	0
0030	14	0	0	0	0
0045	13	0	0	0	0
0100	7	0	0	0	0
0115	13	0	0	0	0
0130	12	0	0	0	0
0145	7	0	0	0	0
0200	13	0	0	0	0
0215	3	0	0	0	0
0230	8	0	0	0	0
0245	5	0	0	0	0
0300	9	0	0	0	0
0315	9	0	0	0	0
0330	7	0	0	0	0
0345	8	0	0	0	0
0400	6	0	0	0	0
0415	8	0	0	0	0
0430	5	0	0	0	0
0445	14	0	0	0	0
0500	24	0	0	0	0
0515	34	0	0	0	0
0530	59	0	0	0	0
0545	37	0	0	0	0
0600	30	0	0	0	0
0615	52	0	0	0	0
0630	65	0	0	0	0
0645	45	0	0	0	0
0700	45	0	0	0	0
0715	58	0	0	0	0
0730	52	0	0	0	0
0745	62	0	0	0	0
0800	65	0	0	0	0
0815	71	0	0	0	0
0830	82	0	0	0	0
0845	83	0	0	0	0
0900	100	0	0	0	0
0915	108	0	0	0	0
0930	112	0	0	0	0
0945	102	0	0	0	0
1000	106	0	0	0	0
1015	139	0	0	0	0
1030	107	0	0	0	0
1045	115	0	0	0	0
1100	128	0	0	0	0
1115	123	0	0	0	0
1130	134	0	0	0	0
1145	128	0	0	0	0
1200	100	0	0	0	0
1215	108	0	0	0	0
1230	108	0	0	0	0
1245	112	0	0	0	0
1300	166	0	0	0	0
1315	116	0	0	0	0
1330	119	0	0	0	0
1345	100	0	0	0	0
1400	95	0	0	0	0
1415	85	0	0	0	0
1430	104	0	0	0	0
1445	91	0	0	0	0
1500	118	0	0	0	0
1515	112	0	0	0	0
1530	95	0	0	0	0
1545	65	0	0	0	0
1600	86	0	0	0	0
1615	93	0	0	0	0
1630	91	0	0	0	0
1645	92	0	0	0	0
1700	107	0	0	0	0
1715	96	0	0	0	0
1730	94	0	0	0	0
1745	104	0	0	0	0
1800	65	0	0	0	0
1815	88	0	0	0	0
1830	82	0	0	0	0
1845	89	0	0	0	0
1900	88	0	0	0	0
1915	87	0	0	0	0
1930	60	0	0	0	0
1945	66	0	0	0	0
2000	65	0	0	0	0
2015	53	0	0	0	0
2030	49	0	0	0	0
2045	44	0	0	0	0
2100	44	0	0	0	0
2115	44	0	0	0	0
2130	26	0	0	0	0
2145	27	0	0	0	0
2200	44	0	0	0	0
2215	34	0	0	0	0
2230	36	0	0	0	0
2245	36	0	0	0	0
2300	24	0	0	0	0
2315	23	0	0	0	0
2330	22	0	0	0	0
2345	21	0	0	0	0
07-19	4701	0	0	0	0
06-22	5546	0	0	0	0
06-00	5786	0	0	0	0
00-00	6140	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Sun				
	Total	110	115	120	125
		115	120	125	130
0000	34	0	0	0	0
0015	24	0	0	0	0
0030	15	0	0	0	0
0045	17	0	0	0	0
0100	12	0	0	0	0
0115	10	0	0	0	0
0130	6	0	0	0	0
0145	9	0	0	0	0
0200	11	0	0	0	0
0215	6	0	0	0	0
0230	3	0	0	0	0
0245	8	0	0	0	0
0300	6	0	0	0	0
0315	8	0	0	0	0
0330	8	0	0	0	0
0345	5	0	0	0	0
0400	5	0	0	0	0
0415	3	0	0	0	0
0430	6	0	0	0	0
0445	10	0	0	0	0
0500	18	0	0	0	0
0515	27	0	0	0	0
0530	33	0	0	0	0
0545	30	0	0	0	0
0600	19	0	0	0	0
0615	21	0	0	0	0
0630	21	0	0	0	0
0645	32	0	0	0	0
0700	21	0	0	0	0
0715	24	0	0	0	0
0730	34	0	0	0	0
0745	36	0	0	0	0
0800	46	0	0	0	0
0815	32	0	0	0	0
0830	51	0	0	0	0
0845	48	0	0	0	0
0900	57	0	0	0	0
0915	81	0	0	0	0
0930	106	0	0	0	0
0945	117	0	0	0	0
1000	117	0	0	0	0
1015	110	0	0	0	0
1030	129	0	0	0	0
1045	113	0	0	0	0
1100	88	0	0	0	0
1115	112	0	0	0	0
1130	106	0	0	0	0
1145	106	0	0	0	0
1200	93	0	0	0	0
1215	100	0	0	0	0
1230	84	0	0	0	0
1245	109	0	0	0	0
1300	110	0	0	0	0
1315	88	0	0	0	0
1330	84	0	0	0	0
1345	96	0	0	0	0
1400	106	0	0	0	0
1415	109	0	0	0	0
1430	90	0	0	0	0
1445	91	0	0	0	0
1500	72	0	0	0	0
1515	81	0	0	0	0
1530	71	0	0	0	0
1545	79	0	0	0	0
1600	74	0	0	0	0
1615	66	0	0	0	0
1630	76	0	0	0	0
1645	45	0	0	0	0
1700	54	0	0	0	0
1715	60	0	0	0	0
1730	60	0	0	0	0
1745	77	0	0	0	0
1800	61	0	0	0	0
1815	49	0	0	0	0
1830	83	0	0	0	0
1845	66	0	0	0	0
1900	69	0	0	0	0
1915	70	0	0	0	0
1930	61	0	0	0	0
1945	61	0	0	0	0
2000	49	0	0	0	0
2015	41	0	0	0	0
2030	44	0	0	0	0
2045	38	0	0	0	0
2100	35	0	0	0	0
2115	30	0	0	0	0
2130	40	0	0	0	0
2145	47	0	0	0	0
2200	24	0	0	0	0
2215	15	0	0	0	0
2230	14	0	0	0	0
2245	14	0	0	0	0
2300	12	0	0	0	0
2315	3	0	0	0	0
2330	11	0	0	0	0
2345	8	0	0	0	0
07-19	3768	0	0	0	0
06-22	4446	0	0	0	0
06-00	4547	0	0	0	0
00-00	4861	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Mon

Time	Total				
		110 115	115 120	120 125	125 130
0000	8	0	0	0	0
0015	4	0	0	0	0
0030	4	0	0	0	0
0045	4	0	0	0	0
0100	3	0	0	0	0
0115	5	0	0	0	0
0130	3	0	0	0	0
0145	2	0	0	0	0
0200	4	0	0	0	0
0215	6	0	0	0	0
0230	2	0	0	0	0
0245	4	0	0	0	0
0300	7	0	0	0	0
0315	4	0	0	0	0
0330	9	0	0	0	0
0345	12	0	0	0	0
0400	9	0	0	0	0
0415	11	0	0	0	0
0430	18	0	0	0	0
0445	24	0	0	0	0
0500	39	0	0	0	0
0515	79	0	0	0	0
0530	87	0	0	0	0
0545	81	0	0	0	0
0600	64	0	0	0	0
0615	71	0	0	0	0
0630	89	0	0	0	0
0645	85	0	0	0	0
0700	98	0	0	0	0
0715	99	0	0	0	0
0730	155	0	0	0	0
0745	116	0	0	0	0
0800	133	0	0	0	0
0815	115	0	0	0	0
0830	140	0	0	0	0
0845	128	0	0	0	0
0900	111	0	0	0	0
0915	96	0	0	0	0
0930	105	0	0	0	0
0945	95	0	0	0	0
1000	80	0	0	0	0
1015	101	0	0	0	0
1030	100	0	0	0	0
1045	101	0	0	0	0
1100	104	0	0	0	0
1115	88	0	0	0	0
1130	99	0	0	0	0
1145	89	0	0	0	0
1200	95	0	0	0	0
1215	85	0	0	0	0
1230	85	0	0	0	0
1245	107	0	0	0	0
1300	97	0	0	0	0
1315	110	0	0	0	0
1330	106	0	0	0	0
1345	97	0	0	0	0
1400	111	0	0	0	0
1415	91	0	0	0	0
1430	98	0	0	0	0
1445	109	0	0	0	0
1500	101	0	0	0	0
1515	103	0	0	0	0
1530	108	0	0	0	0
1545	91	0	0	0	0
1600	81	0	0	0	0
1615	82	0	0	0	0
1630	105	0	0	0	0
1645	92	0	0	0	0
1700	98	0	0	0	0
1715	99	0	0	0	0
1730	133	0	0	0	0
1745	119	0	0	0	0
1800	126	0	0	0	0
1815	110	0	0	0	0
1830	106	0	0	0	0
1845	85	0	0	0	0
1900	91	0	0	0	0
1915	81	0	0	0	0
1930	67	0	0	0	0
1945	71	0	0	0	0
2000	64	0	0	0	0
2015	50	0	0	0	0
2030	64	0	0	0	0
2045	58	0	0	0	0
2100	54	0	0	0	0
2115	55	0	0	0	0
2130	48	0	0	0	0
2145	29	0	0	0	0
2200	35	0	0	0	0
2215	19	0	0	0	0
2230	22	0	0	0	0
2245	23	0	0	0	0
2300	17	0	0	0	0
2315	19	0	0	0	0
2330	15	0	0	0	0
2345	9	0	0	0	0
07-19	4983	0	0	0	0
06-22	6024	0	0	0	0
06-00	6183	0	0	0	0
00-00	6612	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Tue

Time	Total				
		110 115	115 120	120 125	125 130
0000	7	0	0	0	0
0015	10	0	0	0	0
0030	4	0	0	0	0
0045	1	0	0	0	0
0100	6	0	0	0	0
0115	1	0	0	0	0
0130	9	0	0	0	0
0145	3	0	0	0	0
0200	6	0	0	0	0
0215	3	0	0	0	0
0230	7	0	0	0	0
0245	3	0	0	0	0
0300	5	0	0	0	0
0315	7	0	0	0	0
0330	8	0	0	0	0
0345	5	0	0	0	0
0400	10	0	0	0	0
0415	9	0	0	0	0
0430	19	0	0	0	0
0445	23	0	0	0	0
0500	41	0	0	0	0
0515	84	0	0	0	0
0530	87	0	0	0	0
0545	86	0	0	0	0
0600	65	0	0	0	0
0615	79	0	0	0	0
0630	78	0	0	0	0
0645	91	0	0	0	0
0700	91	0	0	0	0
0715	98	0	0	0	0
0730	125	0	0	0	0
0745	105	0	0	0	0
0800	145	0	0	0	0
0815	120	0	0	0	0
0830	150	0	0	0	0
0845	117	0	0	0	0
0900	109	0	0	0	0
0915	98	0	0	0	0
0930	102	0	0	0	0
0945	73	0	0	0	0
1000	125	0	0	0	0
1015	101	0	0	0	0
1030	97	0	0	0	0
1045	79	0	0	0	0
1100	93	0	0	0	0
1115	112	0	0	0	0
1130	96	0	0	0	0
1145	98	0	0	0	0
1200	101	0	0	0	0
1215	104	0	0	0	0
1230	95	0	0	0	0
1245	118	0	0	0	0
1300	107	0	0	0	0
1315	90	0	0	0	0
1330	113	0	0	0	0
1345	93	0	0	0	0
1400	98	0	0	0	0
1415	94	0	0	0	0
1430	117	0	0	0	0
1445	105	0	0	0	0
1500	106	0	0	0	0
1515	111	0	0	0	0
1530	111	0	0	0	0
1545	91	0	0	0	0
1600	107	0	0	0	0
1615	109	0	0	0	0
1630	120	0	0	0	0
1645	106	0	0	0	0
1700	106	0	0	0	0
1715	99	0	0	0	0
1730	100	0	0	0	0
1745	106	0	0	0	0
1800	123	0	0	0	0
1815	113	0	0	0	0
1830	116	0	0	0	0
1845	104	0	0	0	0
1900	101	0	0	0	0
1915	84	0	0	0	0
1930	96	0	0	0	0
1945	64	0	0	0	0
2000	54	0	0	0	0
2015	48	0	0	0	0
2030	48	0	0	0	0
2045	38	0	0	0	0
2100	49	0	0	0	0
2115	45	0	0	0	0
2130	45	0	0	0	0
2145	41	0	0	0	0
2200	38	0	0	0	0
2215	31	0	0	0	0
2230	29	0	0	0	0
2245	21	0	0	0	0
2300	17	0	0	0	0
2315	17	0	0	0	0
2330	12	0	0	0	0
2345	10	0	0	0	0
07-19	5097	0	0	0	0
06-22	6123	0	0	0	0
06-00	6298	0	0	0	0
00-00	6742	0	0	0	0



Wed

Time	Total	110	115	120	125
		115	120	125	130
0000	8	0	0	0	0
0015	13	0	0	0	0
0030	8	0	0	0	0
0045	4	0	0	0	0
0100	4	0	0	0	0
0115	4	0	0	0	0
0130	4	0	0	0	0
0145	2	0	0	0	0
0200	3	0	0	0	0
0215	6	0	0	0	0
0230	2	0	0	0	0
0245	6	0	0	0	0
0300	2	0	0	0	0
0315	11	0	0	0	0
0330	5	0	0	0	0
0345	11	0	0	0	0
0400	6	0	0	0	0
0415	10	0	0	0	0
0430	16	0	0	0	0
0445	25	0	0	0	0
0500	41	0	0	0	0
0515	78	0	0	0	0
0530	89	0	0	0	0
0545	73	0	0	0	0
0600	67	0	0	0	0
0615	72	0	0	0	0
0630	79	0	0	0	0
0645	105	0	0	0	0
0700	85	0	0	0	0
0715	103	0	0	0	0
0730	113	0	0	0	0
0745	127	0	0	0	0
0800	132	0	0	0	0
0815	125	0	0	0	0
0830	161	0	0	0	0
0845	122	0	0	0	0
0900	89	0	0	0	0
0915	103	0	0	0	0
0930	95	0	0	0	0
0945	120	0	0	0	0
1000	108	0	0	0	0
1015	96	0	0	0	0
1030	97	0	0	0	0
1045	92	0	0	0	0
1100	96	0	0	0	0
1115	93	0	0	0	0
1130	113	0	0	0	0
1145	103	0	0	0	0
1200	93	0	0	0	0
1215	96	0	0	0	0
1230	100	0	0	0	0
1245	109	0	0	0	0
1300	102	0	0	0	0
1315	107	0	0	0	0
1330	118	0	0	0	0
1345	82	0	0	0	0
1400	94	0	0	0	0
1415	84	0	0	0	0
1430	74	0	0	0	0
1445	88	0	0	0	0
1500	95	0	0	0	0
1515	112	0	0	0	0
1530	93	0	0	0	0
1545	81	0	0	0	0
1600	115	0	0	0	0
1615	97	0	0	0	0
1630	95	0	0	0	0
1645	82	0	0	0	0
1700	117	0	0	0	0
1715	100	0	0	0	0
1730	118	0	0	0	0
1745	111	0	0	0	0
1800	105	0	0	0	0
1815	87	0	0	0	0
1830	115	0	0	0	0
1845	87	0	0	0	0
1900	100	0	0	0	0
1915	90	0	0	0	0
1930	57	0	0	0	0
1945	63	0	0	0	0
2000	52	0	0	0	0
2015	56	0	0	0	0
2030	51	0	0	0	0
2045	43	0	0	0	0
2100	67	0	0	0	0
2115	53	0	0	0	0
2130	42	0	0	0	0
2145	48	0	0	0	0
2200	43	0	0	0	0
2215	36	0	0	0	0
2230	27	0	0	0	0
2245	21	0	0	0	0
2300	24	0	0	0	0
2315	15	0	0	0	0
2330	5	0	0	0	0
2345	16	0	0	0	0
07-19	4930	0	0	0	0
06-22	5975	0	0	0	0
06-00	6162	0	0	0	0
00-00	6593	0	0	0	0

Site
Location
Direction

September - 6
Automatic

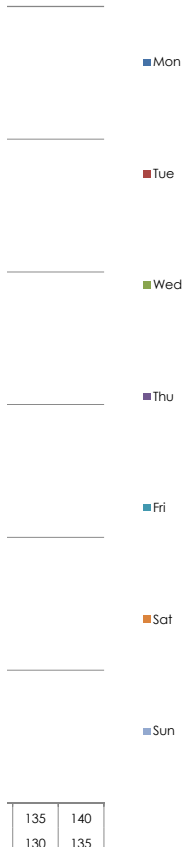
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
0000	43	0	0	0	0
0100	22	0	0	0	0
0200	22	0	0	0	0
0300	28	0	0	0	0
0400	55	0	0	0	0
0500	244	0	0	0	0
0600	267	0	0	0	0
0700	364	0	0	0	0
0800	445	0	0	0	0
0900	402	0	0	0	0
1000	414	0	0	0	0
1100	416	0	0	0	0
1200	398	0	0	0	0
1300	420	0	0	0	0
1400	401	0	0	0	0
1500	392	0	0	0	0
1600	386	0	0	0	0
1700	409	0	0	0	0
1800	396	0	0	0	0
1900	323	0	0	0	0
2000	213	0	0	0	0
2100	182	0	0	0	0
2200	115	0	0	0	0
2300	68	0	0	0	0
07-19	4841	0	0	0	0
06-22	5826	0	0	0	0
06-00	6010	0	0	0	0
00-00	6424	0	0	0	0

Virtual We

Time	Total	110	115	120	125
		115	120	125	130
Mon	6612	0	0	0	0
Tue	6742	0	0	0	0
Wed	6593	0	0	0	0
Thu	6730	0	0	0	0
Fri	7287	0	0	0	0
Sat	6140	0	0	0	0
Sun	4861	0	0	0	0
5 Day Ave.	6793	0	0	0	0
7 Day Ave.	6424	0	0	0	0
Grand Total	44965	0	0	0	0

Summary Graphs



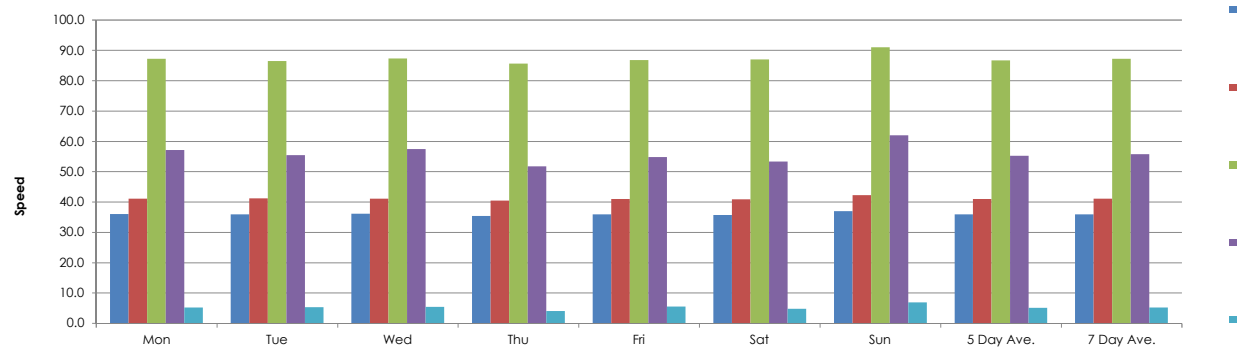
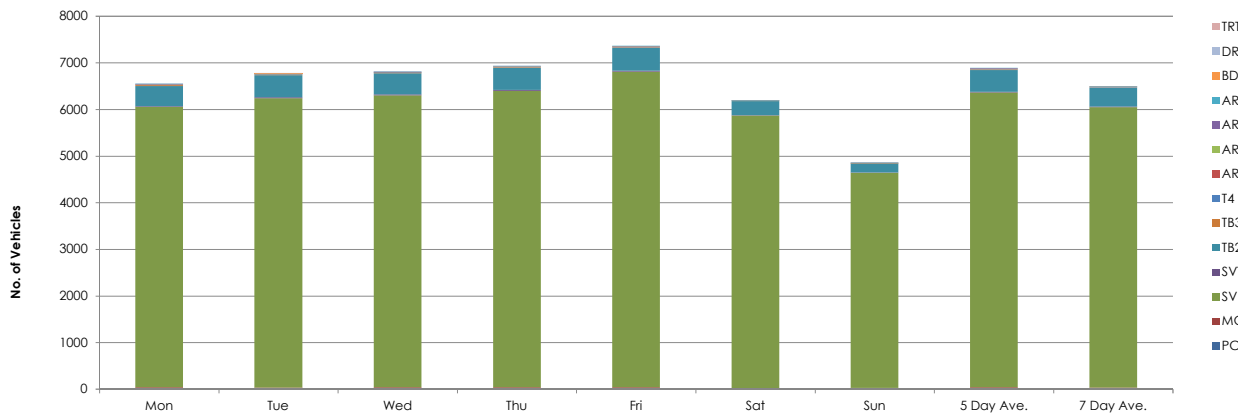
Virtual Day (7)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	60	0	0	57	0	3	0	0	0	0	0	0	0	0	0	0	54	90.0	37	61.8	5
0100	42	0	0	40	0	2	0	0	0	0	0	0	0	0	0	0	38	90.2	26	61.8	4
0200	30	0	0	28	0	2	0	0	0	0	0	0	0	0	0	0	27	88.7	19	62.3	2
0300	25	0	0	23	0	2	0	0	0	0	0	0	0	0	0	0	23	89.8	16	64.4	2
0400	26	0	0	23	0	3	0	0	0	0	0	0	0	0	0	0	24	92.8	18	71.3	2
0500	69	0	1	64	0	4	0	0	0	0	0	0	0	0	0	0	66	95.6	51	74.0	7
0600	143	0	2	126	0	13	1	0	0	0	0	0	0	0	0	0	135	94.2	99	69.3	16
0700	233	0	2	209	1	19	2	0	0	1	0	0	0	0	0	0	211	90.3	150	64.1	16
0800	311	0	1	281	1	24	1	0	0	1	0	1	0	0	0	0	274	88.2	197	63.5	18
0900	346	0	1	319	0	24	1	1	0	0	1	0	0	0	0	0	302	87.2	199	57.4	17
1000	353	0	0	318	1	31	1	1	0	0	0	0	0	0	0	0	310	87.9	200	56.7	18
1100	364	0	0	330	1	30	1	0	0	1	1	0	0	0	0	0	307	84.5	189	51.9	15
1200	424	0	1	388	1	29	1	0	0	1	1	0	0	0	0	0	367	86.5	229	53.9	19
1300	431	0	2	398	1	27	1	1	0	0	0	0	0	0	0	0	373	86.6	234	54.2	19
1400	453	0	2	416	2	30	0	1	0	0	1	1	0	0	0	0	390	86.1	258	56.8	23
1500	479	1	1	439	2	34	0	0	0	1	0	0	0	0	0	0	425	88.8	284	59.4	23
1600	493	1	3	453	1	33	0	1	0	0	1	1	0	0	0	0	442	89.6	296	60.1	29
1700	554	1	5	522	1	25	0	0	0	0	0	0	0	0	0	0	495	89.4	321	57.9	30
1800	494	0	3	464	2	23	0	1	0	0	0	0	0	0	0	0	423	85.6	251	50.8	22
1900	399	0	3	377	1	16	0	0	0	0	0	0	0	0	0	0	316	79.3	161	40.4	12
2000	291	0	1	277	0	13	0	0	0	0	0	0	0	0	0	0	247	85.0	135	46.5	13
2100	220	0	2	208	0	9	0	0	0	0	0	0	0	0	0	0	188	85.4	108	49.2	11
2200	161	0	1	155	0	4	0	0	0	0	0	0	0	0	0	0	140	87.2	87	53.9	10
2300	99	0	0	96	0	2	0	0	0	0	0	0	0	0	0	0	88	89.0	57	57.2	6
07-19	4936	4	21	4537	14	329	8	7	2	4	6	4	0	0	0	0	4320	87.5	2807	56.9	249
06-22	5988	4	28	5525	16	380	9	7	2	4	6	4	0	0	0	0	5206	86.9	3310	55.3	301
06-00	6248	5	29	5776	17	386	10	8	2	5	7	4	0	0	0	0	5434	87.0	3453	55.3	318
00-00	6501	5	30	6011	17	402	10	8	2	5	8	4	0	0	0	0	5666	87.2	3621	55.7	340

Virtual Week (1)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
Mon	6560	5	38	6012	13	437	15	9	3	7	13	8	0	0	0	0	5720	87.2	3748	57.1	342
Tue	6779	1	31	6209	23	473	8	9	3	5	8	7	1	1	0	0	5860	86.4	3754	55.4	362
Wed	6815	6	34	6262	20	453	10	9	1	4	11	5	0	0	0	0	5948	87.3	3911	57.4	368
Thu	6935	5	32	6363	16	476	13	10	2	6	7	4	0	1	0	0	5937	85.6	3585	51.7	275
Fri	7367	6	37	6771	20	485	13	12	3	4	11	5	0	0	0	0	6392	86.8	4038	54.8	404
Sat	6195	8	13	5846	13	300	5	4	0	3	2	1	0	0	0	0	5389	87.0	3305	53.3	296
Sun	4853	2	25	4611	12	190	3	2	2	4	1	1	0	0	0	0	4416	91.0	3008	62.0	334
5 Day Ave.	6891	5	34	6323	18	465	12	10	2	5	10	6	0	0	0	0	5971	86.6	3807	55.2	350
7 Day Ave.	6501	5	30	6011	17	402	10	8	2	5	8	4	0	0	0	0	5666	87.2	3621	55.7	340
Grand Total	45504	33	210	42074	117	2814	67	55	14	33	53	31	1	2	0	0	39662	87.2	25349	55.7	2381

Summary Graphs



Time	Total	>SL2% 45 Dft
0000	19	15.8
0015	16	6.3
0030	9	11.1
0045	12	0.0
0100	10	20.0
0115	8	0.0
0130	11	9.1
0145	10	10.0
0200	6	0.0
0215	8	0.0
0230	6	16.7
0245	7	0.0
0300	5	0.0
0315	7	14.3
0330	8	0.0
0345	4	0.0
0400	6	16.7
0415	6	0.0
0430	4	50.0
0445	9	0.0
0500	9	11.1
0515	14	14.3
0530	34	8.8
0545	21	9.5
0600	29	10.3
0615	42	7.1
0630	43	14.0
0645	49	8.2
0700	57	5.3
0715	65	6.2
0730	75	8.0
0745	73	2.7
0800	95	4.2
0815	84	7.1
0830	95	1.1
0845	112	0.9
0900	135	3.7
0915	95	1.1
0930	83	4.8
0945	88	1.1
1000	113	4.4
1015	76	6.6
1030	79	1.3
1045	82	3.7
1100	101	0.0
1115	74	1.4
1130	85	4.7
1145	84	2.4
1200	89	1.1
1215	110	3.6
1230	104	1.0
1245	78	9.0
1300	116	0.9
1315	96	1.0
1330	92	0.0
1345	109	5.5
1400	106	0.0
1415	121	4.1
1430	114	7.0
1445	87	5.7
1500	121	6.6
1515	113	4.4
1530	141	4.3
1545	137	7.3
1600	159	4.4
1615	126	3.2
1630	163	4.3
1645	151	3.3
1700	124	5.6
1715	141	6.4
1730	157	1.3
1745	180	0.6
1800	164	4.3
1815	141	2.8
1830	131	1.5
1845	114	3.5
1900	114	3.5
1915	104	3.8
1930	119	3.4
1945	98	0.0
2000	85	3.5
2015	90	3.3
2030	88	3.4
2045	70	2.9
2100	64	7.8
2115	72	5.6
2130	51	2.0
2145	56	1.8
2200	63	6.3
2215	56	3.6
2230	31	3.2
2245	33	6.1
2300	22	4.5
2315	32	9.4
2330	22	13.6
2345	17	5.9
07-19	5236	3.6
06-22	6410	3.7
06-00	6686	3.8
00-00	6935	4.0

Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 45 Dft
0000	26	3.8
0015	15	0.0
0030	13	15.4
0045	6	0.0
0100	8	12.5
0115	11	36.4
0130	6	0.0
0145	4	0.0
0200	11	18.2
0215	8	0.0
0230	5	0.0
0245	8	12.5
0300	4	0.0
0315	11	0.0
0330	4	0.0
0345	7	0.0
0400	6	16.7
0415	8	25.0
0430	8	12.5
0445	10	10.0
0500	9	0.0
0515	25	20.0
0530	25	24.0
0545	26	19.2
0600	34	2.9
0615	43	9.3
0630	28	7.1
0645	42	23.8
0700	47	21.3
0715	66	6.1
0730	62	3.2
0745	95	7.4
0800	82	7.3
0815	97	6.2
0830	94	4.3
0845	114	3.5
0900	131	5.3
0915	91	4.4
0930	91	4.4
0945	112	5.4
1000	98	9.2
1015	106	1.9
1030	93	10.8
1045	100	5.0
1100	81	6.2
1115	94	3.2
1130	94	1.1
1145	104	9.6
1200	113	2.7
1215	103	5.8
1230	98	10.2
1245	123	5.7
1300	122	6.6
1315	89	9.0
1330	104	5.8
1345	109	7.3
1400	116	1.7
1415	127	3.9
1430	105	9.5
1445	133	4.5
1500	132	6.1
1515	116	2.6
1530	153	2.0
1545	137	5.1
1600	125	5.6
1615	136	5.1
1630	151	6.6
1645	160	7.5
1700	181	3.9
1715	173	6.4
1730	157	4.5
1745	147	2.7
1800	157	1.9
1815	145	6.2
1830	119	3.4
1845	146	4.1
1900	124	2.4
1915	127	2.4
1930	121	0.8
1945	109	1.8
2000	100	2.0
2015	79	1.3
2030	77	5.2
2045	74	2.7
2100	68	4.4
2115	65	10.8
2130	54	5.6
2145	60	3.3
2200	57	8.8
2215	63	9.5
2230	54	7.4
2245	54	3.7
2300	35	0.0
2315	52	5.8
2330	25	24.0
2345	29	0.0
07-19	5529	5.4
06-22	6734	5.1
06-00	7103	5.2
00-00	7367	5.5



Time	Sat	
	Total	>SL2% 45 Dft
0000	26	3.8
0015	26	7.7
0030	24	4.2
0045	11	9.1
0100	15	0.0
0115	19	10.5
0130	17	17.6
0145	20	15.0
0200	14	0.0
0215	10	20.0
0230	8	0.0
0245	13	0.0
0300	7	14.3
0315	8	12.5
0330	9	0.0
0345	9	22.2
0400	6	16.7
0415	6	0.0
0430	11	9.1
0445	10	0.0
0500	14	7.1
0515	23	4.3
0530	12	8.3
0545	22	13.6
0600	20	5.0
0615	33	21.2
0630	30	3.3
0645	24	0.0
0700	40	2.5
0715	28	10.7
0730	27	11.1
0745	47	8.5
0800	34	11.8
0815	54	5.6
0830	48	6.3
0845	63	6.3
0900	54	5.6
0915	70	5.7
0930	76	9.2
0945	90	5.6
1000	94	0.0
1015	91	2.2
1030	101	8.9
1045	118	2.5
1100	96	5.2
1115	98	2.0
1130	102	2.0
1145	120	2.5
1200	101	1.0
1215	146	2.7
1230	127	3.1
1245	133	3.0
1300	120	0.8
1315	135	2.2
1330	134	2.2
1345	117	6.8
1400	131	3.8
1415	122	3.3
1430	107	7.5
1445	120	4.2
1500	108	2.8
1515	118	2.5
1530	86	7.0
1545	123	5.7
1600	110	2.7
1615	94	5.3
1630	96	3.1
1645	109	12.8
1700	92	9.8
1715	125	4.8
1730	112	3.6
1745	97	6.2
1800	100	3.0
1815	98	5.1
1830	102	8.8
1845	106	3.8
1900	102	2.0
1915	89	5.6
1930	83	3.6
1945	81	1.2
2000	72	5.6
2015	88	2.3
2030	73	4.1
2045	66	4.5
2100	48	2.1
2115	54	14.8
2130	41	2.4
2145	44	4.5
2200	36	2.8
2215	42	0.0
2230	36	2.8
2245	31	12.9
2300	40	7.5
2315	37	8.1
2330	27	3.7
2345	38	5.3
07-19	4620	4.5
06-22	5568	4.6
06-00	5855	4.6
00-00	6195	4.8

Time	Sun	
	Total	>SL2% 45 Dft
0000	27	3.7
0015	28	14.3
0030	15	26.7
0045	15	6.7
0100	24	8.3
0115	16	18.8
0130	14	21.4
0145	16	6.3
0200	11	9.1
0215	6	0.0
0230	7	0.0
0245	12	16.7
0300	8	12.5
0315	9	0.0
0330	8	0.0
0345	5	0.0
0400	6	0.0
0415	8	0.0
0430	9	0.0
0445	7	0.0
0500	13	7.7
0515	2	0.0
0530	11	9.1
0545	21	0.0
0600	21	14.3
0615	18	11.1
0630	14	0.0
0645	12	8.3
0700	15	20.0
0715	17	11.8
0730	14	7.1
0745	25	0.0
0800	21	19.0
0815	19	15.8
0830	33	6.1
0845	41	7.3
0900	34	0.0
0915	50	8.0
0930	56	5.4
0945	60	5.0
1000	89	5.6
1015	70	7.1
1030	73	6.8
1045	85	7.1
1100	100	9.0
1115	64	3.1
1130	76	6.6
1145	95	3.2
1200	124	4.8
1215	104	7.7
1230	112	3.6
1245	97	8.2
1300	104	5.8
1315	101	5.0
1330	128	4.7
1345	109	4.6
1400	110	10.9
1415	115	5.2
1430	106	3.8
1445	96	10.4
1500	107	8.4
1515	99	4.0
1530	123	4.9
1545	102	6.9
1600	97	9.3
1615	70	10.0
1630	77	14.3
1645	77	16.9
1700	72	9.7
1715	81	4.9
1730	69	5.8
1745	74	13.5
1800	75	14.7
1815	97	5.2
1830	76	7.9
1845	51	11.8
1900	77	7.8
1915	75	2.7
1930	66	3.0
1945	69	4.3
2000	66	0.0
2015	50	10.0
2030	59	6.8
2045	37	10.8
2100	24	0.0
2115	46	4.3
2130	27	0.0
2145	37	5.4
2200	34	11.8
2215	32	3.1
2230	20	5.0
2245	15	0.0
2300	19	0.0
2315	25	0.0
2330	11	0.0
2345	11	0.0
07-19	3690	7.2
06-22	4388	6.9
06-00	4555	6.8
00-00	4853	6.9

Site / Tilbury
 Location er 2016
 Direction c Count

Time	Mon	
	Total	>SL2% 45 Dft
0000	3	0.0
0015	23	0.0
0030	12	0.0
0045	4	0.0
0100	9	0.0
0115	5	0.0
0130	6	16.7
0145	5	0.0
0200	7	0.0
0215	5	0.0
0230	5	0.0
0245	1	0.0
0300	4	25.0
0315	5	0.0
0330	5	40.0
0345	2	50.0
0400	8	12.5
0415	1	0.0
0430	6	0.0
0445	7	28.6
0500	8	0.0
0515	16	0.0
0530	18	16.7
0545	23	4.3
0600	35	17.1
0615	36	11.1
0630	42	16.7
0645	44	15.9
0700	57	7.0
0715	69	8.7
0730	69	5.8
0745	99	5.1
0800	85	11.8
0815	91	6.6
0830	89	5.6
0845	116	1.7
0900	116	9.5
0915	79	10.1
0930	94	3.2
0945	76	3.9
1000	95	5.3
1015	73	1.4
1030	67	6.0
1045	75	6.7
1100	76	1.3
1115	93	5.4
1130	86	4.7
1145	78	6.4
1200	95	2.1
1215	90	1.1
1230	104	7.7
1245	89	1.1
1300	95	8.4
1315	116	3.4
1330	97	4.1
1345	89	5.6
1400	125	6.4
1415	98	6.1
1430	113	3.5
1445	110	3.6
1500	125	3.2
1515	103	8.7
1530	119	3.4
1545	115	3.5
1600	124	4.0
1615	124	2.4
1630	129	3.1
1645	136	3.7
1700	160	10.6
1715	160	3.1
1730	145	7.6
1745	142	3.5
1800	148	2.7
1815	141	2.8
1830	133	6.8
1845	119	2.5
1900	116	2.6
1915	102	6.9
1930	93	3.2
1945	87	2.3
2000	89	3.4
2015	81	2.5
2030	63	3.2
2045	63	4.8
2100	79	2.5
2115	65	6.2
2130	57	7.0
2145	57	7.0
2200	56	3.6
2215	34	5.9
2230	33	18.2
2245	31	12.9
2300	29	3.4
2315	26	3.8
2330	16	18.8
2345	11	0.0
07-19	5027	4.9
06-22	6136	5.1
06-00	6372	5.2
00-00	6560	5.2



Time	Total	>SL2% 45 Dft
0000	15	20.0
0015	13	7.7
0030	9	22.2
0045	7	14.3
0100	11	0.0
0115	8	0.0
0130	7	14.3
0145	5	0.0
0200	10	0.0
0215	9	0.0
0230	6	0.0
0245	2	0.0
0300	7	28.6
0315	4	0.0
0330	6	0.0
0345	2	0.0
0400	5	20.0
0415	4	0.0
0430	9	33.3
0445	4	0.0
0500	9	22.2
0515	19	10.5
0530	18	5.6
0545	25	4.0
0600	43	11.6
0615	46	19.6
0630	35	5.7
0645	53	7.5
0700	61	4.9
0715	72	5.6
0730	65	3.1
0745	92	6.5
0800	77	18.2
0815	78	3.8
0830	83	7.2
0845	111	5.4
0900	117	5.1
0915	94	6.4
0930	70	1.4
0945	91	5.5
1000	83	4.8
1015	87	9.2
1030	89	5.6
1045	93	1.1
1100	109	0.9
1115	83	4.8
1130	72	15.3
1145	117	3.4
1200	111	5.4
1215	94	3.2
1230	107	2.8
1245	102	3.9
1300	113	2.7
1315	96	5.2
1330	90	5.6
1345	105	3.8
1400	108	4.6
1415	98	8.2
1430	117	3.4
1445	132	3.8
1500	117	4.3
1515	130	3.1
1530	130	2.3
1545	116	9.5
1600	127	7.1
1615	125	8.8
1630	105	3.8
1645	173	5.2
1700	139	11.5
1715	184	3.3
1730	165	2.4
1745	156	3.8
1800	151	2.6
1815	153	3.9
1830	131	5.3
1845	127	3.1
1900	109	3.7
1915	120	5.0
1930	106	0.9
1945	78	6.4
2000	92	8.7
2015	75	2.7
2030	64	6.3
2045	48	8.3
2100	64	3.1
2115	58	6.9
2130	57	5.3
2145	48	4.2
2200	47	2.1
2215	36	5.6
2230	41	7.3
2245	25	8.0
2300	17	23.5
2315	20	0.0
2330	17	0.0
2345	20	5.0
07-19	5246	5.0
06-22	6342	5.2
06-00	6565	5.2
00-00	6779	5.3

Wed

Time	Total	>SL2% 45 Dft
0000	17	17.6
0015	13	0.0
0030	13	0.0
0045	5	20.0
0100	4	25.0
0115	11	9.1
0130	9	0.0
0145	7	0.0
0200	14	21.4
0215	5	20.0
0230	4	25.0
0245	4	0.0
0300	5	0.0
0315	11	9.1
0330	8	0.0
0345	5	0.0
0400	4	0.0
0415	3	0.0
0430	5	0.0
0445	5	0.0
0500	12	8.3
0515	10	20.0
0530	20	10.0
0545	22	9.1
0600	46	6.5
0615	45	8.9
0630	39	20.5
0645	54	9.3
0700	76	6.6
0715	61	3.3
0730	79	6.3
0745	81	9.9
0800	97	7.2
0815	79	5.1
0830	74	1.4
0845	111	4.5
0900	121	2.5
0915	66	6.1
0930	93	2.2
0945	92	4.3
1000	93	7.5
1015	84	10.7
1030	82	3.7
1045	79	2.5
1100	92	0.0
1115	87	5.7
1130	85	4.7
1145	100	4.0
1200	122	4.1
1215	97	8.2
1230	104	8.7
1245	89	6.7
1300	115	4.3
1315	99	1.0
1330	113	4.4
1345	106	6.6
1400	109	3.7
1415	116	2.6
1430	107	8.4
1445	124	5.6
1500	96	4.2
1515	111	8.1
1530	137	5.1
1545	135	2.2
1600	129	3.9
1615	123	9.8
1630	123	4.1
1645	133	6.8
1700	138	6.5
1715	178	3.9
1730	172	9.3
1745	160	4.4
1800	156	6.4
1815	130	4.6
1830	125	7.2
1845	124	2.4
1900	116	0.9
1915	100	3.0
1930	114	1.8
1945	93	2.2
2000	86	4.7
2015	82	7.3
2030	65	10.8
2045	54	1.9
2100	65	6.2
2115	60	8.3
2130	65	0.0
2145	52	3.8
2200	47	8.5
2215	48	2.1
2230	36	13.9
2245	33	3.0
2300	29	6.9
2315	26	3.8
2330	22	13.6
2345	19	5.3
07-19	5203	5.3
04-22	6339	5.2
04-00	6599	5.3
00-00	6815	5.4

Virtual Da

Time	Total	>SL2% 45 Dft
0000	60	8.1
0100	42	10.1
0200	30	6.6
0300	25	7.3
0400	26	9.4
0500	69	10.2
0600	143	11.2
0700	233	6.7
0800	311	5.8
0900	346	4.8
1000	353	5.2
1100	364	4.1
1200	424	4.5
1300	431	4.3
1400	453	5.1
1500	479	4.8
1600	493	5.9
1700	554	5.3
1800	494	4.5
1900	399	3.0
2000	291	4.5
2100	220	5.1
2200	161	6.3
2300	99	6.2
07-19	4936	5.1
06-22	5988	5.0
06-00	6248	5.1
00-00	6501	5.2

Virtual We

Time	Total	>SL2% 45 Dft
Mon	6560	5.2
Tue	6779	5.3
Wed	6815	5.4
Thu	6935	4.0
Fri	7367	5.5
Sat	6195	4.8
Sun	4853	6.9
5 Day Ave.	6891	5.1
7 Day Ave.	6501	5.2
Grand Total	45504	5.2

Summary Graphs

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 :T5
 :T4
 :T3

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 Mean

 85%ile

 >PSL%

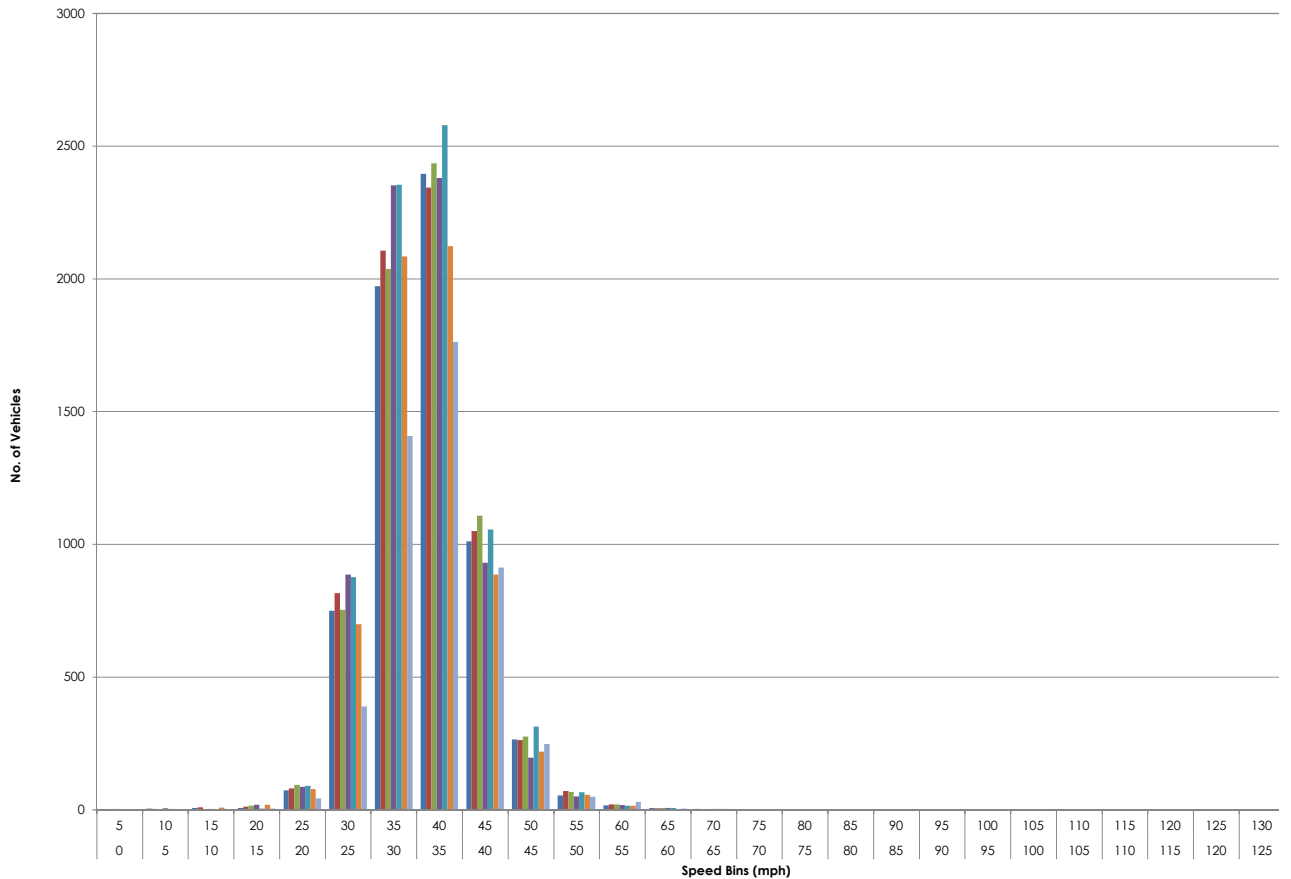
 >SL1%

 >SL2%

Time	Virtual Da			Virtual Day (7)																					
	Total	Mean	Vpp 85	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110
0000	60	37.0	43.1	0	0	0	0	0	5	17	21	11	3	1	0	0	0	0	0	0	0	0	0	0	0
0100	42	37.3	43.7	0	0	0	0	0	4	12	13	8	4	1	0	0	0	0	0	0	0	0	0	0	0
0200	30	36.7	41.5	0	0	0	0	1	3	8	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	25	37.3	42.0	0	0	0	0	0	2	6	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	26	37.7	42.9	0	0	0	0	0	2	6	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0
0500	69	38.2	43.0	0	0	0	0	0	3	15	28	16	6	1	0	0	0	0	0	0	0	0	0	0	0
0600	143	38.0	43.5	0	0	0	0	1	8	36	55	28	12	3	1	0	0	0	0	0	0	0	0	0	0
0700	233	36.8	41.8	0	0	1	1	2	19	61	91	43	12	3	1	0	0	0	0	0	0	0	0	0	0
0800	311	36.6	41.9	0	0	0	0	3	32	77	120	59	14	2	1	0	0	0	0	0	0	0	0	0	0
0900	346	36.1	40.9	0	0	0	0	3	41	103	127	55	13	2	1	0	0	0	0	0	0	0	0	0	0
1000	353	36.1	41.2	0	0	1	0	4	38	110	125	57	14	3	1	0	0	0	0	0	0	0	0	0	0
1100	364	35.4	40.6	0	0	0	0	7	49	119	124	50	12	2	0	0	0	0	0	0	0	0	0	0	0
1200	424	35.7	40.7	0	0	0	0	4	52	138	149	61	13	4	1	1	0	0	0	0	0	0	0	0	0
1300	431	35.7	40.5	0	0	0	1	5	52	140	157	58	15	3	1	0	0	0	0	0	0	0	0	0	0
1400	453	35.9	41.3	0	1	1	2	7	52	133	161	73	17	4	1	0	0	0	0	0	0	0	0	0	0
1500	479	36.1	41.1	0	0	1	3	4	46	141	181	80	18	5	0	0	0	0	0	0	0	0	0	0	0
1600	493	36.4	41.4	0	0	0	2	5	44	146	182	84	21	5	2	1	0	0	0	0	0	0	0	0	0
1700	554	36.2	41.2	0	0	0	0	6	52	174	202	89	23	5	1	0	0	0	0	0	0	0	0	0	0
1800	494	35.5	40.4	0	0	0	0	6	65	172	167	62	16	3	1	1	0	0	0	0	0	0	0	0	0
1900	399	34.2	39.4	0	0	0	0	11	71	155	110	39	9	2	1	0	0	0	0	0	0	0	0	0	0
2000	291	35.2	40.0	0	0	0	0	3	41	112	91	32	8	4	1	0	0	0	0	0	0	0	0	0	0
2100	220	35.5	40.8	0	0	0	0	2	30	80	67	30	8	2	1	0	0	0	0	0	0	0	0	0	0
2200	161	36.0	41.3	0	0	0	0	1	19	53	53	24	6	2	1	0	0	0	0	0	0	0	0	0	0
2300	99	36.4	41.7	0	0	0	0	1	10	32	34	16	4	1	0	0	0	0	0	0	0	0	0	0	0
07-19	4936	36.0	41.1	1	2	4	9	57	542	1513	1787	771	189	42	12	3	2	0	0	0	0	0	0	0	0
06-22	5988	35.9	41.0	1	2	5	10	74	691	1896	2109	900	226	53	16	4	2	0	0	0	0	0	0	0	0
06-00	6248	35.9	41.0	1	2	5	11	76	720	1981	2196	940	237	56	18	4	2	1	0	0	0	0	0	0	0
00-00	6501	35.9	41.1	1	2	5	11	78	738	2045	2288	993	254	59	19	5	2	1	0	0	0	0	0	0	0

Time	Virtual We			Virtual Week (1)																					
	Total	Mean	Vpp 85	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110
Mon	6560	36.0	41.1	0	4	7	7	73	749	1972	2395	1011	264	53	16	6	3	0	0	0	0	0	0	0	0
Tue	6779	35.9	41.2	0	3	9	11	80	816	2106	2343	1049	262	71	20	5	2	1	0	1	0	0	0	0	0
Wed	6815	36.1	41.1	3	1	2	15	93	753	2037	2435	1108	275	67	20	6	0	0	0	0	0	0	0	0	0
Thu	6935	35.4	40.4	1	5	3	18	86	885	2352	2380	930	196	50	17	7	3	2	0	0	0	0	0	0	0
Fri	7367	35.9	41.0	0	3	2	4	90	876	2354	2578	1056	313	66	15	6	3	1	0	0	0	0	0	0	0
Sat	6195	35.7	40.8	1	1	8	19	78	699	2084	2123	886	219	56	15	2	3	0	0	0	0	1	0	0	0
Sun	4853	36.9	42.2	0	0	1	4	43	389	1408	1762	912	248	49	30	4	3	0	0	0	0	0	0	0	0
5 Day Ave.	6891	35.9	41.0	1	3	5	11	84	816	2164	2426	1031	262	61	18	6	2	1	0	0	0	0	0	0	0
7 Day Ave.	6501	35.9	41.1	1	2	5	11	78	738	2045	2288	993	254	59	19	5	2	1	0	0	0	0	0	0	0
Grand Total	45504	35.9	41.1	5	17	32	78	543	5167	14313	16016	6952	1777	412	133	36	17	4	0	1	0	1	0	0	0

Summary Graphs



Site
Location
Direction

September - 1
Automatic

Time	Thu				
	Total	110	115	120	125
		115	120	125	130
0000	19	0	0	0	0
0015	16	0	0	0	0
0030	9	0	0	0	0
0045	12	0	0	0	0
0100	10	0	0	0	0
0115	8	0	0	0	0
0130	11	0	0	0	0
0145	10	0	0	0	0
0200	6	0	0	0	0
0215	8	0	0	0	0
0230	6	0	0	0	0
0245	7	0	0	0	0
0300	5	0	0	0	0
0315	7	0	0	0	0
0330	8	0	0	0	0
0345	4	0	0	0	0
0400	6	0	0	0	0
0415	6	0	0	0	0
0430	4	0	0	0	0
0445	9	0	0	0	0
0500	9	0	0	0	0
0515	14	0	0	0	0
0530	34	0	0	0	0
0545	21	0	0	0	0
0600	29	0	0	0	0
0615	42	0	0	0	0
0630	43	0	0	0	0
0645	49	0	0	0	0
0700	57	0	0	0	0
0715	65	0	0	0	0
0730	75	0	0	0	0
0745	73	0	0	0	0
0800	95	0	0	0	0
0815	84	0	0	0	0
0830	95	0	0	0	0
0845	112	0	0	0	0
0900	135	0	0	0	0
0915	95	0	0	0	0
0930	83	0	0	0	0
0945	88	0	0	0	0
1000	113	0	0	0	0
1015	76	0	0	0	0
1030	79	0	0	0	0
1045	82	0	0	0	0
1100	101	0	0	0	0
1115	74	0	0	0	0
1130	85	0	0	0	0
1145	84	0	0	0	0
1200	89	0	0	0	0
1215	110	0	0	0	0
1230	104	0	0	0	0
1245	78	0	0	0	0
1300	116	0	0	0	0
1315	96	0	0	0	0
1330	92	0	0	0	0
1345	109	0	0	0	0
1400	106	0	0	0	0
1415	121	0	0	0	0
1430	114	0	0	0	0
1445	87	0	0	0	0
1500	121	0	0	0	0
1515	113	0	0	0	0
1530	141	0	0	0	0
1545	137	0	0	0	0
1600	159	0	0	0	0
1615	126	0	0	0	0
1630	163	0	0	0	0
1645	151	0	0	0	0
1700	124	0	0	0	0
1715	141	0	0	0	0
1730	157	0	0	0	0
1745	180	0	0	0	0
1800	164	0	0	0	0
1815	141	0	0	0	0
1830	131	0	0	0	0
1845	114	0	0	0	0
1900	114	0	0	0	0
1915	104	0	0	0	0
1930	119	0	0	0	0
1945	98	0	0	0	0
2000	85	0	0	0	0
2015	90	0	0	0	0
2030	88	0	0	0	0
2045	70	0	0	0	0
2100	64	0	0	0	0
2115	72	0	0	0	0
2130	51	0	0	0	0
2145	56	0	0	0	0
2200	63	0	0	0	0
2215	56	0	0	0	0
2230	31	0	0	0	0
2245	33	0	0	0	0
2300	22	0	0	0	0
2315	32	0	0	0	0
2330	22	0	0	0	0
2345	17	0	0	0	0
07-19	5236	0	0	0	0
06-22	6410	0	0	0	0
06-00	6686	0	0	0	0
00-00	6935	0	0	0	0



Time	Fri				
	Total	110	115	120	125
		115	120	125	130
0000	26	0	0	0	0
0015	15	0	0	0	0
0030	13	0	0	0	0
0045	6	0	0	0	0
0100	8	0	0	0	0
0115	11	0	0	0	0
0130	6	0	0	0	0
0145	4	0	0	0	0
0200	11	0	0	0	0
0215	8	0	0	0	0
0230	5	0	0	0	0
0245	8	0	0	0	0
0300	4	0	0	0	0
0315	11	0	0	0	0
0330	4	0	0	0	0
0345	7	0	0	0	0
0400	6	0	0	0	0
0415	8	0	0	0	0
0430	8	0	0	0	0
0445	10	0	0	0	0
0500	9	0	0	0	0
0515	25	0	0	0	0
0530	25	0	0	0	0
0545	26	0	0	0	0
0600	34	0	0	0	0
0615	43	0	0	0	0
0630	28	0	0	0	0
0645	42	0	0	0	0
0700	47	0	0	0	0
0715	66	0	0	0	0
0730	62	0	0	0	0
0745	95	0	0	0	0
0800	82	0	0	0	0
0815	97	0	0	0	0
0830	94	0	0	0	0
0845	114	0	0	0	0
0900	131	0	0	0	0
0915	91	0	0	0	0
0930	91	0	0	0	0
0945	112	0	0	0	0
1000	98	0	0	0	0
1015	106	0	0	0	0
1030	93	0	0	0	0
1045	100	0	0	0	0
1100	81	0	0	0	0
1115	94	0	0	0	0
1130	94	0	0	0	0
1145	104	0	0	0	0
1200	113	0	0	0	0
1215	103	0	0	0	0
1230	98	0	0	0	0
1245	123	0	0	0	0
1300	122	0	0	0	0
1315	89	0	0	0	0
1330	104	0	0	0	0
1345	109	0	0	0	0
1400	116	0	0	0	0
1415	127	0	0	0	0
1430	105	0	0	0	0
1445	133	0	0	0	0
1500	132	0	0	0	0
1515	116	0	0	0	0
1530	153	0	0	0	0
1545	137	0	0	0	0
1600	125	0	0	0	0
1615	136	0	0	0	0
1630	151	0	0	0	0
1645	160	0	0	0	0
1700	181	0	0	0	0
1715	173	0	0	0	0
1730	157	0	0	0	0
1745	147	0	0	0	0
1800	157	0	0	0	0
1815	145	0	0	0	0
1830	119	0	0	0	0
1845	146	0	0	0	0
1900	124	0	0	0	0
1915	127	0	0	0	0
1930	121	0	0	0	0
1945	109	0	0	0	0
2000	100	0	0	0	0
2015	79	0	0	0	0
2030	77	0	0	0	0
2045	74	0	0	0	0
2100	68	0	0	0	0
2115	65	0	0	0	0
2130	54	0	0	0	0
2145	60	0	0	0	0
2200	57	0	0	0	0
2215	63	0	0	0	0
2230	54	0	0	0	0
2245	54	0	0	0	0
2300	35	0	0	0	0
2315	52	0	0	0	0
2330	25	0	0	0	0
2345	29	0	0	0	0
07-19	5529	0	0	0	0
06-22	6734	0	0	0	0
06-00	7103	0	0	0	0
00-00	7367	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Sat				
	Total	110	115	120	125
		115	120	125	130
0000	26	0	0	0	0
0015	26	0	0	0	0
0030	24	0	0	0	0
0045	11	0	0	0	0
0100	15	0	0	0	0
0115	19	0	0	0	0
0130	17	0	0	0	0
0145	20	0	0	0	0
0200	14	0	0	0	0
0215	10	0	0	0	0
0230	8	0	0	0	0
0245	13	0	0	0	0
0300	7	0	0	0	0
0315	8	0	0	0	0
0330	9	0	0	0	0
0345	9	0	0	0	0
0400	6	0	0	0	0
0415	6	0	0	0	0
0430	11	0	0	0	0
0445	10	0	0	0	0
0500	14	0	0	0	0
0515	23	0	0	0	0
0530	12	0	0	0	0
0545	22	0	0	0	0
0600	20	0	0	0	0
0615	33	0	0	0	0
0630	30	0	0	0	0
0645	24	0	0	0	0
0700	40	0	0	0	0
0715	28	0	0	0	0
0730	27	0	0	0	0
0745	47	0	0	0	0
0800	34	0	0	0	0
0815	54	0	0	0	0
0830	48	0	0	0	0
0845	63	0	0	0	0
0900	54	0	0	0	0
0915	70	0	0	0	0
0930	76	0	0	0	0
0945	90	0	0	0	0
1000	94	0	0	0	0
1015	91	0	0	0	0
1030	101	0	0	0	0
1045	118	0	0	0	0
1100	96	0	0	0	0
1115	98	0	0	0	0
1130	102	0	0	0	0
1145	120	0	0	0	0
1200	101	0	0	0	0
1215	146	0	0	0	0
1230	127	0	0	0	0
1245	133	0	0	0	0
1300	120	0	0	0	0
1315	135	0	0	0	0
1330	134	0	0	0	0
1345	117	0	0	0	0
1400	131	0	0	0	0
1415	122	0	0	0	0
1430	107	0	0	0	0
1445	120	0	0	0	0
1500	108	0	0	0	0
1515	118	0	0	0	0
1530	86	0	0	0	0
1545	123	0	0	0	0
1600	110	0	0	0	0
1615	94	0	0	0	0
1630	96	0	0	0	0
1645	109	0	0	0	0
1700	92	0	0	0	0
1715	125	0	0	0	0
1730	112	0	0	0	0
1745	97	0	0	0	0
1800	100	0	0	0	0
1815	98	0	0	0	0
1830	102	0	0	0	0
1845	106	0	0	0	0
1900	102	0	0	0	0
1915	89	0	0	0	0
1930	83	0	0	0	0
1945	81	0	0	0	0
2000	72	0	0	0	0
2015	88	0	0	0	0
2030	73	0	0	0	0
2045	66	0	0	0	0
2100	48	0	0	0	0
2115	54	0	0	0	0
2130	41	0	0	0	0
2145	44	0	0	0	0
2200	36	0	0	0	0
2215	42	0	0	0	0
2230	36	0	0	0	0
2245	31	0	0	0	0
2300	40	0	0	0	0
2315	37	0	0	0	0
2330	27	0	0	0	0
2345	38	0	0	0	0
07-19	4620	0	0	0	0
06-22	5568	0	0	0	0
06-00	5855	0	0	0	0
00-00	6195	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Time	Sun				
	Total	110	115	120	125
		115	120	125	130
0000	27	0	0	0	0
0015	28	0	0	0	0
0030	15	0	0	0	0
0045	15	0	0	0	0
0100	24	0	0	0	0
0115	16	0	0	0	0
0130	14	0	0	0	0
0145	16	0	0	0	0
0200	11	0	0	0	0
0215	6	0	0	0	0
0230	7	0	0	0	0
0245	12	0	0	0	0
0300	8	0	0	0	0
0315	9	0	0	0	0
0330	8	0	0	0	0
0345	5	0	0	0	0
0400	6	0	0	0	0
0415	8	0	0	0	0
0430	9	0	0	0	0
0445	7	0	0	0	0
0500	13	0	0	0	0
0515	2	0	0	0	0
0530	11	0	0	0	0
0545	21	0	0	0	0
0600	21	0	0	0	0
0615	18	0	0	0	0
0630	14	0	0	0	0
0645	12	0	0	0	0
0700	15	0	0	0	0
0715	17	0	0	0	0
0730	14	0	0	0	0
0745	25	0	0	0	0
0800	21	0	0	0	0
0815	19	0	0	0	0
0830	33	0	0	0	0
0845	41	0	0	0	0
0900	34	0	0	0	0
0915	50	0	0	0	0
0930	56	0	0	0	0
0945	60	0	0	0	0
1000	89	0	0	0	0
1015	70	0	0	0	0
1030	73	0	0	0	0
1045	85	0	0	0	0
1100	100	0	0	0	0
1115	64	0	0	0	0
1130	76	0	0	0	0
1145	95	0	0	0	0
1200	124	0	0	0	0
1215	104	0	0	0	0
1230	112	0	0	0	0
1245	97	0	0	0	0
1300	104	0	0	0	0
1315	101	0	0	0	0
1330	128	0	0	0	0
1345	109	0	0	0	0
1400	110	0	0	0	0
1415	115	0	0	0	0
1430	106	0	0	0	0
1445	96	0	0	0	0
1500	107	0	0	0	0
1515	99	0	0	0	0
1530	123	0	0	0	0
1545	102	0	0	0	0
1600	97	0	0	0	0
1615	70	0	0	0	0
1630	77	0	0	0	0
1645	77	0	0	0	0
1700	72	0	0	0	0
1715	81	0	0	0	0
1730	69	0	0	0	0
1745	74	0	0	0	0
1800	75	0	0	0	0
1815	97	0	0	0	0
1830	76	0	0	0	0
1845	51	0	0	0	0
1900	77	0	0	0	0
1915	75	0	0	0	0
1930	66	0	0	0	0
1945	69	0	0	0	0
2000	66	0	0	0	0
2015	50	0	0	0	0
2030	59	0	0	0	0
2045	37	0	0	0	0
2100	24	0	0	0	0
2115	46	0	0	0	0
2130	27	0	0	0	0
2145	37	0	0	0	0
2200	34	0	0	0	0
2215	32	0	0	0	0
2230	20	0	0	0	0
2245	15	0	0	0	0
2300	19	0	0	0	0
2315	25	0	0	0	0
2330	11	0	0	0	0
2345	11	0	0	0	0
07-19	3690	0	0	0	0
06-22	4388	0	0	0	0
06-00	4555	0	0	0	0
00-00	4853	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Mon

Time	Total	Mon			
		110 115	115 120	120 125	125 130
0000	3	0	0	0	0
0015	23	0	0	0	0
0030	12	0	0	0	0
0045	4	0	0	0	0
0100	9	0	0	0	0
0115	5	0	0	0	0
0130	6	0	0	0	0
0145	5	0	0	0	0
0200	7	0	0	0	0
0215	5	0	0	0	0
0230	5	0	0	0	0
0245	1	0	0	0	0
0300	4	0	0	0	0
0315	5	0	0	0	0
0330	5	0	0	0	0
0345	2	0	0	0	0
0400	8	0	0	0	0
0415	1	0	0	0	0
0430	6	0	0	0	0
0445	7	0	0	0	0
0500	8	0	0	0	0
0515	16	0	0	0	0
0530	18	0	0	0	0
0545	23	0	0	0	0
0600	35	0	0	0	0
0615	36	0	0	0	0
0630	42	0	0	0	0
0645	44	0	0	0	0
0700	57	0	0	0	0
0715	69	0	0	0	0
0730	69	0	0	0	0
0745	99	0	0	0	0
0800	85	0	0	0	0
0815	91	0	0	0	0
0830	89	0	0	0	0
0845	116	0	0	0	0
0900	116	0	0	0	0
0915	79	0	0	0	0
0930	94	0	0	0	0
0945	76	0	0	0	0
1000	95	0	0	0	0
1015	73	0	0	0	0
1030	67	0	0	0	0
1045	75	0	0	0	0
1100	76	0	0	0	0
1115	93	0	0	0	0
1130	86	0	0	0	0
1145	78	0	0	0	0
1200	95	0	0	0	0
1215	90	0	0	0	0
1230	104	0	0	0	0
1245	89	0	0	0	0
1300	95	0	0	0	0
1315	116	0	0	0	0
1330	97	0	0	0	0
1345	89	0	0	0	0
1400	125	0	0	0	0
1415	98	0	0	0	0
1430	113	0	0	0	0
1445	110	0	0	0	0
1500	125	0	0	0	0
1515	103	0	0	0	0
1530	119	0	0	0	0
1545	115	0	0	0	0
1600	124	0	0	0	0
1615	124	0	0	0	0
1630	129	0	0	0	0
1645	136	0	0	0	0
1700	160	0	0	0	0
1715	160	0	0	0	0
1730	145	0	0	0	0
1745	142	0	0	0	0
1800	148	0	0	0	0
1815	141	0	0	0	0
1830	133	0	0	0	0
1845	119	0	0	0	0
1900	116	0	0	0	0
1915	102	0	0	0	0
1930	93	0	0	0	0
1945	87	0	0	0	0
2000	89	0	0	0	0
2015	81	0	0	0	0
2030	63	0	0	0	0
2045	63	0	0	0	0
2100	79	0	0	0	0
2115	65	0	0	0	0
2130	57	0	0	0	0
2145	57	0	0	0	0
2200	56	0	0	0	0
2215	34	0	0	0	0
2230	33	0	0	0	0
2245	31	0	0	0	0
2300	29	0	0	0	0
2315	26	0	0	0	0
2330	16	0	0	0	0
2345	11	0	0	0	0
07-19	5027	0	0	0	0
06-22	6136	0	0	0	0
06-00	6372	0	0	0	0
00-00	6560	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Tue

Time	Total	Automatic			
		110 115	115 120	120 125	125 130
0000	15	0	0	0	0
0015	13	0	0	0	0
0030	9	0	0	0	0
0045	7	0	0	0	0
0100	11	0	0	0	0
0115	8	0	0	0	0
0130	7	0	0	0	0
0145	5	0	0	0	0
0200	10	0	0	0	0
0215	9	0	0	0	0
0230	6	0	0	0	0
0245	2	0	0	0	0
0300	7	0	0	0	0
0315	4	0	0	0	0
0330	6	0	0	0	0
0345	2	0	0	0	0
0400	5	0	0	0	0
0415	4	0	0	0	0
0430	9	0	0	0	0
0445	4	0	0	0	0
0500	9	0	0	0	0
0515	19	0	0	0	0
0530	18	0	0	0	0
0545	25	0	0	0	0
0600	43	0	0	0	0
0615	46	0	0	0	0
0630	35	0	0	0	0
0645	53	0	0	0	0
0700	61	0	0	0	0
0715	72	0	0	0	0
0730	65	0	0	0	0
0745	92	0	0	0	0
0800	77	0	0	0	0
0815	78	0	0	0	0
0830	83	0	0	0	0
0845	111	0	0	0	0
0900	117	0	0	0	0
0915	94	0	0	0	0
0930	70	0	0	0	0
0945	91	0	0	0	0
1000	83	0	0	0	0
1015	87	0	0	0	0
1030	89	0	0	0	0
1045	93	0	0	0	0
1100	109	0	0	0	0
1115	83	0	0	0	0
1130	72	0	0	0	0
1145	117	0	0	0	0
1200	111	0	0	0	0
1215	94	0	0	0	0
1230	107	0	0	0	0
1245	102	0	0	0	0
1300	113	0	0	0	0
1315	96	0	0	0	0
1330	90	0	0	0	0
1345	105	0	0	0	0
1400	108	0	0	0	0
1415	98	0	0	0	0
1430	117	0	0	0	0
1445	132	0	0	0	0
1500	117	0	0	0	0
1515	130	0	0	0	0
1530	130	0	0	0	0
1545	116	0	0	0	0
1600	127	0	0	0	0
1615	125	0	0	0	0
1630	105	0	0	0	0
1645	173	0	0	0	0
1700	139	0	0	0	0
1715	184	0	0	0	0
1730	165	0	0	0	0
1745	156	0	0	0	0
1800	151	0	0	0	0
1815	153	0	0	0	0
1830	131	0	0	0	0
1845	127	0	0	0	0
1900	109	0	0	0	0
1915	120	0	0	0	0
1930	106	0	0	0	0
1945	78	0	0	0	0
2000	92	0	0	0	0
2015	75	0	0	0	0
2030	64	0	0	0	0
2045	48	0	0	0	0
2100	64	0	0	0	0
2115	58	0	0	0	0
2130	57	0	0	0	0
2145	48	0	0	0	0
2200	47	0	0	0	0
2215	36	0	0	0	0
2230	41	0	0	0	0
2245	25	0	0	0	0
2300	17	0	0	0	0
2315	20	0	0	0	0
2330	17	0	0	0	0
2345	20	0	0	0	0
07-19	5246	0	0	0	0
06-22	6342	0	0	0	0
06-00	6565	0	0	0	0
00-00	6779	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Wed

Time	Total	Wed			
		110 115	115 120	120 125	125 130
0000	17	0	0	0	0
0015	13	0	0	0	0
0030	13	0	0	0	0
0045	5	0	0	0	0
0100	4	0	0	0	0
0115	11	0	0	0	0
0130	9	0	0	0	0
0145	7	0	0	0	0
0200	14	0	0	0	0
0215	5	0	0	0	0
0230	4	0	0	0	0
0245	4	0	0	0	0
0300	5	0	0	0	0
0315	11	0	0	0	0
0330	8	0	0	0	0
0345	5	0	0	0	0
0400	4	0	0	0	0
0415	3	0	0	0	0
0430	5	0	0	0	0
0445	5	0	0	0	0
0500	12	0	0	0	0
0515	10	0	0	0	0
0530	20	0	0	0	0
0545	22	0	0	0	0
0600	46	0	0	0	0
0615	45	0	0	0	0
0630	39	0	0	0	0
0645	54	0	0	0	0
0700	76	0	0	0	0
0715	61	0	0	0	0
0730	79	0	0	0	0
0745	81	0	0	0	0
0800	97	0	0	0	0
0815	79	0	0	0	0
0830	74	0	0	0	0
0845	111	0	0	0	0
0900	121	0	0	0	0
0915	66	0	0	0	0
0930	93	0	0	0	0
0945	92	0	0	0	0
1000	93	0	0	0	0
1015	84	0	0	0	0
1030	82	0	0	0	0
1045	79	0	0	0	0
1100	92	0	0	0	0
1115	87	0	0	0	0
1130	85	0	0	0	0
1145	100	0	0	0	0
1200	122	0	0	0	0
1215	97	0	0	0	0
1230	104	0	0	0	0
1245	89	0	0	0	0
1300	115	0	0	0	0
1315	99	0	0	0	0
1330	113	0	0	0	0
1345	106	0	0	0	0
1400	109	0	0	0	0
1415	116	0	0	0	0
1430	107	0	0	0	0
1445	124	0	0	0	0
1500	96	0	0	0	0
1515	111	0	0	0	0
1530	137	0	0	0	0
1545	135	0	0	0	0
1600	129	0	0	0	0
1615	123	0	0	0	0
1630	123	0	0	0	0
1645	133	0	0	0	0
1700	138	0	0	0	0
1715	178	0	0	0	0
1730	172	0	0	0	0
1745	160	0	0	0	0
1800	156	0	0	0	0
1815	130	0	0	0	0
1830	125	0	0	0	0
1845	124	0	0	0	0
1900	116	0	0	0	0
1915	100	0	0	0	0
1930	114	0	0	0	0
1945	93	0	0	0	0
2000	86	0	0	0	0
2015	82	0	0	0	0
2030	65	0	0	0	0
2045	54	0	0	0	0
2100	65	0	0	0	0
2115	60	0	0	0	0
2130	65	0	0	0	0
2145	52	0	0	0	0
2200	47	0	0	0	0
2215	48	0	0	0	0
2230	36	0	0	0	0
2245	33	0	0	0	0
2300	29	0	0	0	0
2315	26	0	0	0	0
2330	22	0	0	0	0
2345	19	0	0	0	0
07-19	5203	0	0	0	0
04-22	6339	0	0	0	0
04-00	6599	0	0	0	0
00-00	6815	0	0	0	0



Site
Location
Direction

September - 6
Automatic

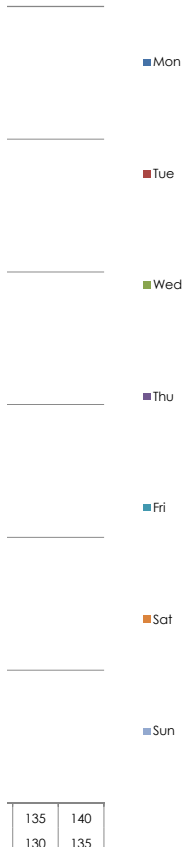
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
0000	60	0	0	0	0
0100	42	0	0	0	0
0200	30	0	0	0	0
0300	25	0	0	0	0
0400	26	0	0	0	0
0500	69	0	0	0	0
0600	143	0	0	0	0
0700	233	0	0	0	0
0800	311	0	0	0	0
0900	346	0	0	0	0
1000	353	0	0	0	0
1100	364	0	0	0	0
1200	424	0	0	0	0
1300	431	0	0	0	0
1400	453	0	0	0	0
1500	479	0	0	0	0
1600	493	0	0	0	0
1700	554	0	0	0	0
1800	494	0	0	0	0
1900	399	0	0	0	0
2000	291	0	0	0	0
2100	220	0	0	0	0
2200	161	0	0	0	0
2300	99	0	0	0	0
07-19	4936	0	0	0	0
06-22	5988	0	0	0	0
06-00	6248	0	0	0	0
00-00	6501	0	0	0	0

Virtual We

Time	Total	110	115	120	125
		115	120	125	130
Mon	6560	0	0	0	0
Tue	6779	0	0	0	0
Wed	6815	0	0	0	0
Thu	6935	0	0	0	0
Fri	7367	0	0	0	0
Sat	6195	0	0	0	0
Sun	4853	0	0	0	0
5 Day Ave.	6891	0	0	0	0
7 Day Ave.	6501	0	0	0	0
Grand Total	45504	0	0	0	0

Summary Graphs



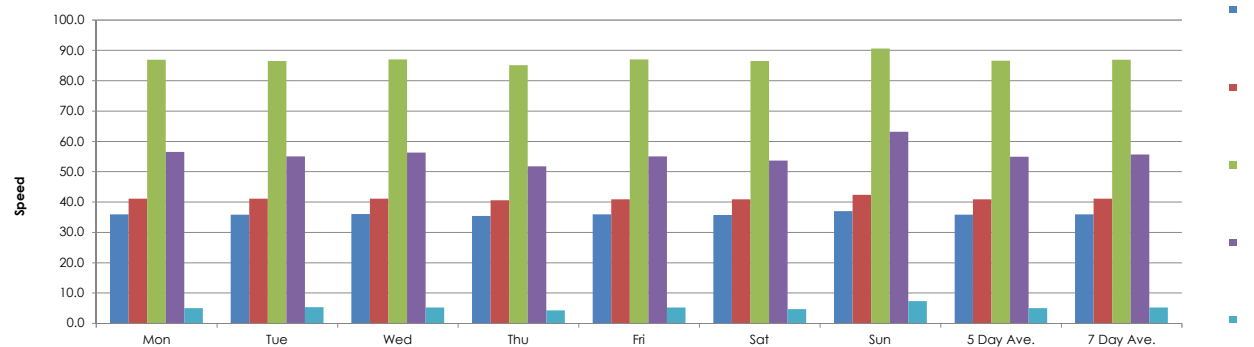
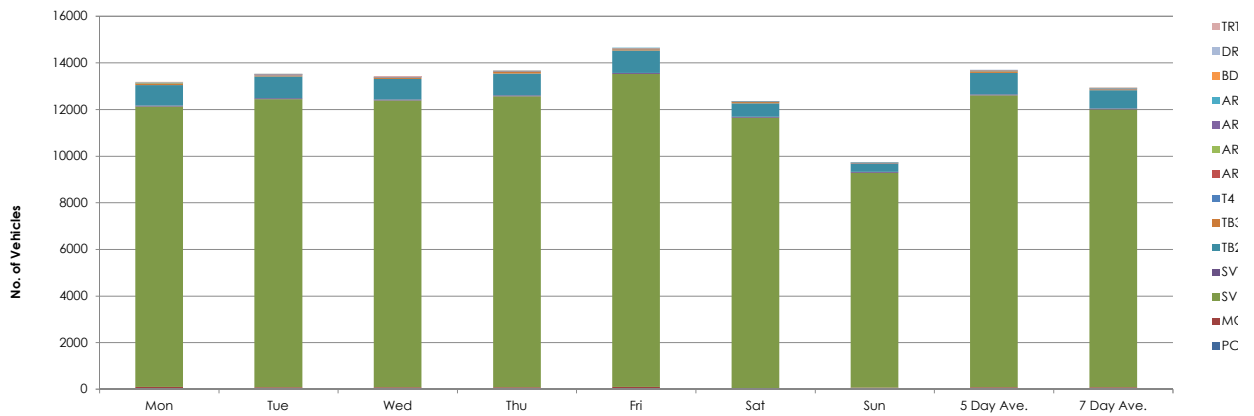
Virtual Day (7)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
0000	103	0	0	98	0	4	0	0	0	0	1	0	0	0	0	91	88.6	60	58.7	8
0100	65	0	0	61	0	4	0	0	0	0	0	0	0	0	59	90.7	42	64.5	8	
0200	52	0	0	47	0	4	0	0	0	0	0	0	0	0	45	86.2	30	57.9	4	
0300	53	0	1	47	0	4	1	0	0	0	0	0	0	0	48	90.3	34	64.7	6	
0400	81	0	0	73	0	7	0	0	0	0	0	0	0	0	75	91.9	58	71.7	7	
0500	313	0	6	284	0	19	3	0	0	0	1	0	0	0	286	91.6	201	64.1	19	
0600	410	0	6	359	1	39	3	0	0	0	1	0	0	0	384	93.7	273	66.7	35	
0700	597	1	5	533	2	51	3	0	0	1	1	0	0	0	545	91.2	377	63.2	38	
0800	756	1	2	690	2	52	4	1	1	1	1	0	0	0	657	86.9	448	59.3	40	
0900	748	1	2	685	2	50	3	2	0	1	1	0	0	0	642	85.8	409	54.7	35	
1000	766	1	2	694	2	62	3	1	0	0	0	1	0	0	652	85.1	405	52.9	34	
1100	779	1	1	709	2	59	3	1	0	0	1	0	0	0	651	83.6	388	49.8	31	
1200	822	1	2	753	3	55	3	1	0	1	2	0	0	0	699	85.0	422	51.4	35	
1300	851	0	4	781	4	55	2	2	0	1	0	1	0	0	725	85.2	447	52.5	36	
1400	854	2	3	783	4	56	2	1	0	1	1	1	0	0	736	86.2	483	56.6	42	
1500	871	1	2	800	3	58	3	1	0	1	1	1	0	0	769	88.3	512	58.8	42	
1600	879	1	4	808	3	57	2	1	0	0	1	1	0	0	787	89.5	538	61.2	53	
1700	963	1	7	908	3	40	1	1	0	0	0	1	0	0	867	90.0	573	59.5	52	
1800	890	0	4	839	4	39	2	1	0	0	0	0	0	0	770	86.5	476	53.5	41	
1900	721	0	5	682	3	27	3	1	0	0	0	0	0	0	579	80.2	301	41.7	24	
2000	503	0	3	478	1	18	2	0	0	0	0	0	0	0	429	85.2	245	48.7	26	
2100	402	0	2	380	1	16	2	0	0	0	0	0	0	0	348	86.6	209	52.1	25	
2200	276	0	2	265	0	8	0	0	0	0	1	0	0	0	244	88.3	154	55.8	19	
2300	167	0	0	162	0	5	0	0	0	0	0	0	0	0	147	88.1	99	59.4	12	
07-19	9777	10	40	8984	35	635	29	12	4	9	10	9	1	0	8500	86.9	5479	56.0	477	
06-22	11814	11	56	10883	40	736	41	12	4	10	11	10	1	0	10241	86.7	6508	55.1	588	
06-00	12258	11	57	11310	41	748	41	13	4	10	12	10	1	0	10632	86.7	6761	55.2	619	
00-00	12924	12	65	11919	41	791	45	13	4	10	13	10	1	0	11235	86.9	7186	55.6	672	

Virtual Week (1)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
Mon	13172	17	83	12021	44	883	51	15	4	16	24	13	1	0	11450	86.9	7446	56.5	660	
Tue	13521	7	66	12365	48	933	38	17	6	10	16	10	2	3	11680	86.4	7443	55.0	723	
Wed	13408	10	66	12304	43	885	43	12	1	9	20	12	1	1	11669	87.0	7542	56.3	697	
Thu	13665	12	74	12482	38	934	65	17	5	12	14	9	1	2	11634	85.1	7066	51.7	574	
Fri	14654	15	76	13441	41	953	56	21	6	11	15	19	0	0	12752	87.0	8067	55.0	755	
Sat	12335	15	28	11600	37	586	46	7	3	6	4	3	0	0	10657	86.4	6611	53.6	582	
Sun	9714	9	60	9218	35	360	14	2	4	8	1	3	0	0	8804	90.6	6129	63.1	712	
5 Day Ave.	13684	12	73	12523	43	918	51	16	4	12	18	13	1	0	11837	86.5	7513	54.9	682	
7 Day Ave.	12924	12	65	11919	41	791	45	13	4	10	13	10	1	0	11235	86.9	7186	55.6	672	
Grand Total	90469	85	453	83431	286	5534	313	91	29	72	94	69	5	6	78646	86.9	50304	55.6	4703	

Summary Graphs



Time	Total	>SL2% 45 Dft
0000	29	10.3
0015	25	12.0
0030	13	7.7
0045	19	5.3
0100	15	26.7
0115	12	8.3
0130	14	7.1
0145	17	11.8
0200	9	11.1
0215	15	20.0
0230	11	9.1
0245	14	7.1
0300	11	0.0
0315	15	6.7
0330	15	0.0
0345	12	8.3
0400	16	12.5
0415	24	8.3
0430	21	9.5
0445	36	13.9
0500	58	3.4
0515	87	6.9
0530	129	3.9
0545	91	3.3
0600	91	12.1
0615	112	6.3
0630	124	8.9
0645	142	7.0
0700	153	11.1
0715	167	6.0
0730	213	7.0
0745	191	4.7
0800	244	6.1
0815	203	6.4
0830	225	0.9
0845	236	1.3
0900	230	2.6
0915	188	2.1
0930	202	5.0
0945	173	2.3
1000	203	3.9
1015	177	6.8
1030	174	0.6
1045	170	2.4
1100	179	0.0
1115	163	3.1
1130	190	4.7
1145	196	2.0
1200	198	1.0
1215	203	3.4
1230	179	1.7
1245	173	8.1
1300	216	0.5
1315	186	2.2
1330	199	2.5
1345	218	5.0
1400	225	0.4
1415	217	4.1
1430	211	8.1
1445	196	5.1
1500	220	5.5
1515	198	3.5
1530	241	4.1
1545	238	5.9
1600	275	5.1
1615	230	4.8
1630	263	3.8
1645	252	2.0
1700	220	5.0
1715	251	4.0
1730	279	2.5
1745	297	2.4
1800	265	3.8
1815	246	4.1
1830	243	2.1
1845	233	2.6
1900	213	4.7
1915	196	3.1
1930	185	3.2
1945	198	0.5
2000	138	2.9
2015	145	6.9
2030	154	3.9
2045	128	3.1
2100	119	5.9
2115	134	5.2
2130	93	3.2
2145	109	6.4
2200	84	7.1
2215	83	2.4
2230	57	3.5
2245	57	12.3
2300	39	2.6
2315	46	10.9
2330	28	10.7
2345	33	9.1
07-19	10249	3.7
04-22	12530	3.9
06-00	12957	4.0
00-00	13665	4.2

Time	Total	>SL2% 45 Dft
0000	37	2.7
0015	28	3.6
0030	22	9.1
0045	11	0.0
0100	13	7.7
0115	13	30.8
0130	10	0.0
0145	9	0.0
0200	18	11.1
0215	14	7.1
0230	8	12.5
0245	12	16.7
0300	9	11.1
0315	16	6.3
0330	7	14.3
0345	13	7.7
0400	21	14.3
0415	22	18.2
0430	31	6.5
0445	36	5.6
0500	51	3.9
0515	99	9.1
0530	120	15.8
0545	110	10.9
0600	95	5.3
0615	135	4.4
0630	110	6.4
0645	140	14.3
0700	133	12.8
0715	156	5.1
0730	205	3.4
0745	222	5.9
0800	212	7.1
0815	215	7.4
0830	248	3.6
0845	236	2.5
0900	248	3.2
0915	200	3.5
0930	211	3.8
0945	206	6.3
1000	202	8.9
1015	197	5.1
1030	206	6.3
1045	202	5.0
1100	168	4.2
1115	222	2.3
1130	205	2.0
1145	195	6.7
1200	191	3.1
1215	209	4.8
1230	203	9.4
1245	249	4.0
1300	246	4.1
1315	194	6.2
1330	203	3.4
1345	213	5.6
1400	242	2.5
1415	231	3.0
1430	224	4.9
1445	235	4.7
1500	257	4.3
1515	241	2.9
1530	261	2.3
1545	243	4.5
1600	246	5.7
1615	238	5.5
1630	260	6.5
1645	294	5.8
1700	286	4.5
1715	288	5.6
1730	278	4.7
1745	263	4.2
1800	283	1.4
1815	251	5.6
1830	243	4.9
1845	266	2.6
1900	229	4.4
1915	229	2.2
1930	221	2.3
1945	176	4.0
2000	149	2.0
2015	149	5.4
2030	145	4.8
2045	134	3.7
2100	125	9.6
2115	110	7.3
2130	98	8.2
2145	110	2.7
2200	88	9.1
2215	111	9.0
2230	84	6.0
2245	93	5.4
2300	72	1.4
2315	87	5.7
2330	54	24.1
2345	53	5.7
07-19	10927	4.7
06-22	13282	4.8
06-00	13924	4.9
00-00	14654	5.2

Time	Sat	
	Total	>SL2% 45 Dft
0000	47	4.3
0015	44	9.1
0030	38	5.3
0045	24	4.2
0100	22	9.1
0115	32	12.5
0130	29	20.7
0145	27	18.5
0200	27	3.7
0215	13	15.4
0230	16	6.3
0245	18	0.0
0300	16	18.8
0315	17	11.8
0330	16	6.3
0345	17	17.6
0400	12	16.7
0415	14	0.0
0430	16	18.8
0445	24	0.0
0500	38	5.3
0515	57	3.5
0530	71	7.0
0545	59	8.5
0600	50	2.0
0615	85	8.2
0630	95	4.2
0645	69	7.2
0700	85	2.4
0715	86	11.6
0730	79	8.9
0745	109	10.1
0800	99	11.1
0815	125	4.8
0830	130	4.6
0845	146	6.2
0900	154	5.2
0915	178	3.4
0930	188	5.3
0945	192	5.7
1000	200	2.0
1015	230	1.3
1030	208	4.8
1045	233	3.4
1100	224	6.3
1115	221	2.7
1130	236	1.7
1145	248	2.0
1200	201	2.0
1215	254	2.4
1230	235	2.1
1245	245	2.0
1300	286	1.7
1315	251	2.0
1330	253	2.8
1345	217	6.9
1400	226	4.0
1415	207	5.3
1430	211	7.6
1445	211	4.3
1500	226	2.2
1515	230	4.3
1530	181	5.0
1545	188	7.4
1600	196	2.0
1615	187	5.3
1630	187	3.7
1645	201	11.9
1700	199	7.0
1715	221	3.6
1730	206	6.8
1745	201	5.5
1800	165	3.0
1815	186	5.9
1830	184	6.0
1845	195	2.6
1900	190	3.7
1915	176	5.7
1930	143	4.9
1945	147	0.7
2000	137	5.1
2015	141	2.8
2030	122	4.9
2045	110	4.5
2100	92	5.4
2115	98	9.2
2130	67	3.0
2145	71	4.2
2200	80	2.5
2215	76	1.3
2230	72	5.6
2245	67	7.5
2300	64	6.3
2315	60	11.7
2330	49	6.1
2345	59	8.5
07-19	9321	4.4
06-22	11114	4.4
06-00	11641	4.5
00-00	12335	4.7

Site / Tilbury
 Location er 2016
 Direction c Count

Sun

Time	Total	>SL2% 45 Dft
0000	61	6.6
0015	52	9.6
0030	30	16.7
0045	32	3.1
0100	36	8.3
0115	26	11.5
0130	20	20.0
0145	25	4.0
0200	22	4.5
0215	12	0.0
0230	10	0.0
0245	20	10.0
0300	14	7.1
0315	17	11.8
0330	16	6.3
0345	10	0.0
0400	11	0.0
0415	11	0.0
0430	15	0.0
0445	17	0.0
0500	31	16.1
0515	29	13.8
0530	44	6.8
0545	51	2.0
0600	40	15.0
0615	39	10.3
0630	35	14.3
0645	44	18.2
0700	36	19.4
0715	41	9.8
0730	48	18.8
0745	61	6.6
0800	67	14.9
0815	51	13.7
0830	84	14.3
0845	89	12.4
0900	91	4.4
0915	131	6.1
0930	162	4.3
0945	177	5.1
1000	206	3.9
1015	180	3.9
1030	202	4.5
1045	198	5.6
1100	188	10.1
1115	176	6.3
1130	182	7.1
1145	201	3.5
1200	217	5.1
1215	204	4.9
1230	196	4.6
1245	206	8.3
1300	214	7.5
1315	189	6.3
1330	212	4.7
1345	205	5.9
1400	216	7.9
1415	224	6.3
1430	196	5.1
1445	187	8.0
1500	179	8.9
1515	180	6.7
1530	194	6.7
1545	181	7.2
1600	171	11.1
1615	136	11.8
1630	153	11.8
1645	122	13.1
1700	126	7.9
1715	141	4.3
1730	129	8.5
1745	151	13.9
1800	136	12.5
1815	146	8.2
1830	159	10.1
1845	117	10.3
1900	146	8.9
1915	145	3.4
1930	127	3.1
1945	130	5.4
2000	115	2.6
2015	91	6.6
2030	103	7.8
2045	75	8.0
2100	59	3.4
2115	76	10.5
2130	67	4.5
2145	84	4.8
2200	58	10.3
2215	47	6.4
2230	34	5.9
2245	29	10.3
2300	31	3.2
2315	28	0.0
2330	22	4.5
2345	19	0.0
07-19	7458	7.5
06-22	8834	7.4
06-00	9102	7.3
00-00	9714	7.3



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Mon	
	Total	>SL2% 45 Dft
0000	11	18.2
0015	27	0.0
0030	16	0.0
0045	8	12.5
0100	12	0.0
0115	10	20.0
0130	9	11.1
0145	7	0.0
0200	11	0.0
0215	11	9.1
0230	7	14.3
0245	5	0.0
0300	11	27.3
0315	9	0.0
0330	14	14.3
0345	14	21.4
0400	17	5.9
0415	12	0.0
0430	24	12.5
0445	31	16.1
0500	47	6.4
0515	95	1.1
0530	105	5.7
0545	104	2.9
0600	99	10.1
0615	107	5.6
0630	131	9.9
0645	129	10.1
0700	155	5.8
0715	168	7.1
0730	224	5.4
0745	215	3.7
0800	218	5.5
0815	206	6.8
0830	229	4.8
0845	244	2.0
0900	227	6.2
0915	175	7.4
0930	199	4.0
0945	171	7.0
1000	175	5.1
1015	174	1.7
1030	167	3.6
1045	176	6.8
1100	180	3.3
1115	181	4.4
1130	185	4.3
1145	167	4.8
1200	190	2.6
1215	175	1.1
1230	189	7.9
1245	196	1.5
1300	192	6.8
1315	226	2.7
1330	203	4.4
1345	186	4.8
1400	236	5.1
1415	189	5.8
1430	211	4.7
1445	219	2.7
1500	226	4.0
1515	206	5.8
1530	227	4.0
1545	206	5.8
1600	205	6.8
1615	206	3.9
1630	234	3.0
1645	228	3.9
1700	258	8.9
1715	259	5.4
1730	278	5.8
1745	261	4.6
1800	274	2.6
1815	251	3.6
1830	239	5.0
1845	204	3.9
1900	207	2.4
1915	183	4.9
1930	160	2.5
1945	158	2.5
2000	153	3.3
2015	131	6.9
2030	127	4.7
2045	121	5.8
2100	133	6.0
2115	120	4.2
2130	105	5.7
2145	86	9.3
2200	91	7.7
2215	53	11.3
2230	55	14.5
2245	54	11.1
2300	46	2.2
2315	45	2.2
2330	31	9.7
2345	20	0.0
07-19	10010	4.7
06-22	12160	4.9
06-00	12555	5.0
00-00	13172	5.0



Site / Tilbury
 Location er 2016
 Direction c Count

Tue

Time	Total	>SL2% 45 Dft
0000	22	22.7
0015	23	13.0
0030	13	23.1
0045	8	12.5
0100	17	17.6
0115	9	0.0
0130	16	12.5
0145	8	0.0
0200	16	6.3
0215	12	16.7
0230	13	0.0
0245	5	0.0
0300	12	33.3
0315	11	0.0
0330	14	14.3
0345	7	14.3
0400	15	6.7
0415	13	0.0
0430	28	17.9
0445	27	22.2
0500	50	6.0
0515	103	5.8
0530	105	4.8
0545	111	4.5
0600	108	6.5
0615	125	11.2
0630	113	8.0
0645	144	9.0
0700	152	7.9
0715	170	3.5
0730	190	4.2
0745	197	7.6
0800	222	10.8
0815	198	3.0
0830	233	3.4
0845	228	5.3
0900	226	7.5
0915	192	7.3
0930	172	4.1
0945	164	7.3
1000	208	3.4
1015	188	5.9
1030	186	4.3
1045	172	2.9
1100	202	3.5
1115	195	2.6
1130	168	8.3
1145	215	2.8
1200	212	3.3
1215	198	4.5
1230	202	5.0
1245	220	4.1
1300	220	4.1
1315	186	5.9
1330	203	3.0
1345	198	4.0
1400	206	3.4
1415	192	6.8
1430	234	3.0
1445	237	3.4
1500	223	3.6
1515	241	5.4
1530	241	2.9
1545	207	6.3
1600	234	7.3
1615	234	8.1
1630	225	2.7
1645	279	6.1
1700	245	9.0
1715	283	3.9
1730	265	2.3
1745	262	4.6
1800	274	6.2
1815	266	4.1
1830	247	6.9
1845	231	3.9
1900	210	3.3
1915	204	3.4
1930	202	0.5
1945	142	6.3
2000	146	6.2
2015	123	4.9
2030	112	7.1
2045	86	5.8
2100	113	3.5
2115	103	9.7
2130	102	6.9
2145	89	6.7
2200	85	3.5
2215	67	6.0
2230	70	4.3
2245	46	10.9
2300	34	20.6
2315	37	13.5
2330	29	6.9
2345	30	3.3
07-19	10343	5.0
06-22	12465	5.1
06-00	12863	5.2
00-00	13521	5.3



Site / Tilbury
 Location er 2016
 Direction c Count

Wed

Time	Total	>SL2% 45 Dft
0000	25	20.0
0015	26	3.8
0030	21	0.0
0045	9	11.1
0100	8	50.0
0115	15	6.7
0130	13	7.7
0145	9	0.0
0200	17	23.5
0215	11	9.1
0230	6	16.7
0245	10	0.0
0300	7	28.6
0315	22	4.5
0330	13	7.7
0345	16	6.3
0400	10	0.0
0415	13	7.7
0430	21	9.5
0445	30	0.0
0500	53	5.7
0515	88	5.7
0530	109	4.6
0545	95	6.3
0600	113	8.0
0615	117	7.7
0630	118	11.9
0645	159	6.9
0700	161	7.5
0715	164	2.4
0730	192	3.6
0745	208	4.8
0800	229	4.8
0815	204	5.9
0830	235	3.0
0845	233	3.0
0900	210	2.4
0915	169	7.1
0930	188	1.6
0945	212	2.4
1000	201	8.0
1015	180	6.1
1030	179	2.2
1045	171	4.1
1100	188	4.8
1115	180	5.6
1130	198	2.5
1145	203	3.0
1200	215	5.1
1215	193	5.2
1230	204	5.9
1245	198	6.6
1300	217	3.2
1315	206	1.5
1330	231	7.4
1345	188	5.3
1400	203	3.9
1415	200	3.5
1430	181	10.5
1445	212	4.7
1500	191	3.1
1515	223	5.8
1530	230	5.2
1545	216	3.2
1600	244	4.1
1615	220	9.1
1630	218	5.5
1645	215	7.0
1700	255	6.7
1715	278	5.0
1730	290	7.2
1745	271	4.4
1800	261	5.4
1815	217	3.7
1830	240	6.3
1845	211	1.4
1900	216	1.4
1915	190	4.2
1930	171	2.9
1945	156	3.2
2000	138	6.5
2015	138	8.7
2030	116	11.2
2045	97	2.1
2100	132	6.8
2115	113	8.0
2130	107	4.7
2145	100	6.0
2200	90	12.2
2215	84	2.4
2230	63	7.9
2245	54	5.6
2300	53	9.4
2315	41	4.9
2330	27	11.1
2345	35	5.7
07-19	10133	4.8
06-22	12314	5.0
06-00	12761	5.1
00-00	13408	5.2



Virtual Da

Time	Total	>SL2% 45 Dft
0000	103	8.0
0100	65	12.1
0200	52	8.3
0300	53	10.5
0400	81	9.0
0500	313	6.2
0600	410	8.5
0700	597	6.3
0800	756	5.3
0900	748	4.7
1000	766	4.4
1100	779	4.0
1200	822	4.2
1300	851	4.2
1400	854	4.9
1500	871	4.8
1600	879	6.0
1700	963	5.4
1800	890	4.6
1900	721	3.4
2000	503	5.2
2100	402	6.2
2200	276	6.9
2300	167	7.4
07-19	9777	4.9
06-22	11814	5.0
06-00	12258	5.1
00-00	12924	5.2

Virtual We

Time	Total	>SL2% 45 Dft
Mon	13172	5.0
Tue	13521	5.3
Wed	13408	5.2
Thu	13665	4.2
Fri	14654	5.2
Sat	12335	4.7
Sun	9714	7.3
5 Day Ave.	13684	5.0
7 Day Ave.	12924	5.2
Grand Total	90469	5.2

Summary Graphs

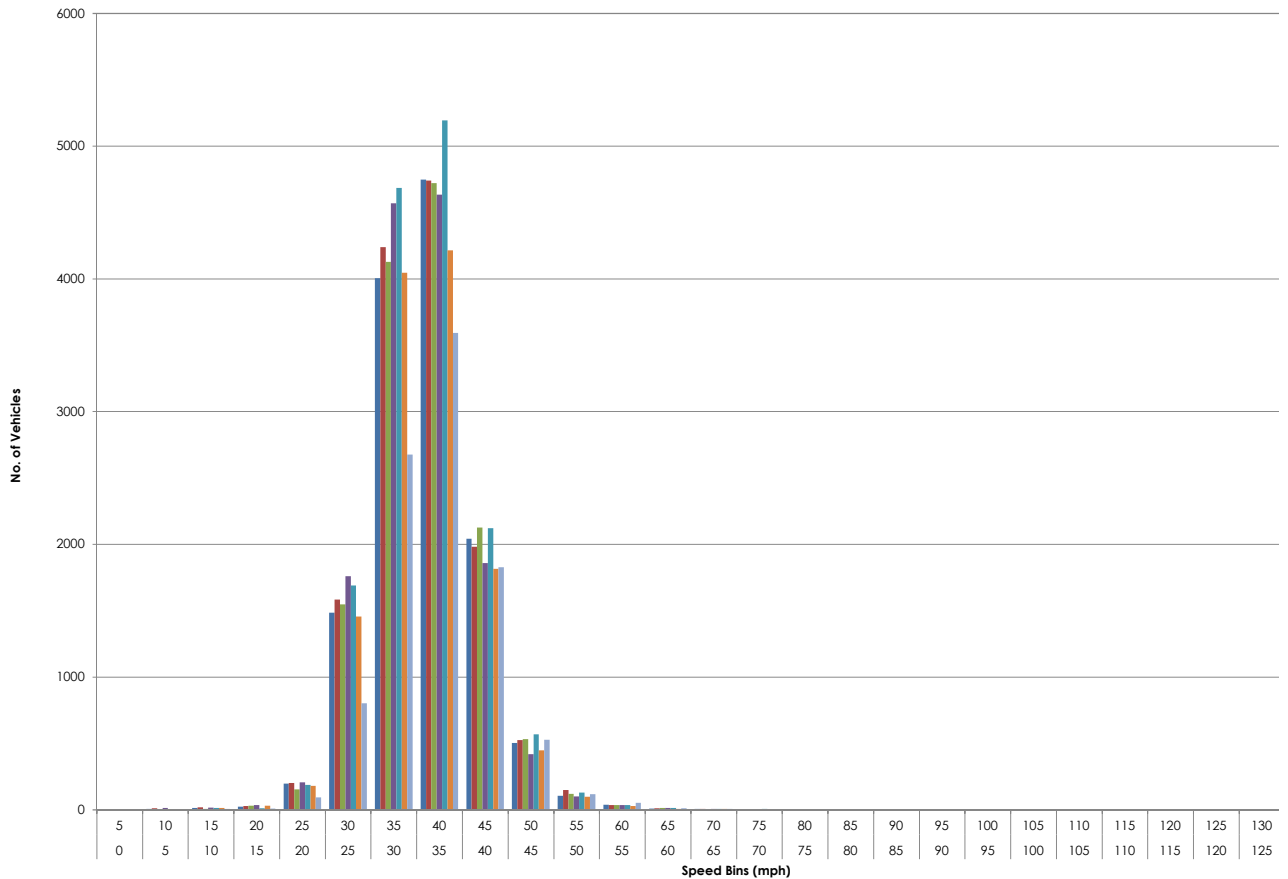
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 >PSL%
 >SL1%
 >SL2%

Site 1
 Location Dock Road, sign post - Att. OSGR: TQ 63290 76780
 Direction Two way

Time	Virtual Da			Virtual Day (7)																						
	Total	Mean	Vpp 85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	
0000	103	36.7	42.9	0	0	0	0	1	10	31	34	18	6	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	65	37.8	44.3	0	0	0	0	1	5	17	20	14	6	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	52	36.5	42.3	0	0	0	0	1	6	15	17	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	53	37.4	43.2	0	0	0	1	0	4	14	17	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	81	37.8	43.0	0	0	0	0	1	6	16	30	21	6	2	0	0	0	0	0	0	0	0	0	0	0	0
0500	313	36.9	41.8	0	0	0	0	2	24	86	124	57	16	2	1	0	0	0	0	0	0	0	0	0	0	0
0600	410	37.4	42.7	0	0	0	0	2	23	111	159	79	27	6	2	0	0	0	0	0	0	0	0	0	0	0
0700	597	36.7	41.7	0	0	1	3	4	44	168	233	106	28	8	2	0	0	0	0	0	0	0	0	0	0	0
0800	756	36.0	41.3	1	1	1	3	12	81	209	281	127	32	6	2	0	0	0	0	0	0	0	0	0	0	0
0900	748	35.7	41.0	0	0	1	1	12	92	233	265	109	27	6	1	1	0	0	0	0	0	0	0	0	0	0
1000	766	35.5	40.6	0	0	1	1	12	100	247	265	107	27	5	1	0	0	0	0	0	0	0	0	0	0	0
1100	779	35.2	40.3	0	0	1	0	15	111	264	256	101	25	4	1	0	0	0	0	0	0	0	0	0	0	0
1200	822	35.4	40.6	0	0	0	0	11	111	277	276	112	25	6	2	1	1	0	0	0	0	0	0	0	0	0
1300	851	35.5	40.4	0	0	0	1	13	112	278	298	113	28	6	1	1	0	0	0	0	0	0	0	0	0	0
1400	854	35.8	41.2	0	1	2	3	14	99	253	306	136	31	7	2	0	1	0	0	0	0	0	0	0	0	0
1500	871	36.0	41.2	0	2	2	4	10	84	257	326	144	32	8	1	0	0	0	0	0	0	0	0	0	0	0
1600	879	36.5	41.6	0	0	1	2	8	81	249	329	156	40	9	3	1	0	0	0	0	0	0	0	0	0	0
1700	963	36.4	41.3	0	0	0	1	10	85	293	360	161	40	8	2	1	0	1	0	0	0	0	0	0	0	0
1800	890	35.7	40.6	0	0	0	1	10	109	294	316	119	30	7	2	1	1	0	0	0	0	0	0	0	0	0
1900	721	34.4	39.4	0	0	0	0	18	123	278	204	73	17	4	2	0	0	0	0	0	0	0	0	0	0	0
2000	503	35.4	40.5	0	0	0	0	8	66	184	156	63	16	6	3	1	0	0	0	0	0	0	0	0	0	0
2100	402	35.9	41.3	0	0	0	0	4	50	139	126	58	16	6	2	1	0	0	0	0	0	0	0	0	0	0
2200	276	36.3	41.6	0	0	0	0	2	30	90	91	44	13	3	2	1	0	0	0	0	0	0	0	0	0	0
2300	167	36.7	42.2	0	0	0	0	2	18	48	59	28	8	2	1	1	0	0	0	0	0	0	0	0	0	0
07-19	9777	35.9	41.0	2	5	11	21	131	1109	3021	3511	1491	365	81	22	6	3	1	0	0	0	0	0	0	0	0
06-22	11814	35.8	40.9	2	5	11	22	163	1370	3733	4156	1764	441	103	30	8	4	1	0	0	0	0	0	0	0	0
06-00	12258	35.8	41.0	2	5	11	22	167	1418	3870	4306	1836	462	108	33	10	4	2	0	0	0	0	0	0	0	0
00-00	12924	35.9	41.1	2	5	12	23	173	1473	4049	4548	1966	502	116	36	10	5	2	0	0	0	0	0	0	0	0

Time	Virtual We			Virtual Week (1)																						
	Total	Mean	Vpp 85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	
Mon	13172	35.9	41.1	0	6	14	23	196	1483	4004	4746	2040	503	105	36	8	6	2	0	0	0	0	0	0	0	0
Tue	13521	35.8	41.1	4	10	18	27	200	1582	4237	4739	1981	524	147	34	10	5	2	0	1	0	0	0	0	0	0
Wed	13408	36.0	41.1	3	2	6	29	153	1546	4127	4720	2125	531	118	34	14	0	0	0	0	0	0	0	0	0	0
Thu	13665	35.4	40.5	3	14	15	35	205	1759	4568	4634	1858	418	100	35	12	6	2	1	0	0	0	0	0	0	0
Fri	14654	35.9	40.9	1	4	12	11	186	1688	4685	5192	2120	568	130	34	13	5	5	0	0	0	0	0	0	0	0
Sat	12335	35.7	40.9	1	2	12	29	179	1455	4046	4214	1815	446	98	27	5	5	0	0	0	0	1	0	0	0	
Sun	9714	36.9	42.3	2	0	7	8	92	801	2675	3591	1826	527	116	51	11	7	0	0	0	0	0	0	0	0	0
5 Day Ave.	13684	35.8	40.9	2	7	13	25	188	1612	4324	4806	2025	509	120	35	11	4	2	0	0	0	0	0	0	0	0
7 Day Ave.	12924	35.9	41.1	2	5	12	23	173	1473	4049	4548	1966	502	116	36	10	5	2	0	0	0	0	0	0	0	0
Grand Total	90469	35.9	41.1	14	38	84	162	1211	10314	28342	31836	13765	3517	814	251	73	34	11	1	1	0	1	0	0	0	0

Summary Graphs



Site
Location
Direction

September - 1
Automatic

Time	Thu				
	Total	110 115	115 120	120 125	125 130
0000	29	0	0	0	0
0015	25	0	0	0	0
0030	13	0	0	0	0
0045	19	0	0	0	0
0100	15	0	0	0	0
0115	12	0	0	0	0
0130	14	0	0	0	0
0145	17	0	0	0	0
0200	9	0	0	0	0
0215	15	0	0	0	0
0230	11	0	0	0	0
0245	14	0	0	0	0
0300	11	0	0	0	0
0315	15	0	0	0	0
0330	15	0	0	0	0
0345	12	0	0	0	0
0400	16	0	0	0	0
0415	24	0	0	0	0
0430	21	0	0	0	0
0445	36	0	0	0	0
0500	58	0	0	0	0
0515	87	0	0	0	0
0530	129	0	0	0	0
0545	91	0	0	0	0
0600	91	0	0	0	0
0615	112	0	0	0	0
0630	124	0	0	0	0
0645	142	0	0	0	0
0700	153	0	0	0	0
0715	167	0	0	0	0
0730	213	0	0	0	0
0745	191	0	0	0	0
0800	244	0	0	0	0
0815	203	0	0	0	0
0830	225	0	0	0	0
0845	236	0	0	0	0
0900	230	0	0	0	0
0915	188	0	0	0	0
0930	202	0	0	0	0
0945	173	0	0	0	0
1000	203	0	0	0	0
1015	177	0	0	0	0
1030	174	0	0	0	0
1045	170	0	0	0	0
1100	179	0	0	0	0
1115	163	0	0	0	0
1130	190	0	0	0	0
1145	196	0	0	0	0
1200	198	0	0	0	0
1215	203	0	0	0	0
1230	179	0	0	0	0
1245	173	0	0	0	0
1300	216	0	0	0	0
1315	186	0	0	0	0
1330	199	0	0	0	0
1345	218	0	0	0	0
1400	225	0	0	0	0
1415	217	0	0	0	0
1430	211	0	0	0	0
1445	196	0	0	0	0
1500	220	0	0	0	0
1515	198	0	0	0	0
1530	241	0	0	0	0
1545	238	0	0	0	0
1600	275	0	0	0	0
1615	230	0	0	0	0
1630	263	0	0	0	0
1645	252	0	0	0	0
1700	220	0	0	0	0
1715	251	0	0	0	0
1730	279	0	0	0	0
1745	297	0	0	0	0
1800	265	0	0	0	0
1815	246	0	0	0	0
1830	243	0	0	0	0
1845	233	0	0	0	0
1900	213	0	0	0	0
1915	196	0	0	0	0
1930	185	0	0	0	0
1945	198	0	0	0	0
2000	138	0	0	0	0
2015	145	0	0	0	0
2030	154	0	0	0	0
2045	128	0	0	0	0
2100	119	0	0	0	0
2115	134	0	0	0	0
2130	93	0	0	0	0
2145	109	0	0	0	0
2200	84	0	0	0	0
2215	83	0	0	0	0
2230	57	0	0	0	0
2245	57	0	0	0	0
2300	39	0	0	0	0
2315	46	0	0	0	0
2330	28	0	0	0	0
2345	33	0	0	0	0
07-19	10249	0	0	0	0
04-22	12530	0	0	0	0
06-00	12957	0	0	0	0
00-00	13665	0	0	0	0



Time	Fri				
	Total	110	115	120	125
		115	120	125	130
0000	37	0	0	0	0
0015	28	0	0	0	0
0030	22	0	0	0	0
0045	11	0	0	0	0
0100	13	0	0	0	0
0115	13	0	0	0	0
0130	10	0	0	0	0
0145	9	0	0	0	0
0200	18	0	0	0	0
0215	14	0	0	0	0
0230	8	0	0	0	0
0245	12	0	0	0	0
0300	9	0	0	0	0
0315	16	0	0	0	0
0330	7	0	0	0	0
0345	13	0	0	0	0
0400	21	0	0	0	0
0415	22	0	0	0	0
0430	31	0	0	0	0
0445	36	0	0	0	0
0500	51	0	0	0	0
0515	99	0	0	0	0
0530	120	0	0	0	0
0545	110	0	0	0	0
0600	95	0	0	0	0
0615	135	0	0	0	0
0630	110	0	0	0	0
0645	140	0	0	0	0
0700	133	0	0	0	0
0715	156	0	0	0	0
0730	205	0	0	0	0
0745	222	0	0	0	0
0800	212	0	0	0	0
0815	215	0	0	0	0
0830	248	0	0	0	0
0845	236	0	0	0	0
0900	248	0	0	0	0
0915	200	0	0	0	0
0930	211	0	0	0	0
0945	206	0	0	0	0
1000	202	0	0	0	0
1015	197	0	0	0	0
1030	206	0	0	0	0
1045	202	0	0	0	0
1100	168	0	0	0	0
1115	222	0	0	0	0
1130	205	0	0	0	0
1145	195	0	0	0	0
1200	191	0	0	0	0
1215	209	0	0	0	0
1230	203	0	0	0	0
1245	249	0	0	0	0
1300	246	0	0	0	0
1315	194	0	0	0	0
1330	203	0	0	0	0
1345	213	0	0	0	0
1400	242	0	0	0	0
1415	231	0	0	0	0
1430	224	0	0	0	0
1445	235	0	0	0	0
1500	257	0	0	0	0
1515	241	0	0	0	0
1530	261	0	0	0	0
1545	243	0	0	0	0
1600	246	0	0	0	0
1615	238	0	0	0	0
1630	260	0	0	0	0
1645	294	0	0	0	0
1700	286	0	0	0	0
1715	288	0	0	0	0
1730	278	0	0	0	0
1745	263	0	0	0	0
1800	283	0	0	0	0
1815	251	0	0	0	0
1830	243	0	0	0	0
1845	266	0	0	0	0
1900	229	0	0	0	0
1915	229	0	0	0	0
1930	221	0	0	0	0
1945	176	0	0	0	0
2000	149	0	0	0	0
2015	149	0	0	0	0
2030	145	0	0	0	0
2045	134	0	0	0	0
2100	125	0	0	0	0
2115	110	0	0	0	0
2130	98	0	0	0	0
2145	110	0	0	0	0
2200	88	0	0	0	0
2215	111	0	0	0	0
2230	84	0	0	0	0
2245	93	0	0	0	0
2300	72	0	0	0	0
2315	87	0	0	0	0
2330	54	0	0	0	0
2345	53	0	0	0	0
07-19	10927	0	0	0	0
06-22	13282	0	0	0	0
06-00	13924	0	0	0	0
00-00	14654	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Sat				
	Total	110	115	120	125
		115	120	125	130
0000	47	0	0	0	0
0015	44	0	0	0	0
0030	38	0	0	0	0
0045	24	0	0	0	0
0100	22	0	0	0	0
0115	32	0	0	0	0
0130	29	0	0	0	0
0145	27	0	0	0	0
0200	27	0	0	0	0
0215	13	0	0	0	0
0230	16	0	0	0	0
0245	18	0	0	0	0
0300	16	0	0	0	0
0315	17	0	0	0	0
0330	16	0	0	0	0
0345	17	0	0	0	0
0400	12	0	0	0	0
0415	14	0	0	0	0
0430	16	0	0	0	0
0445	24	0	0	0	0
0500	38	0	0	0	0
0515	57	0	0	0	0
0530	71	0	0	0	0
0545	59	0	0	0	0
0600	50	0	0	0	0
0615	85	0	0	0	0
0630	95	0	0	0	0
0645	69	0	0	0	0
0700	85	0	0	0	0
0715	86	0	0	0	0
0730	79	0	0	0	0
0745	109	0	0	0	0
0800	99	0	0	0	0
0815	125	0	0	0	0
0830	130	0	0	0	0
0845	146	0	0	0	0
0900	154	0	0	0	0
0915	178	0	0	0	0
0930	188	0	0	0	0
0945	192	0	0	0	0
1000	200	0	0	0	0
1015	230	0	0	0	0
1030	208	0	0	0	0
1045	233	0	0	0	0
1100	224	0	0	0	0
1115	221	0	0	0	0
1130	236	0	0	0	0
1145	248	0	0	0	0
1200	201	0	0	0	0
1215	254	0	0	0	0
1230	235	0	0	0	0
1245	245	0	0	0	0
1300	286	0	0	0	0
1315	251	0	0	0	0
1330	253	0	0	0	0
1345	217	0	0	0	0
1400	226	0	0	0	0
1415	207	0	0	0	0
1430	211	0	0	0	0
1445	211	0	0	0	0
1500	226	0	0	0	0
1515	230	0	0	0	0
1530	181	0	0	0	0
1545	188	0	0	0	0
1600	196	0	0	0	0
1615	187	0	0	0	0
1630	187	0	0	0	0
1645	201	0	0	0	0
1700	199	0	0	0	0
1715	221	0	0	0	0
1730	206	0	0	0	0
1745	201	0	0	0	0
1800	165	0	0	0	0
1815	186	0	0	0	0
1830	184	0	0	0	0
1845	195	0	0	0	0
1900	190	0	0	0	0
1915	176	0	0	0	0
1930	143	0	0	0	0
1945	147	0	0	0	0
2000	137	0	0	0	0
2015	141	0	0	0	0
2030	122	0	0	0	0
2045	110	0	0	0	0
2100	92	0	0	0	0
2115	98	0	0	0	0
2130	67	0	0	0	0
2145	71	0	0	0	0
2200	80	0	0	0	0
2215	76	0	0	0	0
2230	72	0	0	0	0
2245	67	0	0	0	0
2300	64	0	0	0	0
2315	60	0	0	0	0
2330	49	0	0	0	0
2345	59	0	0	0	0
07-19	9321	0	0	0	0
06-22	11114	0	0	0	0
06-00	11641	0	0	0	0
00-00	12335	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Time	Sun				
	Total	110	115	120	125
		115	120	125	130
0000	61	0	0	0	0
0015	52	0	0	0	0
0030	30	0	0	0	0
0045	32	0	0	0	0
0100	36	0	0	0	0
0115	26	0	0	0	0
0130	20	0	0	0	0
0145	25	0	0	0	0
0200	22	0	0	0	0
0215	12	0	0	0	0
0230	10	0	0	0	0
0245	20	0	0	0	0
0300	14	0	0	0	0
0315	17	0	0	0	0
0330	16	0	0	0	0
0345	10	0	0	0	0
0400	11	0	0	0	0
0415	11	0	0	0	0
0430	15	0	0	0	0
0445	17	0	0	0	0
0500	31	0	0	0	0
0515	29	0	0	0	0
0530	44	0	0	0	0
0545	51	0	0	0	0
0600	40	0	0	0	0
0615	39	0	0	0	0
0630	35	0	0	0	0
0645	44	0	0	0	0
0700	36	0	0	0	0
0715	41	0	0	0	0
0730	48	0	0	0	0
0745	61	0	0	0	0
0800	67	0	0	0	0
0815	51	0	0	0	0
0830	84	0	0	0	0
0845	89	0	0	0	0
0900	91	0	0	0	0
0915	131	0	0	0	0
0930	162	0	0	0	0
0945	177	0	0	0	0
1000	206	0	0	0	0
1015	180	0	0	0	0
1030	202	0	0	0	0
1045	198	0	0	0	0
1100	188	0	0	0	0
1115	176	0	0	0	0
1130	182	0	0	0	0
1145	201	0	0	0	0
1200	217	0	0	0	0
1215	204	0	0	0	0
1230	196	0	0	0	0
1245	206	0	0	0	0
1300	214	0	0	0	0
1315	189	0	0	0	0
1330	212	0	0	0	0
1345	205	0	0	0	0
1400	216	0	0	0	0
1415	224	0	0	0	0
1430	196	0	0	0	0
1445	187	0	0	0	0
1500	179	0	0	0	0
1515	180	0	0	0	0
1530	194	0	0	0	0
1545	181	0	0	0	0
1600	171	0	0	0	0
1615	136	0	0	0	0
1630	153	0	0	0	0
1645	122	0	0	0	0
1700	126	0	0	0	0
1715	141	0	0	0	0
1730	129	0	0	0	0
1745	151	0	0	0	0
1800	136	0	0	0	0
1815	146	0	0	0	0
1830	159	0	0	0	0
1845	117	0	0	0	0
1900	146	0	0	0	0
1915	145	0	0	0	0
1930	127	0	0	0	0
1945	130	0	0	0	0
2000	115	0	0	0	0
2015	91	0	0	0	0
2030	103	0	0	0	0
2045	75	0	0	0	0
2100	59	0	0	0	0
2115	76	0	0	0	0
2130	67	0	0	0	0
2145	84	0	0	0	0
2200	58	0	0	0	0
2215	47	0	0	0	0
2230	34	0	0	0	0
2245	29	0	0	0	0
2300	31	0	0	0	0
2315	28	0	0	0	0
2330	22	0	0	0	0
2345	19	0	0	0	0
07-19	7458	0	0	0	0
06-22	8834	0	0	0	0
06-00	9102	0	0	0	0
00-00	9714	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Time	Mon				
	Total	110	115	120	125
		115	120	125	130
0000	11	0	0	0	0
0015	27	0	0	0	0
0030	16	0	0	0	0
0045	8	0	0	0	0
0100	12	0	0	0	0
0115	10	0	0	0	0
0130	9	0	0	0	0
0145	7	0	0	0	0
0200	11	0	0	0	0
0215	11	0	0	0	0
0230	7	0	0	0	0
0245	5	0	0	0	0
0300	11	0	0	0	0
0315	9	0	0	0	0
0330	14	0	0	0	0
0345	14	0	0	0	0
0400	17	0	0	0	0
0415	12	0	0	0	0
0430	24	0	0	0	0
0445	31	0	0	0	0
0500	47	0	0	0	0
0515	95	0	0	0	0
0530	105	0	0	0	0
0545	104	0	0	0	0
0600	99	0	0	0	0
0615	107	0	0	0	0
0630	131	0	0	0	0
0645	129	0	0	0	0
0700	155	0	0	0	0
0715	168	0	0	0	0
0730	224	0	0	0	0
0745	215	0	0	0	0
0800	218	0	0	0	0
0815	206	0	0	0	0
0830	229	0	0	0	0
0845	244	0	0	0	0
0900	227	0	0	0	0
0915	175	0	0	0	0
0930	199	0	0	0	0
0945	171	0	0	0	0
1000	175	0	0	0	0
1015	174	0	0	0	0
1030	167	0	0	0	0
1045	176	0	0	0	0
1100	180	0	0	0	0
1115	181	0	0	0	0
1130	185	0	0	0	0
1145	167	0	0	0	0
1200	190	0	0	0	0
1215	175	0	0	0	0
1230	189	0	0	0	0
1245	196	0	0	0	0
1300	192	0	0	0	0
1315	226	0	0	0	0
1330	203	0	0	0	0
1345	186	0	0	0	0
1400	236	0	0	0	0
1415	189	0	0	0	0
1430	211	0	0	0	0
1445	219	0	0	0	0
1500	226	0	0	0	0
1515	206	0	0	0	0
1530	227	0	0	0	0
1545	206	0	0	0	0
1600	205	0	0	0	0
1615	206	0	0	0	0
1630	234	0	0	0	0
1645	228	0	0	0	0
1700	258	0	0	0	0
1715	259	0	0	0	0
1730	278	0	0	0	0
1745	261	0	0	0	0
1800	274	0	0	0	0
1815	251	0	0	0	0
1830	239	0	0	0	0
1845	204	0	0	0	0
1900	207	0	0	0	0
1915	183	0	0	0	0
1930	160	0	0	0	0
1945	158	0	0	0	0
2000	153	0	0	0	0
2015	131	0	0	0	0
2030	127	0	0	0	0
2045	121	0	0	0	0
2100	133	0	0	0	0
2115	120	0	0	0	0
2130	105	0	0	0	0
2145	86	0	0	0	0
2200	91	0	0	0	0
2215	53	0	0	0	0
2230	55	0	0	0	0
2245	54	0	0	0	0
2300	46	0	0	0	0
2315	45	0	0	0	0
2330	31	0	0	0	0
2345	20	0	0	0	0
07-19	10010	0	0	0	0
06-22	12160	0	0	0	0
06-00	12555	0	0	0	0
00-00	13172	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Tue

Time	Total				
		110 115	115 120	120 125	125 130
0000	22	0	0	0	0
0015	23	0	0	0	0
0030	13	0	0	0	0
0045	8	0	0	0	0
0100	17	0	0	0	0
0115	9	0	0	0	0
0130	16	0	0	0	0
0145	8	0	0	0	0
0200	16	0	0	0	0
0215	12	0	0	0	0
0230	13	0	0	0	0
0245	5	0	0	0	0
0300	12	0	0	0	0
0315	11	0	0	0	0
0330	14	0	0	0	0
0345	7	0	0	0	0
0400	15	0	0	0	0
0415	13	0	0	0	0
0430	28	0	0	0	0
0445	27	0	0	0	0
0500	50	0	0	0	0
0515	103	0	0	0	0
0530	105	0	0	0	0
0545	111	0	0	0	0
0600	108	0	0	0	0
0615	125	0	0	0	0
0630	113	0	0	0	0
0645	144	0	0	0	0
0700	152	0	0	0	0
0715	170	0	0	0	0
0730	190	0	0	0	0
0745	197	0	0	0	0
0800	222	0	0	0	0
0815	198	0	0	0	0
0830	233	0	0	0	0
0845	228	0	0	0	0
0900	226	0	0	0	0
0915	192	0	0	0	0
0930	172	0	0	0	0
0945	164	0	0	0	0
1000	208	0	0	0	0
1015	188	0	0	0	0
1030	186	0	0	0	0
1045	172	0	0	0	0
1100	202	0	0	0	0
1115	195	0	0	0	0
1130	168	0	0	0	0
1145	215	0	0	0	0
1200	212	0	0	0	0
1215	198	0	0	0	0
1230	202	0	0	0	0
1245	220	0	0	0	0
1300	220	0	0	0	0
1315	186	0	0	0	0
1330	203	0	0	0	0
1345	198	0	0	0	0
1400	206	0	0	0	0
1415	192	0	0	0	0
1430	234	0	0	0	0
1445	237	0	0	0	0
1500	223	0	0	0	0
1515	241	0	0	0	0
1530	241	0	0	0	0
1545	207	0	0	0	0
1600	234	0	0	0	0
1615	234	0	0	0	0
1630	225	0	0	0	0
1645	279	0	0	0	0
1700	245	0	0	0	0
1715	283	0	0	0	0
1730	265	0	0	0	0
1745	262	0	0	0	0
1800	274	0	0	0	0
1815	266	0	0	0	0
1830	247	0	0	0	0
1845	231	0	0	0	0
1900	210	0	0	0	0
1915	204	0	0	0	0
1930	202	0	0	0	0
1945	142	0	0	0	0
2000	146	0	0	0	0
2015	123	0	0	0	0
2030	112	0	0	0	0
2045	86	0	0	0	0
2100	113	0	0	0	0
2115	103	0	0	0	0
2130	102	0	0	0	0
2145	89	0	0	0	0
2200	85	0	0	0	0
2215	67	0	0	0	0
2230	70	0	0	0	0
2245	46	0	0	0	0
2300	34	0	0	0	0
2315	37	0	0	0	0
2330	29	0	0	0	0
2345	30	0	0	0	0
07-19	10343	0	0	0	0
06-22	12465	0	0	0	0
06-00	12863	0	0	0	0
00-00	13521	0	0	0	0



Time	Total	Wed			
		110	115	120	125
		115	120	125	130
0000	25	0	0	0	0
0015	26	0	0	0	0
0030	21	0	0	0	0
0045	9	0	0	0	0
0100	8	0	0	0	0
0115	15	0	0	0	0
0130	13	0	0	0	0
0145	9	0	0	0	0
0200	17	0	0	0	0
0215	11	0	0	0	0
0230	6	0	0	0	0
0245	10	0	0	0	0
0300	7	0	0	0	0
0315	22	0	0	0	0
0330	13	0	0	0	0
0345	16	0	0	0	0
0400	10	0	0	0	0
0415	13	0	0	0	0
0430	21	0	0	0	0
0445	30	0	0	0	0
0500	53	0	0	0	0
0515	88	0	0	0	0
0530	109	0	0	0	0
0545	95	0	0	0	0
0600	113	0	0	0	0
0615	117	0	0	0	0
0630	118	0	0	0	0
0645	159	0	0	0	0
0700	161	0	0	0	0
0715	164	0	0	0	0
0730	192	0	0	0	0
0745	208	0	0	0	0
0800	229	0	0	0	0
0815	204	0	0	0	0
0830	235	0	0	0	0
0845	233	0	0	0	0
0900	210	0	0	0	0
0915	169	0	0	0	0
0930	188	0	0	0	0
0945	212	0	0	0	0
1000	201	0	0	0	0
1015	180	0	0	0	0
1030	179	0	0	0	0
1045	171	0	0	0	0
1100	188	0	0	0	0
1115	180	0	0	0	0
1130	198	0	0	0	0
1145	203	0	0	0	0
1200	215	0	0	0	0
1215	193	0	0	0	0
1230	204	0	0	0	0
1245	198	0	0	0	0
1300	217	0	0	0	0
1315	206	0	0	0	0
1330	231	0	0	0	0
1345	188	0	0	0	0
1400	203	0	0	0	0
1415	200	0	0	0	0
1430	181	0	0	0	0
1445	212	0	0	0	0
1500	191	0	0	0	0
1515	223	0	0	0	0
1530	230	0	0	0	0
1545	216	0	0	0	0
1600	244	0	0	0	0
1615	220	0	0	0	0
1630	218	0	0	0	0
1645	215	0	0	0	0
1700	255	0	0	0	0
1715	278	0	0	0	0
1730	290	0	0	0	0
1745	271	0	0	0	0
1800	261	0	0	0	0
1815	217	0	0	0	0
1830	240	0	0	0	0
1845	211	0	0	0	0
1900	216	0	0	0	0
1915	190	0	0	0	0
1930	171	0	0	0	0
1945	156	0	0	0	0
2000	138	0	0	0	0
2015	138	0	0	0	0
2030	116	0	0	0	0
2045	97	0	0	0	0
2100	132	0	0	0	0
2115	113	0	0	0	0
2130	107	0	0	0	0
2145	100	0	0	0	0
2200	90	0	0	0	0
2215	84	0	0	0	0
2230	63	0	0	0	0
2245	54	0	0	0	0
2300	53	0	0	0	0
2315	41	0	0	0	0
2330	27	0	0	0	0
2345	35	0	0	0	0
07-19	10133	0	0	0	0
06-22	12314	0	0	0	0
06-00	12761	0	0	0	0
00-00	13408	0	0	0	0

Site
Location
Direction

September - 6
Automatic

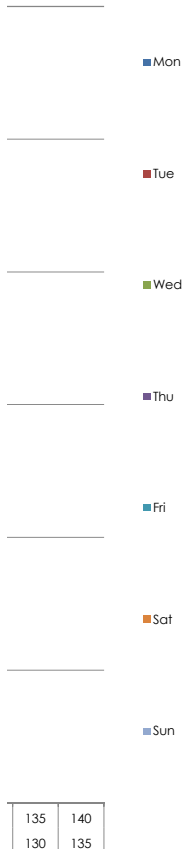
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
0000	103	0	0	0	0
0100	65	0	0	0	0
0200	52	0	0	0	0
0300	53	0	0	0	0
0400	81	0	0	0	0
0500	313	0	0	0	0
0600	410	0	0	0	0
0700	597	0	0	0	0
0800	756	0	0	0	0
0900	748	0	0	0	0
1000	766	0	0	0	0
1100	779	0	0	0	0
1200	822	0	0	0	0
1300	851	0	0	0	0
1400	854	0	0	0	0
1500	871	0	0	0	0
1600	879	0	0	0	0
1700	963	0	0	0	0
1800	890	0	0	0	0
1900	721	0	0	0	0
2000	503	0	0	0	0
2100	402	0	0	0	0
2200	276	0	0	0	0
2300	167	0	0	0	0
07-19	9777	0	0	0	0
06-22	11814	0	0	0	0
06-00	12258	0	0	0	0
00-00	12924	0	0	0	0

Virtual We

Time	Total	110	115	120	125
		115	120	125	130
Mon	13172	0	0	0	0
Tue	13521	0	0	0	0
Wed	13408	0	0	0	0
Thu	13665	0	0	0	0
Fri	14654	0	0	0	0
Sat	12335	0	0	0	0
Sun	9714	0	0	0	0
5 Day Ave.	13684	0	0	0	0
7 Day Ave.	12924	0	0	0	0
Grand Total	90469	0	0	0	0

Summary Graphs



Site No.	Location.	Direction.	Speed Limit (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
2	St Andrew's Road, sign post - Att. OSGR: TQ 63957 76020	North	40	28 September 2016	04 October 2016	20962	3555	2995	4934	23.5	1323	6.3	186	0.9	36.5	42.0
		South	40	28 September 2016	04 October 2016	15879	2676	2268	6282	39.6	2186	13.8	401	2.5	39.1	45.4
		Two way	40	28 September 2016	04 October 2016	36841	6231	5263	11216	30.4	3509	9.5	587	1.6	37.6	43.7

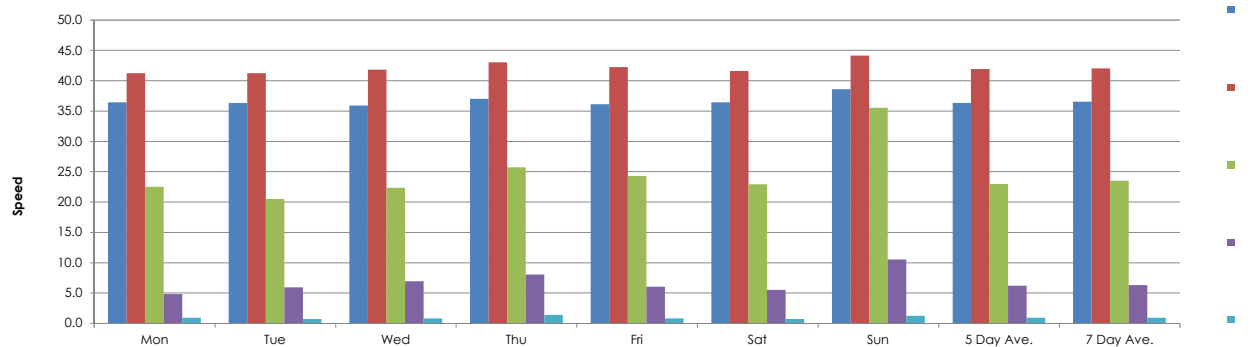
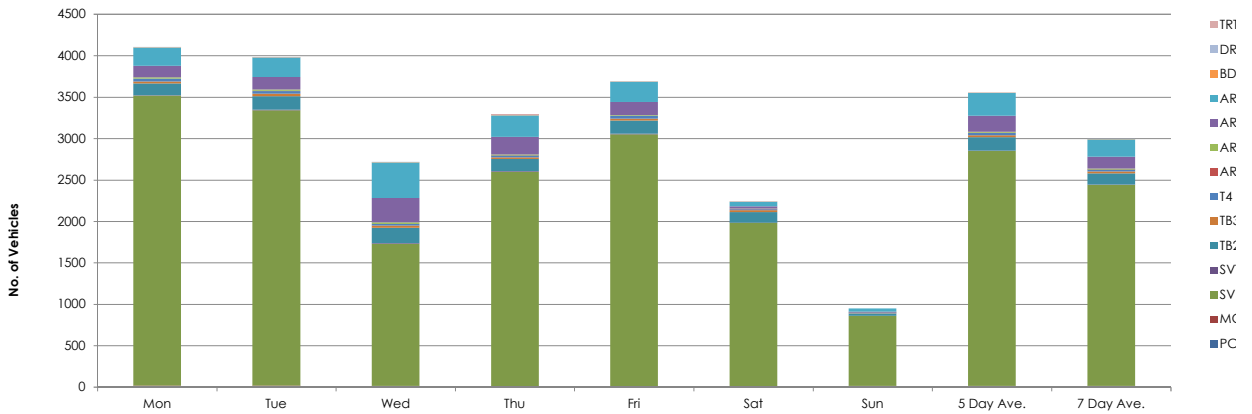
Virtual Day (7)

Time	Total	Classification														>PSL 40	>PSL% 40	>SL1 46 ACPO	>SL1% 46 ACPO	>SL2 55 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
0000	33	0	0	26	0	0	0	0	0	0	1	4	0	0	0	8	24.6	3	9.2	1
0100	26	0	0	20	0	1	0	0	0	0	1	3	0	0	0	4	14.1	1	2.7	0
0200	38	0	0	31	0	0	0	1	0	0	1	5	0	0	0	12	32.0	2	5.9	0
0300	50	0	0	39	0	1	0	0	0	0	3	7	0	0	0	12	24.8	3	6.8	0
0400	92	0	0	73	0	2	0	0	0	1	6	9	0	0	0	21	23.1	2	2.6	0
0500	158	1	0	119	0	2	1	1	0	1	12	21	0	0	0	16	10.0	4	2.7	1
0600	165	0	1	133	0	4	1	1	0	0	13	12	0	0	0	30	17.9	7	4.1	1
0700	187	0	0	150	0	5	1	2	0	1	11	17	0	0	0	38	20.1	10	5.4	1
0800	172	0	1	135	0	7	1	1	0	1	11	14	0	0	0	39	22.8	10	5.9	2
0900	168	0	0	129	0	11	1	2	0	1	9	14	0	0	0	41	24.6	9	5.2	1
1000	175	0	0	134	1	14	2	1	0	1	9	12	0	0	0	37	20.9	9	5.4	1
1100	177	0	0	140	0	11	1	1	0	1	9	12	0	0	0	40	22.7	7	4.0	1
1200	182	0	0	145	0	11	1	3	0	0	8	12	0	0	0	40	22.2	10	5.3	1
1300	191	0	0	156	0	11	1	1	0	1	6	12	0	0	0	42	22.2	8	4.0	1
1400	186	0	0	150	1	11	1	2	0	1	8	11	0	0	0	35	18.8	9	4.6	2
1500	206	1	1	169	0	12	2	2	0	0	8	10	0	0	0	33	16.0	8	3.7	2
1600	179	0	2	153	0	8	2	1	0	1	6	7	0	0	0	53	29.5	19	10.8	3
1700	175	1	1	154	0	7	1	1	0	0	5	5	0	0	0	68	38.7	25	14.4	4
1800	162	0	1	138	0	8	1	1	0	1	5	6	0	0	0	58	35.6	17	10.7	2
1900	100	0	0	85	0	5	0	0	0	0	4	5	0	0	0	29	29.0	13	12.7	1
2000	58	0	0	47	0	3	1	1	0	0	2	4	0	0	0	16	27.9	5	8.3	1
2100	48	0	0	43	0	1	0	0	0	0	1	3	0	0	0	16	34.2	4	7.5	1
2200	38	0	0	33	0	1	0	0	0	0	1	3	0	0	0	9	24.3	4	9.4	1
2300	29	0	0	26	0	0	0	1	0	0	0	2	0	0	0	8	26.5	1	2.5	0
07-19	2159	3	7	1753	4	116	16	18	0	9	96	134	2	1	0	523	24.2	141	6.5	21
06-22	2530	4	8	2061	4	128	19	20	1	9	115	157	2	1	0	614	24.3	169	6.7	24
06-00	2597	4	8	2119	4	130	19	21	1	10	116	162	2	1	0	631	24.3	173	6.7	25
00-00	2995	5	9	2427	4	136	21	24	1	11	141	211	2	2	0	705	23.5	189	6.3	27

Virtual Week (1)

Time	Total	Classification														>PSL 40	>PSL% 40	>SL1 46 ACPO	>SL1% 46 ACPO	>SL2 55 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
Mon	4103	11	9	3500	1	145	22	36	0	16	139	220	3	1	0	923	22.5	197	4.8	36
Tue	3979	7	12	3323	5	165	29	33	1	17	151	233	2	1	0	814	20.5	233	5.9	26
Wed	2720	6	10	1715	8	185	26	20	0	20	292	427	4	7	0	606	22.3	188	6.9	23
Thu	3283	4	7	2588	7	147	20	22	2	10	214	258	2	1	1	844	25.7	261	8.0	45
Fri	3688	1	8	3043	7	157	24	36	0	8	156	245	2	1	0	896	24.3	220	6.0	30
Sat	2240	5	5	1975	1	127	22	13	1	6	25	57	1	2	0	514	22.9	124	5.5	15
Sun	949	4	12	844	0	27	4	7	0	1	11	39	0	0	0	337	35.5	100	10.5	11
5 Day Ave.	3555	6	9	2834	6	160	24	29	1	14	190	277	3	2	0	817	23.0	220	6.2	32
7 Day Ave.	2995	5	9	2427	4	136	21	24	1	11	141	211	2	2	0	705	23.5	189	6.3	27
Grand Total	20962	38	63	16988	29	953	147	167	4	78	988	1479	14	13	1	4934	23.5	1323	6.3	186

Summary Graphs



Site / Tilbury
 Location er 2016
 Direction c Count

Wed

Time	Total	>SL2% 55 DfT
0000	5	0.0
0015	1	0.0
0030	5	0.0
0045	1	100.0
0100	2	0.0
0115	5	0.0
0130	6	0.0
0145	3	0.0
0200	8	0.0
0215	5	0.0
0230	6	0.0
0245	9	0.0
0300	3	0.0
0315	6	0.0
0330	11	0.0
0345	10	0.0
0400	12	0.0
0415	15	0.0
0430	25	0.0
0445	27	0.0
0500	38	0.0
0515	46	0.0
0530	33	3.0
0545	32	0.0
0600	27	0.0
0615	16	0.0
0630	33	0.0
0645	31	0.0
0700	32	3.1
0715	43	0.0
0730	34	0.0
0745	50	0.0
0800	46	6.5
0815	44	0.0
0830	36	2.8
0845	41	0.0
0900	23	4.3
0915	33	0.0
0930	37	0.0
0945	34	2.9
1000	26	0.0
1015	37	0.0
1030	30	0.0
1045	41	2.4
1100	28	0.0
1115	44	0.0
1130	40	2.5
1145	44	0.0
1200	37	5.4
1215	37	2.7
1230	31	0.0
1245	40	0.0
1300	53	0.0
1315	60	0.0
1330	32	0.0
1345	49	0.0
1400	37	0.0
1415	46	2.2
1430	51	0.0
1445	42	0.0
1500	44	2.3
1515	64	0.0
1530	60	0.0
1545	51	0.0
1600	65	0.0
1615	41	0.0
1630	51	2.0
1645	38	2.6
1700	54	0.0
1715	46	2.2
1730	37	0.0
1745	31	3.2
1800	50	0.0
1815	63	3.2
1830	35	0.0
1845	35	2.9
1900	41	0.0
1915	27	0.0
1930	19	0.0
1945	25	0.0
2000	26	0.0
2015	15	0.0
2030	12	0.0
2045	12	0.0
2100	18	0.0
2115	10	0.0
2130	6	0.0
2145	9	0.0
2200	10	0.0
2215	5	0.0
2230	5	0.0
2245	12	0.0
2300	8	0.0
2315	2	0.0
2330	8	0.0
2345	6	0.0
07-19	2023	1.0
06-22	2350	0.9
06-00	2406	0.9
00-00	2720	0.8



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 55 Dff
0000	2	0.0
0015	7	0.0
0030	21	4.8
0045	5	0.0
0100	7	0.0
0115	12	0.0
0130	5	0.0
0145	7	0.0
0200	17	0.0
0215	11	9.1
0230	5	0.0
0245	9	11.1
0300	5	0.0
0315	11	9.1
0330	11	0.0
0345	15	0.0
0400	27	0.0
0415	25	0.0
0430	15	0.0
0445	52	0.0
0500	38	0.0
0515	33	0.0
0530	31	3.2
0545	37	0.0
0600	28	0.0
0615	60	0.0
0630	32	0.0
0645	34	5.9
0700	32	0.0
0715	57	0.0
0730	39	0.0
0745	48	0.0
0800	45	0.0
0815	58	5.2
0830	45	0.0
0845	47	0.0
0900	58	1.7
0915	70	0.0
0930	54	0.0
0945	30	0.0
1000	44	0.0
1015	31	0.0
1030	44	0.0
1045	77	0.0
1100	49	0.0
1115	52	3.8
1130	30	3.3
1145	56	0.0
1200	62	0.0
1215	58	1.7
1230	36	0.0
1245	46	2.2
1300	46	0.0
1315	70	0.0
1330	54	1.9
1345	45	0.0
1400	49	2.0
1415	52	0.0
1430	63	0.0
1445	48	2.1
1500	66	0.0
1515	64	0.0
1530	45	0.0
1545	58	0.0
1600	68	0.0
1615	34	5.9
1630	45	0.0
1645	50	4.0
1700	63	7.9
1715	57	8.8
1730	43	0.0
1745	50	2.0
1800	49	2.0
1815	46	4.3
1830	42	0.0
1845	39	5.1
1900	34	8.8
1915	37	2.7
1930	33	3.0
1945	14	0.0
2000	19	0.0
2015	15	0.0
2030	13	0.0
2045	4	0.0
2100	17	0.0
2115	12	0.0
2130	21	4.8
2145	18	0.0
2200	8	0.0
2215	2	0.0
2230	18	0.0
2245	6	0.0
2300	8	0.0
2315	2	0.0
2330	8	0.0
2345	18	0.0
07-19	2414	1.3
06-22	2805	1.4
06-00	2875	1.4
00-00	3283	1.4



Time	Total	>SL2% 55 Dff
0000	12	0.0
0015	9	0.0
0030	21	0.0
0045	24	0.0
0100	6	0.0
0115	7	0.0
0130	7	0.0
0145	15	0.0
0200	13	0.0
0215	12	0.0
0230	40	0.0
0245	13	0.0
0300	26	0.0
0315	11	0.0
0330	16	0.0
0345	33	0.0
0400	28	0.0
0415	56	0.0
0430	30	0.0
0445	35	0.0
0500	71	0.0
0515	30	0.0
0530	57	0.0
0545	46	0.0
0600	46	0.0
0615	80	0.0
0630	45	0.0
0645	59	0.0
0700	41	4.9
0715	47	0.0
0730	53	0.0
0745	41	2.4
0800	65	1.5
0815	61	0.0
0830	49	4.1
0845	52	0.0
0900	41	0.0
0915	39	2.6
0930	39	2.6
0945	33	0.0
1000	34	0.0
1015	56	0.0
1030	57	1.8
1045	34	0.0
1100	36	0.0
1115	37	0.0
1130	61	0.0
1145	51	0.0
1200	49	0.0
1215	53	0.0
1230	68	0.0
1245	54	0.0
1300	63	0.0
1315	80	0.0
1330	75	0.0
1345	59	0.0
1400	63	0.0
1415	36	0.0
1430	68	0.0
1445	68	0.0
1500	43	0.0
1515	81	0.0
1530	75	0.0
1545	61	0.0
1600	69	0.0
1615	56	0.0
1630	42	0.0
1645	51	2.0
1700	44	4.5
1715	37	5.4
1730	44	9.1
1745	51	2.0
1800	41	2.4
1815	47	0.0
1830	59	1.7
1845	58	1.7
1900	41	0.0
1915	43	2.3
1930	16	6.3
1945	20	5.0
2000	23	4.3
2015	24	8.3
2030	14	0.0
2045	8	0.0
2100	2	0.0
2115	6	16.7
2130	19	0.0
2145	7	0.0
2200	7	0.0
2215	20	0.0
2230	12	8.3
2245	17	0.0
2300	21	0.0
2315	8	0.0
2330	9	0.0
2345	1	0.0
07-19	2522	0.9
06-22	2975	1.0
06-00	3070	1.0
00-00	3688	0.8

Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sat	
	Total	>SL2% 55 Dff
0000	5	0.0
0015	17	0.0
0030	8	25.0
0045	7	0.0
0100	5	0.0
0115	7	0.0
0130	5	0.0
0145	4	0.0
0200	5	0.0
0215	7	0.0
0230	5	0.0
0245	4	0.0
0300	2	0.0
0315	17	0.0
0330	5	0.0
0345	11	0.0
0400	15	0.0
0415	4	0.0
0430	12	0.0
0445	13	0.0
0500	27	0.0
0515	22	4.5
0530	35	0.0
0545	12	0.0
0600	16	0.0
0615	46	0.0
0630	32	0.0
0645	23	0.0
0700	30	0.0
0715	30	0.0
0730	47	0.0
0745	18	0.0
0800	30	0.0
0815	27	0.0
0830	49	0.0
0845	39	0.0
0900	27	0.0
0915	74	0.0
0930	77	0.0
0945	63	0.0
1000	94	0.0
1015	73	0.0
1030	77	0.0
1045	72	0.0
1100	68	0.0
1115	46	0.0
1130	67	1.5
1145	49	0.0
1200	56	0.0
1215	52	0.0
1230	58	1.7
1245	43	2.3
1300	43	2.3
1315	28	0.0
1330	31	0.0
1345	23	0.0
1400	23	0.0
1415	25	4.0
1430	21	0.0
1445	15	0.0
1500	24	0.0
1515	29	0.0
1530	18	0.0
1545	20	0.0
1600	19	0.0
1615	20	5.0
1630	14	7.1
1645	32	9.4
1700	13	0.0
1715	20	0.0
1730	5	0.0
1745	15	0.0
1800	12	0.0
1815	19	0.0
1830	12	0.0
1845	13	0.0
1900	6	0.0
1915	6	0.0
1930	3	0.0
1945	5	0.0
2000	4	0.0
2015	23	0.0
2030	9	11.1
2045	9	0.0
2100	3	0.0
2115	10	0.0
2130	7	0.0
2145	1	0.0
2200	3	0.0
2215	0	0.0
2230	3	33.3
2245	6	0.0
2300	0	0.0
2315	4	0.0
2330	4	0.0
2345	3	0.0
07-19	1760	0.6
06-22	1963	0.6
06-00	1986	0.6
00-00	2240	0.7



Sun

Time	Total	>SL2% 55 DfT
0000	2	0.0
0015	3	0.0
0030	0	0.0
0045	1	0.0
0100	1	0.0
0115	2	0.0
0130	2	0.0
0145	1	0.0
0200	4	0.0
0215	0	0.0
0230	4	0.0
0245	1	0.0
0300	5	0.0
0315	0	0.0
0330	7	0.0
0345	4	0.0
0400	2	0.0
0415	3	0.0
0430	0	0.0
0445	2	0.0
0500	2	0.0
0515	11	0.0
0530	10	0.0
0545	6	16.7
0600	1	0.0
0615	11	0.0
0630	11	0.0
0645	15	0.0
0700	11	0.0
0715	7	0.0
0730	13	0.0
0745	16	0.0
0800	15	0.0
0815	6	0.0
0830	6	16.7
0845	17	0.0
0900	15	0.0
0915	16	0.0
0930	18	0.0
0945	10	10.0
1000	26	0.0
1015	5	20.0
1030	13	0.0
1045	14	0.0
1100	3	0.0
1115	22	0.0
1130	32	0.0
1145	28	0.0
1200	17	0.0
1215	18	0.0
1230	10	0.0
1245	6	0.0
1300	18	0.0
1315	29	0.0
1330	24	0.0
1345	10	0.0
1400	26	0.0
1415	12	0.0
1430	8	0.0
1445	15	0.0
1500	22	0.0
1515	14	14.3
1530	16	6.3
1545	17	5.9
1600	18	0.0
1615	9	11.1
1630	16	0.0
1645	7	0.0
1700	12	0.0
1715	15	0.0
1730	15	0.0
1745	10	0.0
1800	9	11.1
1815	12	0.0
1830	16	0.0
1845	8	0.0
1900	14	0.0
1915	4	0.0
1930	5	0.0
1945	8	0.0
2000	17	0.0
2015	14	0.0
2030	2	0.0
2045	10	0.0
2100	1	0.0
2115	9	0.0
2130	2	0.0
2145	6	0.0
2200	0	0.0
2215	7	14.3
2230	4	0.0
2245	11	0.0
2300	4	0.0
2315	5	0.0
2330	2	0.0
2345	11	0.0
07-19	702	1.3
06-22	832	1.1
06-00	876	1.1
00-00	949	1.2

Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 55 Dff
0000	5	0.0
0015	6	0.0
0030	13	0.0
0045	9	0.0
0100	13	0.0
0115	10	0.0
0130	5	0.0
0145	21	0.0
0200	13	7.7
0215	1	0.0
0230	19	0.0
0245	14	0.0
0300	15	0.0
0315	31	0.0
0330	12	0.0
0345	8	0.0
0400	6	0.0
0415	41	0.0
0430	36	0.0
0445	28	0.0
0500	56	0.0
0515	61	0.0
0530	72	0.0
0545	64	0.0
0600	41	0.0
0615	70	0.0
0630	72	0.0
0645	63	0.0
0700	85	1.2
0715	109	1.8
0730	69	0.0
0745	68	1.5
0800	54	0.0
0815	58	1.7
0830	43	0.0
0845	47	0.0
0900	58	0.0
0915	57	1.8
0930	30	3.3
0945	49	0.0
1000	36	0.0
1015	38	0.0
1030	63	0.0
1045	38	0.0
1100	55	0.0
1115	54	0.0
1130	61	0.0
1145	41	0.0
1200	62	0.0
1215	35	0.0
1230	65	0.0
1245	53	1.9
1300	58	0.0
1315	49	0.0
1330	69	0.0
1345	60	1.7
1400	57	0.0
1415	75	0.0
1430	74	8.1
1445	70	0.0
1500	77	0.0
1515	77	6.5
1530	75	0.0
1545	75	0.0
1600	60	3.3
1615	48	0.0
1630	84	1.2
1645	39	15.4
1700	67	0.0
1715	57	1.8
1730	63	1.6
1745	94	0.0
1800	54	1.9
1815	69	0.0
1830	64	0.0
1845	55	0.0
1900	51	0.0
1915	40	0.0
1930	30	0.0
1945	19	0.0
2000	13	0.0
2015	13	7.7
2030	23	0.0
2045	13	0.0
2100	12	8.3
2115	24	0.0
2130	31	0.0
2145	19	0.0
2200	14	0.0
2215	21	0.0
2230	22	4.5
2245	24	0.0
2300	8	0.0
2315	5	0.0
2330	7	0.0
2345	11	0.0
07-19	2898	1.1
06-22	3432	1.0
06-00	3544	1.0
00-00	4103	0.9



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 55 Dff
0000	12	0.0
0015	13	0.0
0030	3	0.0
0045	11	0.0
0100	2	50.0
0115	8	0.0
0130	7	0.0
0145	9	0.0
0200	10	0.0
0215	14	0.0
0230	9	0.0
0245	11	0.0
0300	17	0.0
0315	17	0.0
0330	21	0.0
0345	21	4.8
0400	34	0.0
0415	24	0.0
0430	49	0.0
0445	26	0.0
0500	60	0.0
0515	57	0.0
0530	61	0.0
0545	58	0.0
0600	59	0.0
0615	77	0.0
0630	60	3.3
0645	69	0.0
0700	70	0.0
0715	70	1.4
0730	71	0.0
0745	79	0.0
0800	66	0.0
0815	51	0.0
0830	58	3.4
0845	51	2.0
0900	49	0.0
0915	59	0.0
0930	34	0.0
0945	48	0.0
1000	19	0.0
1015	55	1.8
1030	38	0.0
1045	54	0.0
1100	34	0.0
1115	59	0.0
1130	57	1.8
1145	35	0.0
1200	58	3.4
1215	57	0.0
1230	46	0.0
1245	66	0.0
1300	54	1.9
1315	62	3.2
1330	47	2.1
1345	43	0.0
1400	63	1.6
1415	68	0.0
1430	60	0.0
1445	64	0.0
1500	73	0.0
1515	62	0.0
1530	61	1.6
1545	69	0.0
1600	85	0.0
1615	67	1.5
1630	67	0.0
1645	60	1.7
1700	83	0.0
1715	86	1.2
1730	51	0.0
1745	62	0.0
1800	60	1.7
1815	73	0.0
1830	44	0.0
1845	47	0.0
1900	52	0.0
1915	54	0.0
1930	39	0.0
1945	13	7.7
2000	25	4.0
2015	11	0.0
2030	10	10.0
2045	27	0.0
2100	17	5.9
2115	20	0.0
2130	17	0.0
2145	9	0.0
2200	10	0.0
2215	7	0.0
2230	7	0.0
2245	6	0.0
2300	19	0.0
2315	8	0.0
2330	6	0.0
2345	8	0.0
07-19	2795	0.6
06-22	3354	0.7
06-00	3425	0.7
00-00	3979	0.7



Virtual Da

Time	Total	>SL2% 55 DFT
0000	33	1.8
0100	26	0.5
0200	38	1.1
0300	50	0.6
0400	92	0.0
0500	158	0.4
0600	165	0.3
0700	187	0.7
0800	172	1.2
0900	168	0.7
1000	175	0.3
1100	177	0.5
1200	182	0.8
1300	191	0.5
1400	186	0.8
1500	206	0.8
1600	179	1.9
1700	175	2.0
1800	162	1.2
1900	100	1.3
2000	58	1.7
2100	48	1.2
2200	38	1.5
2300	29	0.0
07-19	2159	1.0
06-22	2530	0.9
06-00	2597	0.9
00-00	2995	0.9

Virtual We

Time	Total	>SL2% 55 DFT
Mon	4103	0.9
Tue	3979	0.7
Wed	2720	0.8
Thu	3283	1.4
Fri	3688	0.8
Sat	2240	0.7
Sun	949	1.2
5 Day Ave.	3555	0.9
7 Day Ave.	2995	0.9
Grand Total	20962	0.9

Summary Graphs

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 :T
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 :T6
 :T5
 :T4
 :T3

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 Mean

 85%ile

 >PSL%

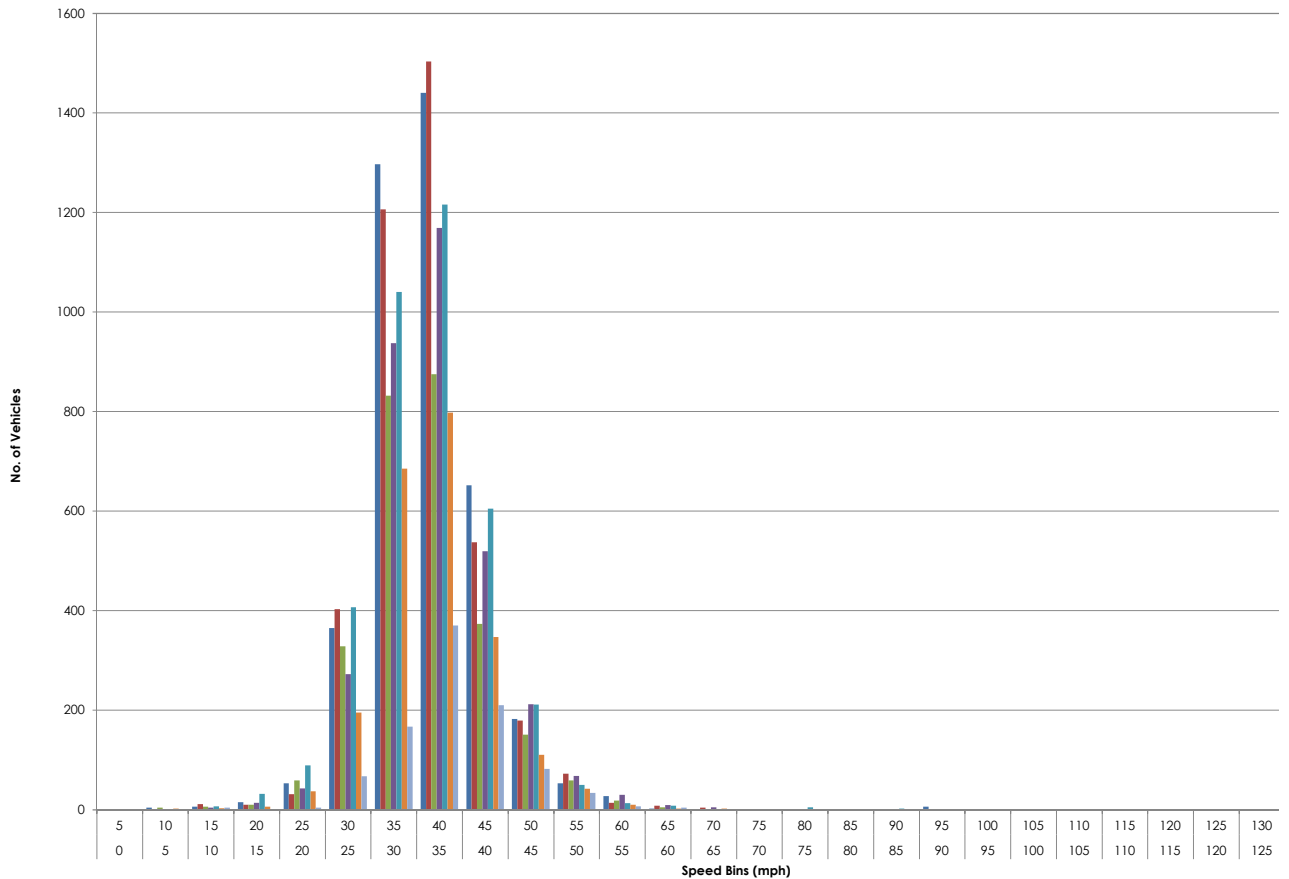
 >SL1%

 >SL2%

Time	Total	Mean	Vpp 85	Speed Bins (mph)																								
				0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110			
0000	33	36.6	43.8	0	0	0	0	0	2	13	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	26	35.3	39.4	0	0	0	0	0	3	10	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	38	35.7	41.8	0	0	0	0	1	5	13	8	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	50	36.1	41.9	0	0	0	1	1	6	14	16	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	92	36.3	42.8	0	0	0	1	1	6	31	32	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	158	34.4	38.9	0	0	1	1	3	22	62	53	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	165	35.4	40.6	0	0	0	0	7	15	59	54	17	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	187	35.7	41.4	0	0	1	2	2	27	49	69	25	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	172	36.8	42.2	0	0	0	0	2	14	49	68	27	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	168	36.6	42.2	0	0	0	0	1	15	53	57	30	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	175	36.2	41.6	0	0	0	0	1	22	50	65	25	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	177	36.7	40.9	0	0	0	0	2	14	46	76	32	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	182	36.5	41.7	0	0	0	1	1	18	59	63	25	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	191	36.2	41.5	0	0	0	0	4	20	51	72	32	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	186	35.7	40.6	0	0	0	1	4	21	61	63	24	6	3	1	0	0	0	0	0	0	0	0	0	1	0	0	0
1500	206	35.3	40.2	0	0	0	2	3	23	79	66	22	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	179	37.5	43.9	0	0	0	0	1	14	52	59	30	16	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	175	38.6	45.8	0	0	1	0	2	17	35	52	36	22	7	2	0	0	0	1	0	0	0	0	0	0	0	0	0
1800	162	38.5	44.3	0	0	0	0	1	9	31	61	37	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	100	37.5	44.7	0	0	1	1	2	7	22	38	15	8	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	58	36.3	42.4	0	0	0	1	2	5	14	20	11	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	48	37.1	42.9	0	0	0	0	1	4	13	13	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	38	37.2	41.6	0	0	0	1	1	2	7	18	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	29	37.2	41.9	0	0	0	0	0	2	7	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2159	36.6	42.3	0	1	3	6	26	212	616	772	345	119	39	13	4	1	0	1	0	0	1	0	0	1	0	0	0
06-22	2530	36.6	42.2	0	1	4	9	38	243	724	897	399	142	49	15	5	1	0	1	0	0	1	0	0	1	0	0	0
06-00	2597	36.6	42.2	0	1	5	9	39	247	737	927	412	145	50	16	5	1	0	1	0	0	1	0	0	1	0	0	0
00-00	2995	36.5	42.0	0	2	6	12	45	291	881	1053	463	161	54	17	5	2	0	1	0	0	1	0	0	1	0	0	0

Time	Total	Mean	Vpp 85	Speed Bins (mph)																							
				0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110		
Mon	4103	36.4	41.2	0	4	6	15	53	365	1297	1440	652	182	53	27	2	0	0	1	0	0	6	0	0	0	0	0
Tue	3979	36.3	41.2	0	1	11	10	31	403	1206	1503	537	179	72	14	8	4	0	0	0	0	0	0	0	0	0	0
Wed	2720	35.9	41.8	0	4	6	10	59	328	832	875	373	151	59	18	5	0	0	0	0	0	0	0	0	0	0	0
Thu	3283	37.0	43.0	0	0	4	14	43	272	937	1169	519	212	68	30	9	5	1	0	0	0	0	0	0	0	0	0
Fri	3688	36.1	42.2	1	0	7	32	89	407	1040	1216	605	211	50	13	8	1	1	5	0	2	0	0	0	0	0	0
Sat	2240	36.4	41.6	0	2	3	6	37	195	685	798	347	110	42	10	2	2	1	0	0	0	0	0	0	0	0	0
Sun	949	38.6	44.1	0	0	4	0	4	67	167	370	210	82	34	7	4	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	3555	36.3	41.9	0	2	7	16	55	355	1062	1241	537	187	60	20	6	2	0	1	0	0	1	0	0	1	0	0
7 Day Ave.	2995	36.5	42.0	0	2	6	12	45	291	881	1053	463	161	54	17	5	2	0	1	0	0	1	0	0	1	0	0
Grand Total	20962	36.5	42.0	1	11	41	87	316	2037	6164	7371	3243	1127	378	119	38	12	3	6	0	2	6	0	0	0	0	0

Summary Graphs



Site
Location
Direction

September - 1
Automatic

Wed

Time	Total	Automatic			
		110 115	115 120	120 125	125 130
0000	5	0	0	0	0
0015	1	0	0	0	0
0030	5	0	0	0	0
0045	1	0	0	0	0
0100	2	0	0	0	0
0115	5	0	0	0	0
0130	6	0	0	0	0
0145	3	0	0	0	0
0200	8	0	0	0	0
0215	5	0	0	0	0
0230	6	0	0	0	0
0245	9	0	0	0	0
0300	3	0	0	0	0
0315	6	0	0	0	0
0330	11	0	0	0	0
0345	10	0	0	0	0
0400	12	0	0	0	0
0415	15	0	0	0	0
0430	25	0	0	0	0
0445	27	0	0	0	0
0500	38	0	0	0	0
0515	46	0	0	0	0
0530	33	0	0	0	0
0545	32	0	0	0	0
0600	27	0	0	0	0
0615	16	0	0	0	0
0630	33	0	0	0	0
0645	31	0	0	0	0
0700	32	0	0	0	0
0715	43	0	0	0	0
0730	34	0	0	0	0
0745	50	0	0	0	0
0800	46	0	0	0	0
0815	44	0	0	0	0
0830	36	0	0	0	0
0845	41	0	0	0	0
0900	23	0	0	0	0
0915	33	0	0	0	0
0930	37	0	0	0	0
0945	34	0	0	0	0
1000	26	0	0	0	0
1015	37	0	0	0	0
1030	30	0	0	0	0
1045	41	0	0	0	0
1100	28	0	0	0	0
1115	44	0	0	0	0
1130	40	0	0	0	0
1145	44	0	0	0	0
1200	37	0	0	0	0
1215	37	0	0	0	0
1230	31	0	0	0	0
1245	40	0	0	0	0
1300	53	0	0	0	0
1315	60	0	0	0	0
1330	32	0	0	0	0
1345	49	0	0	0	0
1400	37	0	0	0	0
1415	46	0	0	0	0
1430	51	0	0	0	0
1445	42	0	0	0	0
1500	44	0	0	0	0
1515	64	0	0	0	0
1530	60	0	0	0	0
1545	51	0	0	0	0
1600	65	0	0	0	0
1615	41	0	0	0	0
1630	51	0	0	0	0
1645	38	0	0	0	0
1700	54	0	0	0	0
1715	46	0	0	0	0
1730	37	0	0	0	0
1745	31	0	0	0	0
1800	50	0	0	0	0
1815	63	0	0	0	0
1830	35	0	0	0	0
1845	35	0	0	0	0
1900	41	0	0	0	0
1915	27	0	0	0	0
1930	19	0	0	0	0
1945	25	0	0	0	0
2000	26	0	0	0	0
2015	15	0	0	0	0
2030	12	0	0	0	0
2045	12	0	0	0	0
2100	18	0	0	0	0
2115	10	0	0	0	0
2130	6	0	0	0	0
2145	9	0	0	0	0
2200	10	0	0	0	0
2215	5	0	0	0	0
2230	5	0	0	0	0
2245	12	0	0	0	0
2300	8	0	0	0	0
2315	2	0	0	0	0
2330	8	0	0	0	0
2345	6	0	0	0	0
07-19	2023	0	0	0	0
04-22	2350	0	0	0	0
04-00	2406	0	0	0	0
00-00	2720	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Time	Thu				
	Total	110	115	120	125
		115	120	125	130
0000	2	0	0	0	0
0015	7	0	0	0	0
0030	21	0	0	0	0
0045	5	0	0	0	0
0100	7	0	0	0	0
0115	12	0	0	0	0
0130	5	0	0	0	0
0145	7	0	0	0	0
0200	17	0	0	0	0
0215	11	0	0	0	0
0230	5	0	0	0	0
0245	9	0	0	0	0
0300	5	0	0	0	0
0315	11	0	0	0	0
0330	11	0	0	0	0
0345	15	0	0	0	0
0400	27	0	0	0	0
0415	25	0	0	0	0
0430	15	0	0	0	0
0445	52	0	0	0	0
0500	38	0	0	0	0
0515	33	0	0	0	0
0530	31	0	0	0	0
0545	37	0	0	0	0
0600	28	0	0	0	0
0615	60	0	0	0	0
0630	32	0	0	0	0
0645	34	0	0	0	0
0700	32	0	0	0	0
0715	57	0	0	0	0
0730	39	0	0	0	0
0745	48	0	0	0	0
0800	45	0	0	0	0
0815	58	0	0	0	0
0830	45	0	0	0	0
0845	47	0	0	0	0
0900	58	0	0	0	0
0915	70	0	0	0	0
0930	54	0	0	0	0
0945	30	0	0	0	0
1000	44	0	0	0	0
1015	31	0	0	0	0
1030	44	0	0	0	0
1045	77	0	0	0	0
1100	49	0	0	0	0
1115	52	0	0	0	0
1130	30	0	0	0	0
1145	56	0	0	0	0
1200	62	0	0	0	0
1215	58	0	0	0	0
1230	36	0	0	0	0
1245	46	0	0	0	0
1300	46	0	0	0	0
1315	70	0	0	0	0
1330	54	0	0	0	0
1345	45	0	0	0	0
1400	49	0	0	0	0
1415	52	0	0	0	0
1430	63	0	0	0	0
1445	48	0	0	0	0
1500	66	0	0	0	0
1515	64	0	0	0	0
1530	45	0	0	0	0
1545	58	0	0	0	0
1600	68	0	0	0	0
1615	34	0	0	0	0
1630	45	0	0	0	0
1645	50	0	0	0	0
1700	63	0	0	0	0
1715	57	0	0	0	0
1730	43	0	0	0	0
1745	50	0	0	0	0
1800	49	0	0	0	0
1815	46	0	0	0	0
1830	42	0	0	0	0
1845	39	0	0	0	0
1900	34	0	0	0	0
1915	37	0	0	0	0
1930	33	0	0	0	0
1945	14	0	0	0	0
2000	19	0	0	0	0
2015	15	0	0	0	0
2030	13	0	0	0	0
2045	4	0	0	0	0
2100	17	0	0	0	0
2115	12	0	0	0	0
2130	21	0	0	0	0
2145	18	0	0	0	0
2200	8	0	0	0	0
2215	2	0	0	0	0
2230	18	0	0	0	0
2245	6	0	0	0	0
2300	8	0	0	0	0
2315	2	0	0	0	0
2330	8	0	0	0	0
2345	18	0	0	0	0
07-19	2414	0	0	0	0
04-22	2805	0	0	0	0
04-00	2875	0	0	0	0
00-00	3283	0	0	0	0



Time	Fri				
	Total	110	115	120	125
		115	120	125	130
0000	12	0	0	0	0
0015	9	0	0	0	0
0030	21	0	0	0	0
0045	24	0	0	0	0
0100	6	0	0	0	0
0115	7	0	0	0	0
0130	7	0	0	0	0
0145	15	0	0	0	0
0200	13	0	0	0	0
0215	12	0	0	0	0
0230	40	0	0	0	0
0245	13	0	0	0	0
0300	26	0	0	0	0
0315	11	0	0	0	0
0330	16	0	0	0	0
0345	33	0	0	0	0
0400	28	0	0	0	0
0415	56	0	0	0	0
0430	30	0	0	0	0
0445	35	0	0	0	0
0500	71	0	0	0	0
0515	30	0	0	0	0
0530	57	0	0	0	0
0545	46	0	0	0	0
0600	46	0	0	0	0
0615	80	0	0	0	0
0630	45	0	0	0	0
0645	59	0	0	0	0
0700	41	0	0	0	0
0715	47	0	0	0	0
0730	53	0	0	0	0
0745	41	0	0	0	0
0800	65	0	0	0	0
0815	61	0	0	0	0
0830	49	0	0	0	0
0845	52	0	0	0	0
0900	41	0	0	0	0
0915	39	0	0	0	0
0930	39	0	0	0	0
0945	33	0	0	0	0
1000	34	0	0	0	0
1015	56	0	0	0	0
1030	57	0	0	0	0
1045	34	0	0	0	0
1100	36	0	0	0	0
1115	37	0	0	0	0
1130	61	0	0	0	0
1145	51	0	0	0	0
1200	49	0	0	0	0
1215	53	0	0	0	0
1230	68	0	0	0	0
1245	54	0	0	0	0
1300	63	0	0	0	0
1315	80	0	0	0	0
1330	75	0	0	0	0
1345	59	0	0	0	0
1400	63	0	0	0	0
1415	36	0	0	0	0
1430	68	0	0	0	0
1445	68	0	0	0	0
1500	43	0	0	0	0
1515	81	0	0	0	0
1530	75	0	0	0	0
1545	61	0	0	0	0
1600	69	0	0	0	0
1615	56	0	0	0	0
1630	42	0	0	0	0
1645	51	0	0	0	0
1700	44	0	0	0	0
1715	37	0	0	0	0
1730	44	0	0	0	0
1745	51	0	0	0	0
1800	41	0	0	0	0
1815	47	0	0	0	0
1830	59	0	0	0	0
1845	58	0	0	0	0
1900	41	0	0	0	0
1915	43	0	0	0	0
1930	16	0	0	0	0
1945	20	0	0	0	0
2000	23	0	0	0	0
2015	24	0	0	0	0
2030	14	0	0	0	0
2045	8	0	0	0	0
2100	2	0	0	0	0
2115	6	0	0	0	0
2130	19	0	0	0	0
2145	7	0	0	0	0
2200	7	0	0	0	0
2215	20	0	0	0	0
2230	12	0	0	0	0
2245	17	0	0	0	0
2300	21	0	0	0	0
2315	8	0	0	0	0
2330	9	0	0	0	0
2345	1	0	0	0	0
07-19	2522	0	0	0	0
06-22	2975	0	0	0	0
06-00	3070	0	0	0	0
00-00	3688	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Sat				
	Total	110	115	120	125
		115	120	125	130
0000	5	0	0	0	0
0015	17	0	0	0	0
0030	8	0	0	0	0
0045	7	0	0	0	0
0100	5	0	0	0	0
0115	7	0	0	0	0
0130	5	0	0	0	0
0145	4	0	0	0	0
0200	5	0	0	0	0
0215	7	0	0	0	0
0230	5	0	0	0	0
0245	4	0	0	0	0
0300	2	0	0	0	0
0315	17	0	0	0	0
0330	5	0	0	0	0
0345	11	0	0	0	0
0400	15	0	0	0	0
0415	4	0	0	0	0
0430	12	0	0	0	0
0445	13	0	0	0	0
0500	27	0	0	0	0
0515	22	0	0	0	0
0530	35	0	0	0	0
0545	12	0	0	0	0
0600	16	0	0	0	0
0615	46	0	0	0	0
0630	32	0	0	0	0
0645	23	0	0	0	0
0700	30	0	0	0	0
0715	30	0	0	0	0
0730	47	0	0	0	0
0745	18	0	0	0	0
0800	30	0	0	0	0
0815	27	0	0	0	0
0830	49	0	0	0	0
0845	39	0	0	0	0
0900	27	0	0	0	0
0915	74	0	0	0	0
0930	77	0	0	0	0
0945	63	0	0	0	0
1000	94	0	0	0	0
1015	73	0	0	0	0
1030	77	0	0	0	0
1045	72	0	0	0	0
1100	68	0	0	0	0
1115	46	0	0	0	0
1130	67	0	0	0	0
1145	49	0	0	0	0
1200	56	0	0	0	0
1215	52	0	0	0	0
1230	58	0	0	0	0
1245	43	0	0	0	0
1300	43	0	0	0	0
1315	28	0	0	0	0
1330	31	0	0	0	0
1345	23	0	0	0	0
1400	23	0	0	0	0
1415	25	0	0	0	0
1430	21	0	0	0	0
1445	15	0	0	0	0
1500	24	0	0	0	0
1515	29	0	0	0	0
1530	18	0	0	0	0
1545	20	0	0	0	0
1600	19	0	0	0	0
1615	20	0	0	0	0
1630	14	0	0	0	0
1645	32	0	0	0	0
1700	13	0	0	0	0
1715	20	0	0	0	0
1730	5	0	0	0	0
1745	15	0	0	0	0
1800	12	0	0	0	0
1815	19	0	0	0	0
1830	12	0	0	0	0
1845	13	0	0	0	0
1900	6	0	0	0	0
1915	6	0	0	0	0
1930	3	0	0	0	0
1945	5	0	0	0	0
2000	4	0	0	0	0
2015	23	0	0	0	0
2030	9	0	0	0	0
2045	9	0	0	0	0
2100	3	0	0	0	0
2115	10	0	0	0	0
2130	7	0	0	0	0
2145	1	0	0	0	0
2200	3	0	0	0	0
2215	0	0	0	0	0
2230	3	0	0	0	0
2245	6	0	0	0	0
2300	0	0	0	0	0
2315	4	0	0	0	0
2330	4	0	0	0	0
2345	3	0	0	0	0
07-19	1760	0	0	0	0
06-22	1963	0	0	0	0
06-00	1986	0	0	0	0
00-00	2240	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Sun

Time	Total	110	115	120	125
		115	120	125	130
0000	2	0	0	0	0
0015	3	0	0	0	0
0030	0	0	0	0	0
0045	1	0	0	0	0
0100	1	0	0	0	0
0115	2	0	0	0	0
0130	2	0	0	0	0
0145	1	0	0	0	0
0200	4	0	0	0	0
0215	0	0	0	0	0
0230	4	0	0	0	0
0245	1	0	0	0	0
0300	5	0	0	0	0
0315	0	0	0	0	0
0330	7	0	0	0	0
0345	4	0	0	0	0
0400	2	0	0	0	0
0415	3	0	0	0	0
0430	0	0	0	0	0
0445	2	0	0	0	0
0500	2	0	0	0	0
0515	11	0	0	0	0
0530	10	0	0	0	0
0545	6	0	0	0	0
0600	1	0	0	0	0
0615	11	0	0	0	0
0630	11	0	0	0	0
0645	15	0	0	0	0
0700	11	0	0	0	0
0715	7	0	0	0	0
0730	13	0	0	0	0
0745	16	0	0	0	0
0800	15	0	0	0	0
0815	6	0	0	0	0
0830	6	0	0	0	0
0845	17	0	0	0	0
0900	15	0	0	0	0
0915	16	0	0	0	0
0930	18	0	0	0	0
0945	10	0	0	0	0
1000	26	0	0	0	0
1015	5	0	0	0	0
1030	13	0	0	0	0
1045	14	0	0	0	0
1100	3	0	0	0	0
1115	22	0	0	0	0
1130	32	0	0	0	0
1145	28	0	0	0	0
1200	17	0	0	0	0
1215	18	0	0	0	0
1230	10	0	0	0	0
1245	6	0	0	0	0
1300	18	0	0	0	0
1315	29	0	0	0	0
1330	24	0	0	0	0
1345	10	0	0	0	0
1400	26	0	0	0	0
1415	12	0	0	0	0
1430	8	0	0	0	0
1445	15	0	0	0	0
1500	22	0	0	0	0
1515	14	0	0	0	0
1530	16	0	0	0	0
1545	17	0	0	0	0
1600	18	0	0	0	0
1615	9	0	0	0	0
1630	16	0	0	0	0
1645	7	0	0	0	0
1700	12	0	0	0	0
1715	15	0	0	0	0
1730	15	0	0	0	0
1745	10	0	0	0	0
1800	9	0	0	0	0
1815	12	0	0	0	0
1830	16	0	0	0	0
1845	8	0	0	0	0
1900	14	0	0	0	0
1915	4	0	0	0	0
1930	5	0	0	0	0
1945	8	0	0	0	0
2000	17	0	0	0	0
2015	14	0	0	0	0
2030	2	0	0	0	0
2045	10	0	0	0	0
2100	1	0	0	0	0
2115	9	0	0	0	0
2130	2	0	0	0	0
2145	6	0	0	0	0
2200	0	0	0	0	0
2215	7	0	0	0	0
2230	4	0	0	0	0
2245	11	0	0	0	0
2300	4	0	0	0	0
2315	5	0	0	0	0
2330	2	0	0	0	0
2345	11	0	0	0	0
07-19	702	0	0	0	0
06-22	832	0	0	0	0
06-00	876	0	0	0	0
00-00	949	0	0	0	0



Mon

Time	Total	Mon			
		110 115	115 120	120 125	125 130
0000	5	0	0	0	0
0015	6	0	0	0	0
0030	13	0	0	0	0
0045	9	0	0	0	0
0100	13	0	0	0	0
0115	10	0	0	0	0
0130	5	0	0	0	0
0145	21	0	0	0	0
0200	13	0	0	0	0
0215	1	0	0	0	0
0230	19	0	0	0	0
0245	14	0	0	0	0
0300	15	0	0	0	0
0315	31	0	0	0	0
0330	12	0	0	0	0
0345	8	0	0	0	0
0400	6	0	0	0	0
0415	41	0	0	0	0
0430	36	0	0	0	0
0445	28	0	0	0	0
0500	56	0	0	0	0
0515	61	0	0	0	0
0530	72	0	0	0	0
0545	64	0	0	0	0
0600	41	0	0	0	0
0615	70	0	0	0	0
0630	72	0	0	0	0
0645	63	0	0	0	0
0700	85	0	0	0	0
0715	109	0	0	0	0
0730	69	0	0	0	0
0745	68	0	0	0	0
0800	54	0	0	0	0
0815	58	0	0	0	0
0830	43	0	0	0	0
0845	47	0	0	0	0
0900	58	0	0	0	0
0915	57	0	0	0	0
0930	30	0	0	0	0
0945	49	0	0	0	0
1000	36	0	0	0	0
1015	38	0	0	0	0
1030	63	0	0	0	0
1045	38	0	0	0	0
1100	55	0	0	0	0
1115	54	0	0	0	0
1130	61	0	0	0	0
1145	41	0	0	0	0
1200	62	0	0	0	0
1215	35	0	0	0	0
1230	65	0	0	0	0
1245	53	0	0	0	0
1300	58	0	0	0	0
1315	49	0	0	0	0
1330	69	0	0	0	0
1345	60	0	0	0	0
1400	57	0	0	0	0
1415	75	0	0	0	0
1430	74	0	0	0	0
1445	70	0	0	0	0
1500	77	0	0	0	0
1515	77	0	0	0	0
1530	75	0	0	0	0
1545	75	0	0	0	0
1600	60	0	0	0	0
1615	48	0	0	0	0
1630	84	0	0	0	0
1645	39	0	0	0	0
1700	67	0	0	0	0
1715	57	0	0	0	0
1730	63	0	0	0	0
1745	94	0	0	0	0
1800	54	0	0	0	0
1815	69	0	0	0	0
1830	64	0	0	0	0
1845	55	0	0	0	0
1900	51	0	0	0	0
1915	40	0	0	0	0
1930	30	0	0	0	0
1945	19	0	0	0	0
2000	13	0	0	0	0
2015	13	0	0	0	0
2030	23	0	0	0	0
2045	13	0	0	0	0
2100	12	0	0	0	0
2115	24	0	0	0	0
2130	31	0	0	0	0
2145	19	0	0	0	0
2200	14	0	0	0	0
2215	21	0	0	0	0
2230	22	0	0	0	0
2245	24	0	0	0	0
2300	8	0	0	0	0
2315	5	0	0	0	0
2330	7	0	0	0	0
2345	11	0	0	0	0
07-19	2898	0	0	0	0
06-22	3432	0	0	0	0
06-00	3544	0	0	0	0
00-00	4103	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Tue

Time	Total				
		110 115	115 120	120 125	125 130
0000	12	0	0	0	0
0015	13	0	0	0	0
0030	3	0	0	0	0
0045	11	0	0	0	0
0100	2	0	0	0	0
0115	8	0	0	0	0
0130	7	0	0	0	0
0145	9	0	0	0	0
0200	10	0	0	0	0
0215	14	0	0	0	0
0230	9	0	0	0	0
0245	11	0	0	0	0
0300	17	0	0	0	0
0315	17	0	0	0	0
0330	21	0	0	0	0
0345	21	0	0	0	0
0400	34	0	0	0	0
0415	24	0	0	0	0
0430	49	0	0	0	0
0445	26	0	0	0	0
0500	60	0	0	0	0
0515	57	0	0	0	0
0530	61	0	0	0	0
0545	58	0	0	0	0
0600	59	0	0	0	0
0615	77	0	0	0	0
0630	60	0	0	0	0
0645	69	0	0	0	0
0700	70	0	0	0	0
0715	70	0	0	0	0
0730	71	0	0	0	0
0745	79	0	0	0	0
0800	66	0	0	0	0
0815	51	0	0	0	0
0830	58	0	0	0	0
0845	51	0	0	0	0
0900	49	0	0	0	0
0915	59	0	0	0	0
0930	34	0	0	0	0
0945	48	0	0	0	0
1000	19	0	0	0	0
1015	55	0	0	0	0
1030	38	0	0	0	0
1045	54	0	0	0	0
1100	34	0	0	0	0
1115	59	0	0	0	0
1130	57	0	0	0	0
1145	35	0	0	0	0
1200	58	0	0	0	0
1215	57	0	0	0	0
1230	46	0	0	0	0
1245	66	0	0	0	0
1300	54	0	0	0	0
1315	62	0	0	0	0
1330	47	0	0	0	0
1345	43	0	0	0	0
1400	63	0	0	0	0
1415	68	0	0	0	0
1430	60	0	0	0	0
1445	64	0	0	0	0
1500	73	0	0	0	0
1515	62	0	0	0	0
1530	61	0	0	0	0
1545	69	0	0	0	0
1600	85	0	0	0	0
1615	67	0	0	0	0
1630	67	0	0	0	0
1645	60	0	0	0	0
1700	83	0	0	0	0
1715	86	0	0	0	0
1730	51	0	0	0	0
1745	62	0	0	0	0
1800	60	0	0	0	0
1815	73	0	0	0	0
1830	44	0	0	0	0
1845	47	0	0	0	0
1900	52	0	0	0	0
1915	54	0	0	0	0
1930	39	0	0	0	0
1945	13	0	0	0	0
2000	25	0	0	0	0
2015	11	0	0	0	0
2030	10	0	0	0	0
2045	27	0	0	0	0
2100	17	0	0	0	0
2115	20	0	0	0	0
2130	17	0	0	0	0
2145	9	0	0	0	0
2200	10	0	0	0	0
2215	7	0	0	0	0
2230	7	0	0	0	0
2245	6	0	0	0	0
2300	19	0	0	0	0
2315	8	0	0	0	0
2330	6	0	0	0	0
2345	8	0	0	0	0
07-19	2795	0	0	0	0
06-22	3354	0	0	0	0
06-00	3425	0	0	0	0
00-00	3979	0	0	0	0



Site
Location
Direction

September - 6
Automatic

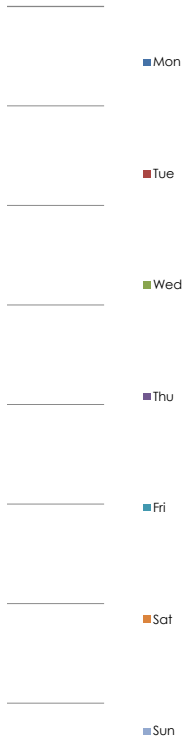
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
0000	33	0	0	0	0
0100	26	0	0	0	0
0200	38	0	0	0	0
0300	50	0	0	0	0
0400	92	0	0	0	0
0500	158	0	0	0	0
0600	165	0	0	0	0
0700	187	0	0	0	0
0800	172	0	0	0	0
0900	168	0	0	0	0
1000	175	0	0	0	0
1100	177	0	0	0	0
1200	182	0	0	0	0
1300	191	0	0	0	0
1400	186	0	0	0	0
1500	206	0	0	0	0
1600	179	0	0	0	0
1700	175	0	0	0	0
1800	162	0	0	0	0
1900	100	0	0	0	0
2000	58	0	0	0	0
2100	48	0	0	0	0
2200	38	0	0	0	0
2300	29	0	0	0	0
07-19	2159	0	0	0	0
06-22	2530	0	0	0	0
06-00	2597	0	0	0	0
00-00	2995	0	0	0	0

Virtual We

Time	Total	110	115	120	125
		115	120	125	130
Mon	4103	0	0	0	0
Tue	3979	0	0	0	0
Wed	2720	0	0	0	0
Thu	3283	0	0	0	0
Fri	3688	0	0	0	0
Sat	2240	0	0	0	0
Sun	949	0	0	0	0
5 Day Ave.	3555	0	0	0	0
7 Day Ave.	2995	0	0	0	0
Grand Total	20962	0	0	0	0

Summary Graphs



135	140
130	135

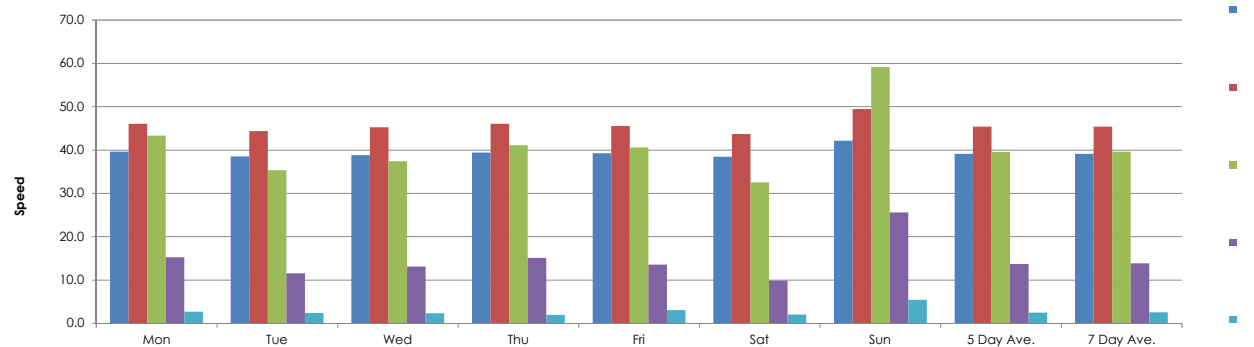
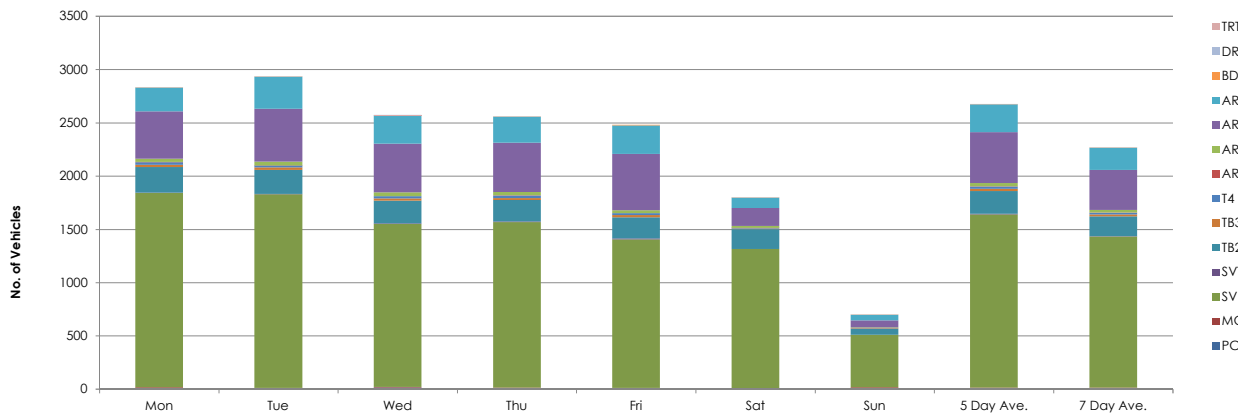
Virtual Day (7)

Time	Total	Classification														>PSL 40	>PSL% 40	>SL1 46 ACPO	>SL1% 46 ACPO	>SL2 55 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
0000	15	0	0	6	0	0	0	0	0	0	6	2	0	0	0	6	42.7	4	27.2	1
0100	23	0	0	12	0	1	0	0	0	0	5	4	0	0	0	6	27.2	2	7.6	0
0200	22	0	0	12	0	1	0	0	0	0	4	4	0	0	0	10	42.7	4	17.2	0
0300	31	0	0	16	0	4	0	0	0	0	8	3	0	0	0	17	53.9	7	21.0	1
0400	64	0	1	39	0	8	1	0	0	1	10	4	0	0	0	37	57.5	15	22.8	2
0500	90	0	0	61	0	9	0	0	0	1	14	5	0	0	0	38	41.5	17	19.1	5
0600	129	1	0	89	0	12	2	1	0	2	13	10	0	0	0	52	40.6	21	16.4	4
0700	141	0	1	99	0	14	1	2	0	1	15	7	0	0	0	61	43.3	25	17.6	6
0800	162	0	0	114	0	13	1	1	0	2	19	11	0	0	0	77	47.5	25	15.5	4
0900	150	0	0	97	1	16	1	1	0	2	21	12	0	0	0	67	44.4	24	15.9	4
1000	153	0	0	95	0	15	1	2	0	2	24	13	0	0	0	51	33.3	16	10.4	3
1100	147	0	0	86	1	16	2	1	0	1	28	11	0	0	0	57	38.6	18	12.1	2
1200	137	0	1	81	0	13	2	1	0	2	26	10	0	0	0	42	30.9	14	10.3	2
1300	147	0	0	87	0	13	1	1	0	2	27	15	0	0	0	54	36.9	17	11.6	3
1400	149	0	1	86	0	11	1	2	0	2	29	17	0	0	0	51	34.4	17	11.3	3
1500	135	0	1	79	0	11	1	1	0	3	24	13	0	0	0	43	31.6	12	9.2	3
1600	133	1	0	83	0	9	1	0	0	1	26	12	0	0	0	48	36.0	15	11.5	4
1700	140	1	2	89	0	8	1	0	0	1	23	15	0	0	0	64	45.9	24	17.3	4
1800	108	0	0	67	0	6	0	0	0	0	19	13	0	0	0	43	39.8	12	11.0	3
1900	73	0	0	47	0	4	1	0	0	0	12	8	0	0	0	28	37.9	9	11.8	2
2000	36	0	0	22	0	2	0	0	0	0	7	4	0	0	0	13	36.1	3	9.6	1
2100	35	0	0	23	0	2	0	0	0	0	5	4	0	0	0	13	37.3	6	17.2	0
2200	29	0	0	18	0	1	0	0	0	0	5	3	0	0	0	12	43.5	3	12.0	1
2300	19	0	0	8	0	0	0	0	0	0	5	4	0	0	0	7	38.6	2	12.1	0
07-19	1704	3	7	1064	4	144	13	14	1	20	282	149	2	1	0	659	38.7	219	12.9	40
06-22	1976	4	7	1245	4	164	15	15	1	22	319	176	2	1	0	765	38.7	259	13.1	47
06-00	2023	5	7	1271	4	165	15	16	1	23	329	184	2	1	0	784	38.8	264	13.1	48
00-00	2268	5	9	1417	4	188	16	17	1	26	375	206	2	1	0	897	39.6	312	13.8	57

Virtual Week (1)

Time	Total	Classification														>PSL 40	>PSL% 40	>SL1 46 ACPO	>SL1% 46 ACPO	>SL2 55 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
Mon	2832	5	12	1824	4	239	21	24	2	31	444	223	2	1	0	1225	43.3	431	15.2	76
Tue	2937	3	9	1816	5	223	26	16	2	34	498	299	3	3	0	1038	35.3	339	11.5	70
Wed	2573	13	6	1531	5	213	21	23	0	35	458	265	0	2	1	963	37.4	337	13.1	58
Thu	2560	6	8	1555	6	200	18	25	3	30	463	242	2	2	0	1053	41.1	387	15.1	48
Fri	2480	3	8	1394	9	200	19	19	0	26	531	267	4	0	0	1006	40.6	336	13.5	75
Sat	1798	4	3	1308	0	187	6	6	1	16	169	96	1	1	0	584	32.5	177	9.8	36
Sun	699	3	14	493	0	55	4	4	0	7	65	52	1	1	0	413	59.1	179	25.6	38
5 Day Ave.	2676	6	9	1624	6	215	21	21	1	31	479	259	2	2	0	1057	39.5	366	13.7	65
7 Day Ave.	2268	5	9	1417	4	188	16	17	1	26	375	206	2	1	0	897	39.6	312	13.8	57
Grand Total	15879	37	60	9921	29	1317	115	117	8	179	2628	1444	13	10	1	6282	39.6	2186	13.8	401

Summary Graphs



Site / Tilbury
 Location er 2016
 Direction c Count

Wed

Time	Total	>SL2% 55 Dff
0000	3	0.0
0015	1	0.0
0030	2	0.0
0045	1	0.0
0100	2	0.0
0115	6	0.0
0130	6	0.0
0145	4	0.0
0200	5	0.0
0215	1	0.0
0230	6	0.0
0245	6	0.0
0300	6	0.0
0315	8	0.0
0330	14	7.1
0345	10	0.0
0400	14	0.0
0415	25	8.0
0430	16	0.0
0445	21	4.8
0500	19	10.5
0515	30	3.3
0530	26	0.0
0545	29	3.4
0600	32	6.3
0615	35	0.0
0630	34	8.8
0645	33	3.0
0700	36	5.6
0715	46	4.3
0730	40	7.5
0745	47	2.1
0800	46	2.2
0815	46	2.2
0830	38	5.3
0845	39	5.1
0900	36	5.6
0915	34	0.0
0930	37	2.7
0945	42	2.4
1000	31	6.5
1015	32	0.0
1030	41	0.0
1045	48	0.0
1100	29	0.0
1115	24	0.0
1130	34	0.0
1145	39	0.0
1200	26	3.8
1215	31	0.0
1230	41	0.0
1245	45	4.4
1300	35	2.9
1315	49	4.1
1330	55	1.8
1345	60	1.7
1400	47	0.0
1415	49	2.0
1430	32	0.0
1445	42	0.0
1500	45	4.4
1515	46	0.0
1530	31	0.0
1545	34	2.9
1600	59	1.7
1615	50	0.0
1630	41	4.9
1645	34	0.0
1700	57	3.5
1715	38	0.0
1730	27	0.0
1745	50	2.0
1800	41	2.4
1815	34	0.0
1830	38	0.0
1845	47	0.0
1900	28	7.1
1915	28	0.0
1930	43	0.0
1945	9	11.1
2000	8	0.0
2015	15	0.0
2030	9	0.0
2045	10	0.0
2100	12	8.3
2115	3	0.0
2130	6	0.0
2145	12	0.0
2200	6	16.7
2215	3	0.0
2230	2	0.0
2245	7	0.0
2300	8	0.0
2315	9	0.0
2330	4	0.0
2345	7	0.0
07-19	1949	2.0
06-22	2266	2.2
06-00	2312	2.2
00-00	2573	2.3



Time	Thu	
	Total	>SL2% 55 DfT
0000	3	0.0
0015	1	0.0
0030	2	0.0
0045	7	0.0
0100	6	0.0
0115	4	0.0
0130	10	0.0
0145	5	0.0
0200	6	0.0
0215	1	0.0
0230	9	11.1
0245	4	0.0
0300	6	16.7
0315	5	0.0
0330	9	0.0
0345	15	0.0
0400	17	0.0
0415	16	0.0
0430	24	0.0
0445	16	0.0
0500	25	12.0
0515	13	15.4
0530	22	0.0
0545	30	3.3
0600	50	0.0
0615	25	4.0
0630	38	2.6
0645	30	0.0
0700	37	0.0
0715	49	0.0
0730	48	2.1
0745	47	0.0
0800	50	0.0
0815	51	5.9
0830	55	1.8
0845	60	3.3
0900	47	8.5
0915	49	0.0
0930	38	0.0
0945	39	0.0
1000	25	4.0
1015	35	2.9
1030	24	4.2
1045	41	0.0
1100	58	0.0
1115	47	0.0
1130	51	2.0
1145	36	2.8
1200	36	0.0
1215	35	0.0
1230	32	0.0
1245	30	3.3
1300	47	0.0
1315	31	0.0
1330	39	0.0
1345	37	2.7
1400	38	7.9
1415	43	0.0
1430	33	3.0
1445	38	0.0
1500	38	0.0
1515	30	3.3
1530	42	2.4
1545	36	0.0
1600	55	0.0
1615	47	0.0
1630	35	0.0
1645	31	3.2
1700	43	4.7
1715	34	11.8
1730	40	2.5
1745	57	1.8
1800	23	0.0
1815	37	2.7
1830	37	0.0
1845	24	0.0
1900	35	2.9
1915	24	0.0
1930	16	6.3
1945	16	0.0
2000	5	0.0
2015	7	0.0
2030	3	0.0
2045	13	0.0
2100	13	7.7
2115	16	0.0
2130	7	14.3
2145	9	0.0
2200	5	0.0
2215	7	0.0
2230	18	0.0
2245	6	0.0
2300	7	0.0
2315	8	0.0
2330	6	0.0
2345	5	0.0
07-19	1935	1.8
06-22	2242	1.8
06-00	2304	1.7
00-00	2560	1.9

Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 55 Dff
0000	6	0.0
0015	6	0.0
0030	6	0.0
0045	6	16.7
0100	3	0.0
0115	5	0.0
0130	17	0.0
0145	4	0.0
0200	7	0.0
0215	2	0.0
0230	12	0.0
0245	11	0.0
0300	17	0.0
0315	10	0.0
0330	7	0.0
0345	9	0.0
0400	15	0.0
0415	20	5.0
0430	19	0.0
0445	21	9.5
0500	17	5.9
0515	27	0.0
0530	29	0.0
0545	19	0.0
0600	37	5.4
0615	35	0.0
0630	29	3.4
0645	43	4.7
0700	21	0.0
0715	46	0.0
0730	44	4.5
0745	33	3.0
0800	29	0.0
0815	39	2.6
0830	46	0.0
0845	50	10.0
0900	40	0.0
0915	37	8.1
0930	40	5.0
0945	41	2.4
1000	42	2.4
1015	27	11.1
1030	34	0.0
1045	29	3.4
1100	32	3.1
1115	25	0.0
1130	42	2.4
1145	39	2.6
1200	31	3.2
1215	48	2.1
1230	35	2.9
1245	38	0.0
1300	38	5.3
1315	45	0.0
1330	28	0.0
1345	44	4.5
1400	50	14.0
1415	52	0.0
1430	38	2.6
1445	42	2.4
1500	60	1.7
1515	38	0.0
1530	38	0.0
1545	31	0.0
1600	42	7.1
1615	47	2.1
1630	35	2.9
1645	34	5.9
1700	33	9.1
1715	30	3.3
1730	49	0.0
1745	44	4.5
1800	39	5.1
1815	31	6.5
1830	27	0.0
1845	22	0.0
1900	35	2.9
1915	14	7.1
1930	13	7.7
1945	14	0.0
2000	8	0.0
2015	10	20.0
2030	10	0.0
2045	9	0.0
2100	4	0.0
2115	14	0.0
2130	14	0.0
2145	8	0.0
2200	10	10.0
2215	14	0.0
2230	9	11.1
2245	10	0.0
2300	8	12.5
2315	3	0.0
2330	6	0.0
2345	3	0.0
07-19	1825	3.1
06-22	2122	3.2
06-00	2185	3.2
00-00	2480	3.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sat	
	Total	>SL2% 55 Dff
0000	6	0.0
0015	2	0.0
0030	4	25.0
0045	1	0.0
0100	7	0.0
0115	1	0.0
0130	9	0.0
0145	2	0.0
0200	1	0.0
0215	8	0.0
0230	10	0.0
0245	2	0.0
0300	4	0.0
0315	2	0.0
0330	6	0.0
0345	3	0.0
0400	14	0.0
0415	10	10.0
0430	8	0.0
0445	9	11.1
0500	9	11.1
0515	2	0.0
0530	11	9.1
0545	28	3.6
0600	19	0.0
0615	26	0.0
0630	18	0.0
0645	30	0.0
0700	27	3.7
0715	32	3.1
0730	30	0.0
0745	25	12.0
0800	28	0.0
0815	25	4.0
0830	46	2.2
0845	36	0.0
0900	52	1.9
0915	71	5.6
0930	61	0.0
0945	51	0.0
1000	59	1.7
1015	52	0.0
1030	87	0.0
1045	61	0.0
1100	47	2.1
1115	45	0.0
1130	57	3.5
1145	46	2.2
1200	42	2.4
1215	51	0.0
1230	40	2.5
1245	46	2.2
1300	34	0.0
1315	20	5.0
1330	17	0.0
1345	23	0.0
1400	21	0.0
1415	30	0.0
1430	13	7.7
1445	20	0.0
1500	13	0.0
1515	15	0.0
1530	15	0.0
1545	11	9.1
1600	11	9.1
1615	13	0.0
1630	14	0.0
1645	5	0.0
1700	14	0.0
1715	8	12.5
1730	15	6.7
1745	9	11.1
1800	4	25.0
1815	10	10.0
1830	6	0.0
1845	8	0.0
1900	9	0.0
1915	9	0.0
1930	3	0.0
1945	7	0.0
2000	5	0.0
2015	7	0.0
2030	4	0.0
2045	4	25.0
2100	2	0.0
2115	3	0.0
2130	6	0.0
2145	4	0.0
2200	5	0.0
2215	2	0.0
2230	4	0.0
2245	3	0.0
2300	2	0.0
2315	1	0.0
2330	0	0.0
2345	0	0.0
07-19	1466	2.0
06-22	1622	1.8
06-00	1639	1.8
00-00	1798	2.0



Sun

Time	Total	>SL2% 55 Dff
0000	1	0.0
0015	3	33.3
0030	3	0.0
0045	0	0.0
0100	2	0.0
0115	1	0.0
0130	2	0.0
0145	2	0.0
0200	3	0.0
0215	0	0.0
0230	4	0.0
0245	4	0.0
0300	3	33.3
0315	5	0.0
0330	0	0.0
0345	1	0.0
0400	2	0.0
0415	3	0.0
0430	1	0.0
0445	2	0.0
0500	0	0.0
0515	6	0.0
0530	1	0.0
0545	5	0.0
0600	9	0.0
0615	11	9.1
0630	9	0.0
0645	7	0.0
0700	6	0.0
0715	5	20.0
0730	4	0.0
0745	3	0.0
0800	9	0.0
0815	6	0.0
0830	11	0.0
0845	14	0.0
0900	10	0.0
0915	8	0.0
0930	8	0.0
0945	8	0.0
1000	18	5.6
1015	12	8.3
1030	21	0.0
1045	10	0.0
1100	12	8.3
1115	9	11.1
1130	12	0.0
1145	15	0.0
1200	20	5.0
1215	9	11.1
1230	13	0.0
1245	19	0.0
1300	18	5.6
1315	14	0.0
1330	18	11.1
1345	7	14.3
1400	16	12.5
1415	14	0.0
1430	15	0.0
1445	12	0.0
1500	10	0.0
1515	17	5.9
1530	14	21.4
1545	8	50.0
1600	16	6.3
1615	6	16.7
1630	7	14.3
1645	4	0.0
1700	7	28.6
1715	14	0.0
1730	7	14.3
1745	7	0.0
1800	5	0.0
1815	6	0.0
1830	5	20.0
1845	7	14.3
1900	4	0.0
1915	7	14.3
1930	9	11.1
1945	12	0.0
2000	5	20.0
2015	3	33.3
2030	6	0.0
2045	3	0.0
2100	5	0.0
2115	5	0.0
2130	3	0.0
2145	2	0.0
2200	6	0.0
2215	1	0.0
2230	2	0.0
2245	2	50.0
2300	1	0.0
2315	3	0.0
2330	12	0.0
2345	2	50.0
07-19	516	5.6
06-22	616	5.5
06-00	645	5.6
00-00	699	5.4

Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 55 DfT
0000	4	0.0
0015	1	100.0
0030	13	0.0
0045	5	0.0
0100	8	0.0
0115	7	0.0
0130	10	0.0
0145	4	0.0
0200	14	7.1
0215	5	0.0
0230	6	0.0
0245	1	0.0
0300	5	0.0
0315	6	16.7
0330	7	28.6
0345	8	0.0
0400	19	5.3
0415	20	5.0
0430	26	3.8
0445	32	3.1
0500	20	5.0
0515	29	3.4
0530	34	35.3
0545	42	2.4
0600	44	9.1
0615	29	0.0
0630	44	0.0
0645	64	4.7
0700	37	10.8
0715	51	7.8
0730	40	12.5
0745	47	0.0
0800	41	0.0
0815	46	0.0
0830	60	1.7
0845	65	4.6
0900	34	5.9
0915	31	0.0
0930	44	0.0
0945	42	2.4
1000	30	3.3
1015	37	2.7
1030	61	0.0
1045	41	4.9
1100	30	0.0
1115	47	0.0
1130	43	2.3
1145	41	2.4
1200	28	7.1
1215	29	0.0
1230	35	0.0
1245	46	0.0
1300	39	0.0
1315	39	2.6
1330	51	0.0
1345	51	2.0
1400	71	2.8
1415	39	0.0
1430	39	7.7
1445	58	0.0
1500	47	2.1
1515	41	2.4
1530	42	0.0
1545	41	0.0
1600	42	2.4
1615	38	2.6
1630	32	3.1
1645	43	0.0
1700	47	4.3
1715	43	0.0
1730	47	2.1
1745	39	0.0
1800	39	2.6
1815	36	0.0
1830	40	0.0
1845	34	0.0
1900	31	0.0
1915	18	0.0
1930	20	0.0
1945	16	0.0
2000	23	0.0
2015	17	0.0
2030	8	0.0
2045	17	0.0
2100	12	0.0
2115	21	0.0
2130	23	0.0
2145	7	0.0
2200	19	0.0
2215	10	10.0
2230	13	0.0
2245	5	0.0
2300	9	0.0
2315	8	0.0
2330	3	0.0
2345	1	0.0
07-19	2044	2.2
06-22	2438	2.1
06-00	2506	2.1
00-00	2832	2.7

Site / Tilbury
 Location er 2016
 Direction c Count

Tue

Time	Total	>SL2% 55 Dft
0000	4	0.0
0015	8	0.0
0030	1	0.0
0045	3	0.0
0100	8	0.0
0115	11	0.0
0130	3	0.0
0145	9	0.0
0200	5	0.0
0215	6	0.0
0230	15	0.0
0245	3	33.3
0300	9	0.0
0315	10	0.0
0330	16	0.0
0345	18	11.1
0400	10	10.0
0415	20	5.0
0430	18	0.0
0445	29	3.4
0500	44	2.3
0515	27	7.4
0530	35	5.7
0545	54	3.7
0600	44	4.5
0615	36	0.0
0630	29	6.9
0645	63	3.2
0700	52	3.8
0715	48	6.3
0730	42	4.8
0745	45	2.2
0800	52	1.9
0815	48	4.2
0830	50	0.0
0845	51	2.0
0900	48	6.3
0915	29	0.0
0930	33	0.0
0945	43	4.7
1000	43	0.0
1015	44	0.0
1030	52	1.9
1045	33	3.0
1100	43	0.0
1115	35	0.0
1130	42	2.4
1145	52	1.9
1200	44	0.0
1215	27	0.0
1230	38	0.0
1245	42	0.0
1300	62	1.6
1315	41	0.0
1330	43	2.3
1345	44	2.3
1400	41	0.0
1415	50	0.0
1430	61	0.0
1445	41	0.0
1500	49	2.0
1515	50	2.0
1530	50	4.0
1545	53	0.0
1600	42	0.0
1615	55	0.0
1630	33	3.0
1645	62	12.9
1700	56	0.0
1715	61	1.6
1730	57	1.8
1745	47	0.0
1800	35	2.9
1815	40	20.0
1830	41	0.0
1845	40	0.0
1900	30	6.7
1915	28	0.0
1930	16	0.0
1945	15	0.0
2000	14	0.0
2015	11	0.0
2030	8	0.0
2045	7	0.0
2100	8	0.0
2115	12	0.0
2130	5	0.0
2145	8	0.0
2200	11	9.1
2215	5	0.0
2230	9	0.0
2245	6	0.0
2300	5	0.0
2315	6	0.0
2330	3	0.0
2345	2	0.0
07-19	2190	2.2
06-22	2524	2.2
06-00	2571	2.2
00-00	2937	2.4



Virtual Da

Time	Total	>SL2% 55 DFT
0000	15	3.9
0100	23	0.0
0200	22	1.9
0300	31	3.7
0400	64	3.4
0500	90	5.7
0600	129	3.0
0700	141	3.9
0800	162	2.5
0900	150	2.6
1000	153	1.8
1100	147	1.5
1200	137	1.5
1300	147	1.9
1400	149	2.1
1500	135	2.2
1600	133	2.9
1700	140	2.9
1800	108	2.6
1900	73	2.4
2000	36	2.0
2100	35	1.2
2200	29	3.0
2300	19	1.5
07-19	1704	2.3
06-22	1976	2.4
06-00	2023	2.4
00-00	2268	2.5

Virtual We

Time	Total	>SL2% 55 DFT
Mon	2832	2.7
Tue	2937	2.4
Wed	2573	2.3
Thu	2560	1.9
Fri	2480	3.0
Sat	1798	2.0
Sun	699	5.4
5 Day Ave.	2676	2.4
7 Day Ave.	2268	2.5
Grand Total	15879	2.5

Summary Graphs

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 |T5
 |T4
 |T3

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 Mean

 85%ile

 >PSL%

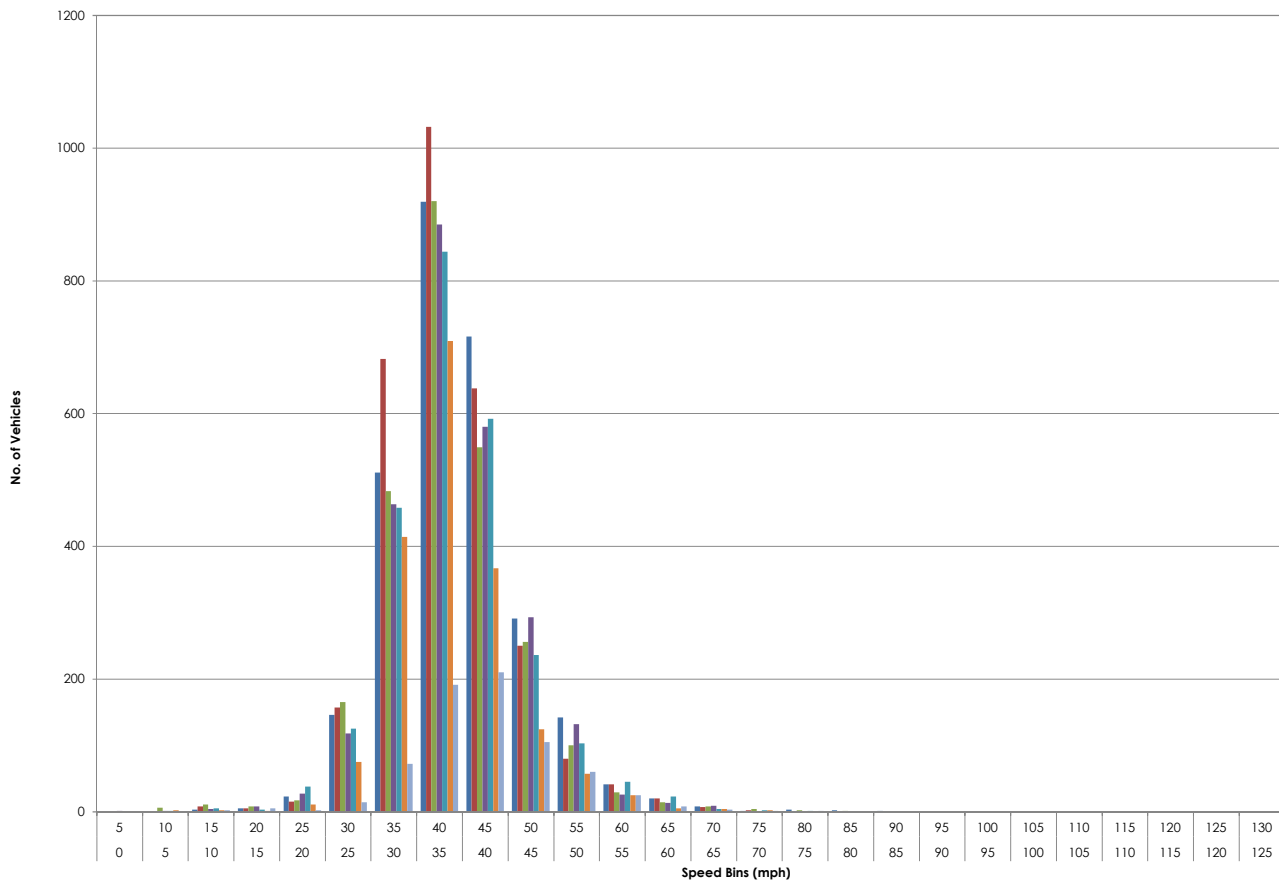
 >SL1%

 >SL2%

Time	Virtual Day			Virtual Day (7)																					
	Total	Mean	Vpp 85	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110
0000	15	39.8	49.7	0	0	0	0	0	2	3	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0
0100	23	37.6	42.4	0	0	0	0	0	2	5	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	22	39.4	47.5	0	0	0	0	0	1	4	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0
0300	31	40.5	49.4	0	0	0	0	1	1	4	8	9	3	3	1	0	0	0	0	0	0	0	0	0	0
0400	64	41.4	48.0	0	0	0	0	0	2	7	17	20	10	5	1	1	0	0	0	0	0	0	0	0	0
0500	90	39.5	48.3	0	0	0	0	1	7	21	24	19	8	6	3	1	1	0	0	0	0	0	0	0	0
0600	129	39.3	46.2	0	0	1	0	0	11	20	44	28	15	6	2	1	0	0	0	0	0	0	0	0	0
0700	141	40.0	46.8	0	0	0	0	2	6	23	49	32	16	7	3	2	0	0	0	0	0	0	0	0	0
0800	162	40.3	46.0	0	0	0	0	1	5	25	55	47	19	7	2	1	1	0	0	0	0	0	0	0	0
0900	150	39.6	46.2	0	0	0	0	2	8	28	45	37	19	7	2	1	0	0	0	0	0	0	0	0	0
1000	153	38.6	43.9	0	0	0	0	0	5	35	61	32	12	4	1	0	1	0	0	0	0	0	0	0	0
1100	147	39.0	44.6	0	0	0	0	3	5	27	57	36	13	6	1	1	0	0	0	0	0	0	0	0	0
1200	137	38.3	44.3	0	0	1	1	1	5	28	59	24	11	5	1	0	0	0	0	0	0	0	0	0	0
1300	147	38.7	44.9	0	0	0	0	2	6	33	51	32	14	5	2	0	0	0	0	0	0	0	0	0	0
1400	149	38.6	44.4	0	1	0	0	1	5	34	57	31	12	5	2	1	0	0	0	0	0	0	0	0	0
1500	135	37.9	43.9	0	0	0	0	2	10	35	45	26	9	4	2	0	0	0	0	0	0	0	0	0	0
1600	133	38.8	44.6	0	0	0	1	0	7	26	51	29	11	4	2	1	0	0	0	0	0	0	0	0	0
1700	140	40.0	46.7	0	0	0	1	1	6	25	43	36	16	8	2	0	1	0	0	0	0	0	0	0	0
1800	108	38.9	44.1	0	0	0	0	1	6	22	36	29	7	4	1	1	0	0	0	0	0	0	0	0	0
1900	73	38.3	45.2	0	0	1	0	1	7	13	23	16	7	3	1	0	0	0	0	0	0	0	0	0	0
2000	36	37.7	44.2	0	0	1	0	0	3	5	13	8	3	1	1	0	0	0	0	0	0	0	0	0	0
2100	35	39.3	46.1	0	0	0	0	0	1	7	13	5	6	1	0	0	0	0	0	0	0	0	0	0	0
2200	29	38.8	45.4	0	0	0	0	1	1	6	8	8	2	1	0	0	0	0	0	0	0	0	0	0	0
2300	19	39.0	45.2	0	0	0	0	0	1	4	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1704	39.1	45.1	0	1	2	4	14	74	341	609	393	159	66	22	10	5	1	1	0	0	0	0	0	0
06-22	1976	39.0	45.2	0	1	4	5	16	97	386	701	451	190	77	27	12	5	1	1	0	0	0	0	0	0
06-00	2023	39.0	45.2	0	1	5	5	17	99	396	716	462	195	79	27	12	5	1	1	0	0	0	0	0	0
00-00	2268	39.1	45.4	0	1	5	5	19	114	440	786	522	222	96	33	15	6	2	1	0	0	0	0	0	0

Time	Virtual We			Virtual Week (1)																					
	Total	Mean	Vpp 85	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110
Mon	2832	39.6	46.0	0	0	3	5	23	146	511	919	716	291	142	41	20	8	1	3	2	1	0	0	0	0
Tue	2937	38.5	44.3	0	0	8	5	15	157	682	1032	638	250	80	41	20	7	2	0	0	0	0	0	0	0
Wed	2573	38.8	45.2	0	6	11	8	17	165	483	920	549	256	100	29	14	8	4	2	1	0	0	0	0	0
Thu	2560	39.4	46.0	1	1	4	8	27	118	463	885	580	293	132	26	13	9	0	0	0	0	0	0	0	0
Fri	2480	39.2	45.5	0	1	5	3	38	125	458	844	592	236	103	45	23	4	2	1	0	0	0	0	0	0
Sat	1798	38.4	43.7	0	2	2	1	11	75	414	709	367	124	57	25	5	4	2	0	0	0	0	0	0	0
Sun	699	42.1	49.4	0	0	2	5	2	14	72	191	210	105	60	25	8	3	1	1	0	0	0	0	0	0
5 Day Ave.	2676	39.1	45.4	0	2	6	6	24	142	519	920	615	265	111	36	18	7	2	1	1	0	0	0	0	0
7 Day Ave.	2268	39.1	45.4	0	1	5	5	19	114	440	786	522	222	96	33	15	6	2	1	0	0	0	0	0	0
Grand Total	15879	39.1	45.4	1	10	35	35	133	800	3083	5500	3652	1555	674	232	103	43	12	7	3	1	0	0	0	0

Summary Graphs



Site
Location
Direction

September - 1
Automatic

Wed

Time	Total	Automatic			
		110 115	115 120	120 125	125 130
0000	3	0	0	0	0
0015	1	0	0	0	0
0030	2	0	0	0	0
0045	1	0	0	0	0
0100	2	0	0	0	0
0115	6	0	0	0	0
0130	6	0	0	0	0
0145	4	0	0	0	0
0200	5	0	0	0	0
0215	1	0	0	0	0
0230	6	0	0	0	0
0245	6	0	0	0	0
0300	6	0	0	0	0
0315	8	0	0	0	0
0330	14	0	0	0	0
0345	10	0	0	0	0
0400	14	0	0	0	0
0415	25	0	0	0	0
0430	16	0	0	0	0
0445	21	0	0	0	0
0500	19	0	0	0	0
0515	30	0	0	0	0
0530	26	0	0	0	0
0545	29	0	0	0	0
0600	32	0	0	0	0
0615	35	0	0	0	0
0630	34	0	0	0	0
0645	33	0	0	0	0
0700	36	0	0	0	0
0715	46	0	0	0	0
0730	40	0	0	0	0
0745	47	0	0	0	0
0800	46	0	0	0	0
0815	46	0	0	0	0
0830	38	0	0	0	0
0845	39	0	0	0	0
0900	36	0	0	0	0
0915	34	0	0	0	0
0930	37	0	0	0	0
0945	42	0	0	0	0
1000	31	0	0	0	0
1015	32	0	0	0	0
1030	41	0	0	0	0
1045	48	0	0	0	0
1100	29	0	0	0	0
1115	24	0	0	0	0
1130	34	0	0	0	0
1145	39	0	0	0	0
1200	26	0	0	0	0
1215	31	0	0	0	0
1230	41	0	0	0	0
1245	45	0	0	0	0
1300	35	0	0	0	0
1315	49	0	0	0	0
1330	55	0	0	0	0
1345	60	0	0	0	0
1400	47	0	0	0	0
1415	49	0	0	0	0
1430	32	0	0	0	0
1445	42	0	0	0	0
1500	45	0	0	0	0
1515	46	0	0	0	0
1530	31	0	0	0	0
1545	34	0	0	0	0
1600	59	0	0	0	0
1615	50	0	0	0	0
1630	41	0	0	0	0
1645	34	0	0	0	0
1700	57	0	0	0	0
1715	38	0	0	0	0
1730	27	0	0	0	0
1745	50	0	0	0	0
1800	41	0	0	0	0
1815	34	0	0	0	0
1830	38	0	0	0	0
1845	47	0	0	0	0
1900	28	0	0	0	0
1915	28	0	0	0	0
1930	43	0	0	0	0
1945	9	0	0	0	0
2000	8	0	0	0	0
2015	15	0	0	0	0
2030	9	0	0	0	0
2045	10	0	0	0	0
2100	12	0	0	0	0
2115	3	0	0	0	0
2130	6	0	0	0	0
2145	12	0	0	0	0
2200	6	0	0	0	0
2215	3	0	0	0	0
2230	2	0	0	0	0
2245	7	0	0	0	0
2300	8	0	0	0	0
2315	9	0	0	0	0
2330	4	0	0	0	0
2345	7	0	0	0	0
07-19	1949	0	0	0	0
06-22	2266	0	0	0	0
06-00	2312	0	0	0	0
00-00	2573	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Thu				
	Total	110	115	120	125
		115	120	125	130
0000	3	0	0	0	0
0015	1	0	0	0	0
0030	2	0	0	0	0
0045	7	0	0	0	0
0100	6	0	0	0	0
0115	4	0	0	0	0
0130	10	0	0	0	0
0145	5	0	0	0	0
0200	6	0	0	0	0
0215	1	0	0	0	0
0230	9	0	0	0	0
0245	4	0	0	0	0
0300	6	0	0	0	0
0315	5	0	0	0	0
0330	9	0	0	0	0
0345	15	0	0	0	0
0400	17	0	0	0	0
0415	16	0	0	0	0
0430	24	0	0	0	0
0445	16	0	0	0	0
0500	25	0	0	0	0
0515	13	0	0	0	0
0530	22	0	0	0	0
0545	30	0	0	0	0
0600	50	0	0	0	0
0615	25	0	0	0	0
0630	38	0	0	0	0
0645	30	0	0	0	0
0700	37	0	0	0	0
0715	49	0	0	0	0
0730	48	0	0	0	0
0745	47	0	0	0	0
0800	50	0	0	0	0
0815	51	0	0	0	0
0830	55	0	0	0	0
0845	60	0	0	0	0
0900	47	0	0	0	0
0915	49	0	0	0	0
0930	38	0	0	0	0
0945	39	0	0	0	0
1000	25	0	0	0	0
1015	35	0	0	0	0
1030	24	0	0	0	0
1045	41	0	0	0	0
1100	58	0	0	0	0
1115	47	0	0	0	0
1130	51	0	0	0	0
1145	36	0	0	0	0
1200	36	0	0	0	0
1215	35	0	0	0	0
1230	32	0	0	0	0
1245	30	0	0	0	0
1300	47	0	0	0	0
1315	31	0	0	0	0
1330	39	0	0	0	0
1345	37	0	0	0	0
1400	38	0	0	0	0
1415	43	0	0	0	0
1430	33	0	0	0	0
1445	38	0	0	0	0
1500	38	0	0	0	0
1515	30	0	0	0	0
1530	42	0	0	0	0
1545	36	0	0	0	0
1600	55	0	0	0	0
1615	47	0	0	0	0
1630	35	0	0	0	0
1645	31	0	0	0	0
1700	43	0	0	0	0
1715	34	0	0	0	0
1730	40	0	0	0	0
1745	57	0	0	0	0
1800	23	0	0	0	0
1815	37	0	0	0	0
1830	37	0	0	0	0
1845	24	0	0	0	0
1900	35	0	0	0	0
1915	24	0	0	0	0
1930	16	0	0	0	0
1945	16	0	0	0	0
2000	5	0	0	0	0
2015	7	0	0	0	0
2030	3	0	0	0	0
2045	13	0	0	0	0
2100	13	0	0	0	0
2115	16	0	0	0	0
2130	7	0	0	0	0
2145	9	0	0	0	0
2200	5	0	0	0	0
2215	7	0	0	0	0
2230	18	0	0	0	0
2245	6	0	0	0	0
2300	7	0	0	0	0
2315	8	0	0	0	0
2330	6	0	0	0	0
2345	5	0	0	0	0
07-19	1935	0	0	0	0
06-22	2242	0	0	0	0
06-00	2304	0	0	0	0
00-00	2560	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Fri				
	Total	110	115	120	125
		115	120	125	130
0000	6	0	0	0	0
0015	6	0	0	0	0
0030	6	0	0	0	0
0045	6	0	0	0	0
0100	3	0	0	0	0
0115	5	0	0	0	0
0130	17	0	0	0	0
0145	4	0	0	0	0
0200	7	0	0	0	0
0215	2	0	0	0	0
0230	12	0	0	0	0
0245	11	0	0	0	0
0300	17	0	0	0	0
0315	10	0	0	0	0
0330	7	0	0	0	0
0345	9	0	0	0	0
0400	15	0	0	0	0
0415	20	0	0	0	0
0430	19	0	0	0	0
0445	21	0	0	0	0
0500	17	0	0	0	0
0515	27	0	0	0	0
0530	29	0	0	0	0
0545	19	0	0	0	0
0600	37	0	0	0	0
0615	35	0	0	0	0
0630	29	0	0	0	0
0645	43	0	0	0	0
0700	21	0	0	0	0
0715	46	0	0	0	0
0730	44	0	0	0	0
0745	33	0	0	0	0
0800	29	0	0	0	0
0815	39	0	0	0	0
0830	46	0	0	0	0
0845	50	0	0	0	0
0900	40	0	0	0	0
0915	37	0	0	0	0
0930	40	0	0	0	0
0945	41	0	0	0	0
1000	42	0	0	0	0
1015	27	0	0	0	0
1030	34	0	0	0	0
1045	29	0	0	0	0
1100	32	0	0	0	0
1115	25	0	0	0	0
1130	42	0	0	0	0
1145	39	0	0	0	0
1200	31	0	0	0	0
1215	48	0	0	0	0
1230	35	0	0	0	0
1245	38	0	0	0	0
1300	38	0	0	0	0
1315	45	0	0	0	0
1330	28	0	0	0	0
1345	44	0	0	0	0
1400	50	0	0	0	0
1415	52	0	0	0	0
1430	38	0	0	0	0
1445	42	0	0	0	0
1500	60	0	0	0	0
1515	38	0	0	0	0
1530	38	0	0	0	0
1545	31	0	0	0	0
1600	42	0	0	0	0
1615	47	0	0	0	0
1630	35	0	0	0	0
1645	34	0	0	0	0
1700	33	0	0	0	0
1715	30	0	0	0	0
1730	49	0	0	0	0
1745	44	0	0	0	0
1800	39	0	0	0	0
1815	31	0	0	0	0
1830	27	0	0	0	0
1845	22	0	0	0	0
1900	35	0	0	0	0
1915	14	0	0	0	0
1930	13	0	0	0	0
1945	14	0	0	0	0
2000	8	0	0	0	0
2015	10	0	0	0	0
2030	10	0	0	0	0
2045	9	0	0	0	0
2100	4	0	0	0	0
2115	14	0	0	0	0
2130	14	0	0	0	0
2145	8	0	0	0	0
2200	10	0	0	0	0
2215	14	0	0	0	0
2230	9	0	0	0	0
2245	10	0	0	0	0
2300	8	0	0	0	0
2315	3	0	0	0	0
2330	6	0	0	0	0
2345	3	0	0	0	0
07-19	1825	0	0	0	0
06-22	2122	0	0	0	0
06-00	2185	0	0	0	0
00-00	2480	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Time	Sat				
	Total	110	115	120	125
		115	120	125	130
0000	6	0	0	0	0
0015	2	0	0	0	0
0030	4	0	0	0	0
0045	1	0	0	0	0
0100	7	0	0	0	0
0115	1	0	0	0	0
0130	9	0	0	0	0
0145	2	0	0	0	0
0200	1	0	0	0	0
0215	8	0	0	0	0
0230	10	0	0	0	0
0245	2	0	0	0	0
0300	4	0	0	0	0
0315	2	0	0	0	0
0330	6	0	0	0	0
0345	3	0	0	0	0
0400	14	0	0	0	0
0415	10	0	0	0	0
0430	8	0	0	0	0
0445	9	0	0	0	0
0500	9	0	0	0	0
0515	2	0	0	0	0
0530	11	0	0	0	0
0545	28	0	0	0	0
0600	19	0	0	0	0
0615	26	0	0	0	0
0630	18	0	0	0	0
0645	30	0	0	0	0
0700	27	0	0	0	0
0715	32	0	0	0	0
0730	30	0	0	0	0
0745	25	0	0	0	0
0800	28	0	0	0	0
0815	25	0	0	0	0
0830	46	0	0	0	0
0845	36	0	0	0	0
0900	52	0	0	0	0
0915	71	0	0	0	0
0930	61	0	0	0	0
0945	51	0	0	0	0
1000	59	0	0	0	0
1015	52	0	0	0	0
1030	87	0	0	0	0
1045	61	0	0	0	0
1100	47	0	0	0	0
1115	45	0	0	0	0
1130	57	0	0	0	0
1145	46	0	0	0	0
1200	42	0	0	0	0
1215	51	0	0	0	0
1230	40	0	0	0	0
1245	46	0	0	0	0
1300	34	0	0	0	0
1315	20	0	0	0	0
1330	17	0	0	0	0
1345	23	0	0	0	0
1400	21	0	0	0	0
1415	30	0	0	0	0
1430	13	0	0	0	0
1445	20	0	0	0	0
1500	13	0	0	0	0
1515	15	0	0	0	0
1530	15	0	0	0	0
1545	11	0	0	0	0
1600	11	0	0	0	0
1615	13	0	0	0	0
1630	14	0	0	0	0
1645	5	0	0	0	0
1700	14	0	0	0	0
1715	8	0	0	0	0
1730	15	0	0	0	0
1745	9	0	0	0	0
1800	4	0	0	0	0
1815	10	0	0	0	0
1830	6	0	0	0	0
1845	8	0	0	0	0
1900	9	0	0	0	0
1915	9	0	0	0	0
1930	3	0	0	0	0
1945	7	0	0	0	0
2000	5	0	0	0	0
2015	7	0	0	0	0
2030	4	0	0	0	0
2045	4	0	0	0	0
2100	2	0	0	0	0
2115	3	0	0	0	0
2130	6	0	0	0	0
2145	4	0	0	0	0
2200	5	0	0	0	0
2215	2	0	0	0	0
2230	4	0	0	0	0
2245	3	0	0	0	0
2300	2	0	0	0	0
2315	1	0	0	0	0
2330	0	0	0	0	0
2345	0	0	0	0	0
07-19	1466	0	0	0	0
06-22	1622	0	0	0	0
06-00	1639	0	0	0	0
00-00	1798	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Sun

Time	Total	110	115	120	125
		115	120	125	130
0000	1	0	0	0	0
0015	3	0	0	0	0
0030	3	0	0	0	0
0045	0	0	0	0	0
0100	2	0	0	0	0
0115	1	0	0	0	0
0130	2	0	0	0	0
0145	2	0	0	0	0
0200	3	0	0	0	0
0215	0	0	0	0	0
0230	4	0	0	0	0
0245	4	0	0	0	0
0300	3	0	0	0	0
0315	5	0	0	0	0
0330	0	0	0	0	0
0345	1	0	0	0	0
0400	2	0	0	0	0
0415	3	0	0	0	0
0430	1	0	0	0	0
0445	2	0	0	0	0
0500	0	0	0	0	0
0515	6	0	0	0	0
0530	1	0	0	0	0
0545	5	0	0	0	0
0600	9	0	0	0	0
0615	11	0	0	0	0
0630	9	0	0	0	0
0645	7	0	0	0	0
0700	6	0	0	0	0
0715	5	0	0	0	0
0730	4	0	0	0	0
0745	3	0	0	0	0
0800	9	0	0	0	0
0815	6	0	0	0	0
0830	11	0	0	0	0
0845	14	0	0	0	0
0900	10	0	0	0	0
0915	8	0	0	0	0
0930	8	0	0	0	0
0945	8	0	0	0	0
1000	18	0	0	0	0
1015	12	0	0	0	0
1030	21	0	0	0	0
1045	10	0	0	0	0
1100	12	0	0	0	0
1115	9	0	0	0	0
1130	12	0	0	0	0
1145	15	0	0	0	0
1200	20	0	0	0	0
1215	9	0	0	0	0
1230	13	0	0	0	0
1245	19	0	0	0	0
1300	18	0	0	0	0
1315	14	0	0	0	0
1330	18	0	0	0	0
1345	7	0	0	0	0
1400	16	0	0	0	0
1415	14	0	0	0	0
1430	15	0	0	0	0
1445	12	0	0	0	0
1500	10	0	0	0	0
1515	17	0	0	0	0
1530	14	0	0	0	0
1545	8	0	0	0	0
1600	16	0	0	0	0
1615	6	0	0	0	0
1630	7	0	0	0	0
1645	4	0	0	0	0
1700	7	0	0	0	0
1715	14	0	0	0	0
1730	7	0	0	0	0
1745	7	0	0	0	0
1800	5	0	0	0	0
1815	6	0	0	0	0
1830	5	0	0	0	0
1845	7	0	0	0	0
1900	4	0	0	0	0
1915	7	0	0	0	0
1930	9	0	0	0	0
1945	12	0	0	0	0
2000	5	0	0	0	0
2015	3	0	0	0	0
2030	6	0	0	0	0
2045	3	0	0	0	0
2100	5	0	0	0	0
2115	5	0	0	0	0
2130	3	0	0	0	0
2145	2	0	0	0	0
2200	6	0	0	0	0
2215	1	0	0	0	0
2230	2	0	0	0	0
2245	2	0	0	0	0
2300	1	0	0	0	0
2315	3	0	0	0	0
2330	12	0	0	0	0
2345	2	0	0	0	0
07-19	516	0	0	0	0
06-22	616	0	0	0	0
06-00	645	0	0	0	0
00-00	699	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Mon

Time	Total				
		110 115	115 120	120 125	125 130
0000	4	0	0	0	0
0015	1	0	0	0	0
0030	13	0	0	0	0
0045	5	0	0	0	0
0100	8	0	0	0	0
0115	7	0	0	0	0
0130	10	0	0	0	0
0145	4	0	0	0	0
0200	14	0	0	0	0
0215	5	0	0	0	0
0230	6	0	0	0	0
0245	1	0	0	0	0
0300	5	0	0	0	0
0315	6	0	0	0	0
0330	7	0	0	0	0
0345	8	0	0	0	0
0400	19	0	0	0	0
0415	20	0	0	0	0
0430	26	0	0	0	0
0445	32	0	0	0	0
0500	20	0	0	0	0
0515	29	0	0	0	0
0530	34	0	0	0	0
0545	42	0	0	0	0
0600	44	0	0	0	0
0615	29	0	0	0	0
0630	44	0	0	0	0
0645	64	0	0	0	0
0700	37	0	0	0	0
0715	51	0	0	0	0
0730	40	0	0	0	0
0745	47	0	0	0	0
0800	41	0	0	0	0
0815	46	0	0	0	0
0830	60	0	0	0	0
0845	65	0	0	0	0
0900	34	0	0	0	0
0915	31	0	0	0	0
0930	44	0	0	0	0
0945	42	0	0	0	0
1000	30	0	0	0	0
1015	37	0	0	0	0
1030	61	0	0	0	0
1045	41	0	0	0	0
1100	30	0	0	0	0
1115	47	0	0	0	0
1130	43	0	0	0	0
1145	41	0	0	0	0
1200	28	0	0	0	0
1215	29	0	0	0	0
1230	35	0	0	0	0
1245	46	0	0	0	0
1300	39	0	0	0	0
1315	39	0	0	0	0
1330	51	0	0	0	0
1345	51	0	0	0	0
1400	71	0	0	0	0
1415	39	0	0	0	0
1430	39	0	0	0	0
1445	58	0	0	0	0
1500	47	0	0	0	0
1515	41	0	0	0	0
1530	42	0	0	0	0
1545	41	0	0	0	0
1600	42	0	0	0	0
1615	38	0	0	0	0
1630	32	0	0	0	0
1645	43	0	0	0	0
1700	47	0	0	0	0
1715	43	0	0	0	0
1730	47	0	0	0	0
1745	39	0	0	0	0
1800	39	0	0	0	0
1815	36	0	0	0	0
1830	40	0	0	0	0
1845	34	0	0	0	0
1900	31	0	0	0	0
1915	18	0	0	0	0
1930	20	0	0	0	0
1945	16	0	0	0	0
2000	23	0	0	0	0
2015	17	0	0	0	0
2030	8	0	0	0	0
2045	17	0	0	0	0
2100	12	0	0	0	0
2115	21	0	0	0	0
2130	23	0	0	0	0
2145	7	0	0	0	0
2200	19	0	0	0	0
2215	10	0	0	0	0
2230	13	0	0	0	0
2245	5	0	0	0	0
2300	9	0	0	0	0
2315	8	0	0	0	0
2330	3	0	0	0	0
2345	1	0	0	0	0
07-19	2044	0	0	0	0
06-22	2438	0	0	0	0
06-00	2506	0	0	0	0
00-00	2832	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Tue

Time	Total				
		110 115	115 120	120 125	125 130
0000	4	0	0	0	0
0015	8	0	0	0	0
0030	1	0	0	0	0
0045	3	0	0	0	0
0100	8	0	0	0	0
0115	11	0	0	0	0
0130	3	0	0	0	0
0145	9	0	0	0	0
0200	5	0	0	0	0
0215	6	0	0	0	0
0230	15	0	0	0	0
0245	3	0	0	0	0
0300	9	0	0	0	0
0315	10	0	0	0	0
0330	16	0	0	0	0
0345	18	0	0	0	0
0400	10	0	0	0	0
0415	20	0	0	0	0
0430	18	0	0	0	0
0445	29	0	0	0	0
0500	44	0	0	0	0
0515	27	0	0	0	0
0530	35	0	0	0	0
0545	54	0	0	0	0
0600	44	0	0	0	0
0615	36	0	0	0	0
0630	29	0	0	0	0
0645	63	0	0	0	0
0700	52	0	0	0	0
0715	48	0	0	0	0
0730	42	0	0	0	0
0745	45	0	0	0	0
0800	52	0	0	0	0
0815	48	0	0	0	0
0830	50	0	0	0	0
0845	51	0	0	0	0
0900	48	0	0	0	0
0915	29	0	0	0	0
0930	33	0	0	0	0
0945	43	0	0	0	0
1000	43	0	0	0	0
1015	44	0	0	0	0
1030	52	0	0	0	0
1045	33	0	0	0	0
1100	43	0	0	0	0
1115	35	0	0	0	0
1130	42	0	0	0	0
1145	52	0	0	0	0
1200	44	0	0	0	0
1215	27	0	0	0	0
1230	38	0	0	0	0
1245	42	0	0	0	0
1300	62	0	0	0	0
1315	41	0	0	0	0
1330	43	0	0	0	0
1345	44	0	0	0	0
1400	41	0	0	0	0
1415	50	0	0	0	0
1430	61	0	0	0	0
1445	41	0	0	0	0
1500	49	0	0	0	0
1515	50	0	0	0	0
1530	50	0	0	0	0
1545	53	0	0	0	0
1600	42	0	0	0	0
1615	55	0	0	0	0
1630	33	0	0	0	0
1645	62	0	0	0	0
1700	56	0	0	0	0
1715	61	0	0	0	0
1730	57	0	0	0	0
1745	47	0	0	0	0
1800	35	0	0	0	0
1815	40	0	0	0	0
1830	41	0	0	0	0
1845	40	0	0	0	0
1900	30	0	0	0	0
1915	28	0	0	0	0
1930	16	0	0	0	0
1945	15	0	0	0	0
2000	14	0	0	0	0
2015	11	0	0	0	0
2030	8	0	0	0	0
2045	7	0	0	0	0
2100	8	0	0	0	0
2115	12	0	0	0	0
2130	5	0	0	0	0
2145	8	0	0	0	0
2200	11	0	0	0	0
2215	5	0	0	0	0
2230	9	0	0	0	0
2245	6	0	0	0	0
2300	5	0	0	0	0
2315	6	0	0	0	0
2330	3	0	0	0	0
2345	2	0	0	0	0
07-19	2190	0	0	0	0
06-22	2524	0	0	0	0
06-00	2571	0	0	0	0
00-00	2937	0	0	0	0

Site
Location
Direction

September - 6
Automatic

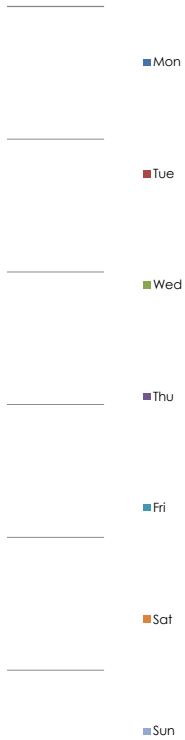
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
0000	15	0	0	0	0
0100	23	0	0	0	0
0200	22	0	0	0	0
0300	31	0	0	0	0
0400	64	0	0	0	0
0500	90	0	0	0	0
0600	129	0	0	0	0
0700	141	0	0	0	0
0800	162	0	0	0	0
0900	150	0	0	0	0
1000	153	0	0	0	0
1100	147	0	0	0	0
1200	137	0	0	0	0
1300	147	0	0	0	0
1400	149	0	0	0	0
1500	135	0	0	0	0
1600	133	0	0	0	0
1700	140	0	0	0	0
1800	108	0	0	0	0
1900	73	0	0	0	0
2000	36	0	0	0	0
2100	35	0	0	0	0
2200	29	0	0	0	0
2300	19	0	0	0	0
07-19	1704	0	0	0	0
06-22	1976	0	0	0	0
06-00	2023	0	0	0	0
00-00	2268	0	0	0	0

Virtual We

Time	Total	110	115	120	125
		115	120	125	130
Mon	2832	0	0	0	0
Tue	2937	0	0	0	0
Wed	2573	0	0	0	0
Thu	2560	0	0	0	0
Fri	2480	0	0	0	0
Sat	1798	0	0	0	0
Sun	699	0	0	0	0
5 Day Ave.	2676	0	0	0	0
7 Day Ave.	2268	0	0	0	0
Grand Total	15879	0	0	0	0

Summary Graphs



135	140
130	135

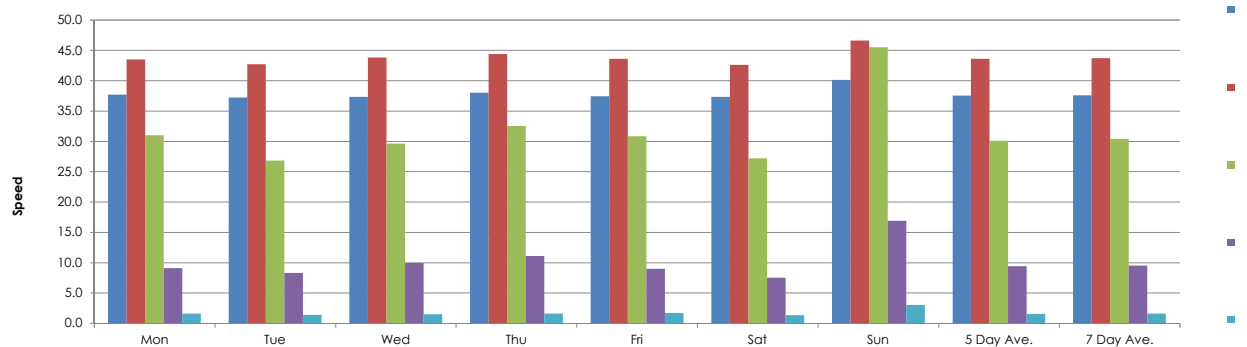
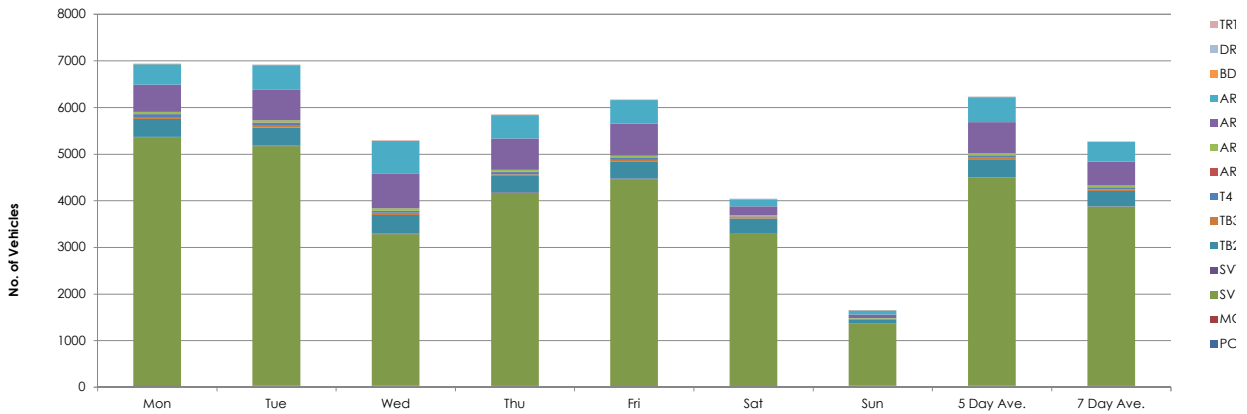
Virtual Day (7)

Time	Total	Classification														>PSL 40	>PSL% 40	>SL1 46 ACPO	>SL1% 46 ACPO	>SL2 55 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
0000	47	0	0	32	0	1	0	0	0	1	7	6	0	0	0	14	30.2	7	14.8	1
0100	49	0	0	32	0	1	1	0	0	0	7	8	0	0	0	10	20.2	2	5.0	0
0200	61	0	0	43	0	2	0	1	0	0	5	9	0	0	0	22	35.9	6	10.1	1
0300	81	0	0	55	0	5	0	0	0	0	11	9	0	0	0	29	36.0	10	12.3	1
0400	156	0	1	112	0	10	1	1	0	1	15	14	0	0	0	58	37.2	17	10.9	2
0500	248	1	1	180	0	11	1	1	0	2	26	26	0	0	0	53	21.5	22	8.7	6
0600	294	1	1	221	0	15	3	3	0	2	26	22	0	0	0	82	27.9	28	9.5	4
0700	328	0	1	250	0	19	2	4	0	2	26	24	0	0	0	99	30.1	35	10.7	7
0800	335	0	1	249	1	20	2	3	0	3	30	25	0	0	0	116	34.8	35	10.5	6
0900	318	0	0	225	1	27	2	3	0	3	30	27	0	0	0	108	34.0	33	10.2	5
1000	328	0	0	229	1	29	3	3	0	3	32	25	0	0	0	87	26.7	25	7.7	3
1100	324	0	1	226	1	27	3	3	0	2	37	24	1	0	0	97	29.9	25	7.7	3
1200	319	0	1	227	1	24	3	4	0	2	34	22	0	1	0	83	25.9	24	7.4	3
1300	338	0	1	243	0	24	2	3	0	3	33	28	0	0	0	97	28.6	25	7.3	4
1400	335	1	1	236	1	22	2	4	0	3	37	27	0	0	0	86	25.7	25	7.6	5
1500	341	1	3	248	1	22	3	3	0	3	32	23	1	1	0	76	22.2	20	5.9	5
1600	313	1	2	236	0	17	2	1	0	1	32	19	0	0	0	101	32.3	35	11.1	7
1700	315	2	3	243	1	15	2	1	0	1	28	20	0	0	0	132	41.9	49	15.7	8
1800	270	0	1	206	0	14	2	1	0	1	24	20	0	0	0	101	37.3	29	10.8	5
1900	173	0	1	133	0	8	1	0	0	1	16	13	0	0	0	57	32.8	21	12.3	3
2000	94	0	0	68	0	6	1	1	0	0	9	8	0	0	0	29	31.1	8	8.8	2
2100	82	0	0	65	0	3	0	0	0	0	6	7	0	0	0	29	35.5	10	11.6	1
2200	67	1	0	51	0	3	1	0	0	0	6	6	0	0	0	22	32.5	7	10.5	1
2300	48	0	0	34	0	1	0	1	0	0	6	6	0	0	0	15	31.3	3	6.3	0
07-19	3863	7	14	2817	8	260	28	32	2	29	377	283	3	3	0	1182	30.6	360	9.3	61
06-22	4506	9	15	3305	8	292	34	36	2	32	434	334	4	3	0	1379	30.6	427	9.5	71
06-00	4621	9	16	3390	8	295	34	37	2	32	445	346	4	3	0	1416	30.6	437	9.5	72
00-00	5263	11	18	3844	8	324	37	41	2	37	517	418	4	3	0	1602	30.4	501	9.5	84

Virtual Week (1)

Time	Total	Classification														>PSL 40	>PSL% 40	>SL1 46 ACPO	>SL1% 46 ACPO	>SL2 55 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
Mon	6935	16	21	5324	5	384	43	60	2	47	583	443	5	2	0	2148	31.0	628	9.1	112
Tue	6916	10	21	5139	10	388	55	49	3	51	649	532	5	4	0	1852	26.8	572	8.3	96
Wed	5293	19	16	3246	13	398	47	43	0	55	750	692	4	9	1	1569	29.6	525	9.9	81
Thu	5843	10	15	4143	13	347	38	47	5	40	677	500	4	3	1	1897	32.5	648	11.1	93
Fri	6168	4	16	4437	16	357	43	55	0	34	687	512	6	1	0	1902	30.8	556	9.0	105
Sat	4038	9	8	3283	1	314	28	19	2	22	194	153	2	3	0	1098	27.2	301	7.5	51
Sun	1648	7	26	1337	0	82	8	11	0	8	76	91	1	1	0	750	45.5	279	16.9	49
5 Day Ave.	6231	12	18	4458	11	375	45	51	2	45	669	536	5	4	0	1874	30.1	586	9.4	97
7 Day Ave.	5263	11	18	3844	8	324	37	41	2	37	517	418	4	3	0	1602	30.4	501	9.5	84
Grand Total	36841	75	123	26909	58	2270	262	284	12	257	3616	2923	27	23	2	11216	30.4	3509	9.5	587

Summary Graphs



Site / Tilbury
 Location er 2016
 Direction c Count

Wed

Time	Total	>SL2% 55 Dff
0000	8	0.0
0015	2	0.0
0030	7	0.0
0045	2	50.0
0100	4	0.0
0115	11	0.0
0130	12	0.0
0145	7	0.0
0200	13	0.0
0215	6	0.0
0230	12	0.0
0245	15	0.0
0300	9	0.0
0315	14	0.0
0330	25	4.0
0345	20	0.0
0400	26	0.0
0415	40	5.0
0430	41	0.0
0445	48	2.1
0500	57	3.5
0515	76	1.3
0530	59	1.7
0545	61	1.6
0600	59	3.4
0615	51	0.0
0630	67	4.5
0645	64	1.6
0700	68	4.4
0715	89	2.2
0730	74	4.1
0745	97	1.0
0800	92	4.3
0815	90	1.1
0830	74	4.1
0845	80	2.5
0900	59	5.1
0915	67	0.0
0930	74	1.4
0945	76	2.6
1000	57	3.5
1015	69	0.0
1030	71	0.0
1045	89	1.1
1100	57	0.0
1115	68	0.0
1130	74	1.4
1145	83	0.0
1200	63	4.8
1215	68	1.5
1230	72	0.0
1245	85	2.4
1300	88	1.1
1315	109	1.8
1330	87	1.1
1345	109	0.9
1400	84	0.0
1415	95	2.1
1430	83	0.0
1445	84	0.0
1500	89	3.4
1515	110	0.0
1530	91	0.0
1545	85	1.2
1600	124	0.8
1615	91	0.0
1630	92	3.3
1645	72	1.4
1700	111	1.8
1715	84	1.2
1730	64	0.0
1745	81	2.5
1800	91	1.1
1815	97	2.1
1830	73	0.0
1845	82	1.2
1900	69	2.9
1915	55	0.0
1930	62	0.0
1945	34	2.9
2000	34	0.0
2015	30	0.0
2030	21	0.0
2045	22	0.0
2100	30	3.3
2115	13	0.0
2130	12	0.0
2145	21	0.0
2200	16	6.3
2215	8	0.0
2230	7	0.0
2245	19	0.0
2300	16	0.0
2315	11	0.0
2330	12	0.0
2345	13	0.0
07-19	3972	1.5
06-22	4616	1.5
06-00	4718	1.5
00-00	5293	1.5



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Thu	
	Total	>SL2% 55 Dff
0000	5	0.0
0015	8	0.0
0030	23	4.3
0045	12	0.0
0100	13	0.0
0115	16	0.0
0130	15	0.0
0145	12	0.0
0200	23	0.0
0215	12	8.3
0230	14	7.1
0245	13	7.7
0300	11	9.1
0315	16	6.3
0330	20	0.0
0345	30	0.0
0400	44	0.0
0415	41	0.0
0430	39	0.0
0445	68	0.0
0500	63	4.8
0515	46	4.3
0530	53	1.9
0545	67	1.5
0600	78	0.0
0615	85	1.2
0630	70	1.4
0645	64	3.1
0700	69	0.0
0715	106	0.0
0730	87	1.1
0745	95	0.0
0800	95	0.0
0815	109	5.5
0830	100	1.0
0845	107	1.9
0900	105	4.8
0915	119	0.0
0930	92	0.0
0945	69	0.0
1000	69	1.4
1015	66	1.5
1030	68	1.5
1045	118	0.0
1100	107	0.0
1115	99	2.0
1130	81	2.5
1145	92	1.1
1200	98	0.0
1215	93	1.1
1230	68	0.0
1245	76	2.6
1300	93	0.0
1315	101	0.0
1330	93	1.1
1345	82	1.2
1400	87	4.6
1415	95	0.0
1430	96	1.0
1445	86	1.2
1500	104	0.0
1515	94	1.1
1530	87	1.1
1545	94	0.0
1600	123	0.0
1615	81	2.5
1630	80	0.0
1645	81	3.7
1700	106	6.6
1715	91	9.9
1730	83	1.2
1745	107	1.9
1800	72	1.4
1815	83	3.6
1830	79	0.0
1845	63	3.2
1900	69	5.8
1915	61	1.6
1930	49	4.1
1945	30	0.0
2000	24	0.0
2015	22	0.0
2030	16	0.0
2045	17	0.0
2100	30	3.3
2115	28	0.0
2130	28	7.1
2145	27	0.0
2200	13	0.0
2215	9	0.0
2230	36	0.0
2245	12	0.0
2300	15	0.0
2315	10	0.0
2330	14	0.0
2345	23	0.0
07-19	4349	1.5
06-22	5047	1.6
06-00	5179	1.5
00-00	5843	1.6



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 55 Dff
0000	18	0.0
0015	15	0.0
0030	27	0.0
0045	30	3.3
0100	9	0.0
0115	12	0.0
0130	24	0.0
0145	19	0.0
0200	20	0.0
0215	14	0.0
0230	52	0.0
0245	24	0.0
0300	43	0.0
0315	21	0.0
0330	23	0.0
0345	42	0.0
0400	43	0.0
0415	76	1.3
0430	49	0.0
0445	56	3.6
0500	88	1.1
0515	57	0.0
0530	86	0.0
0545	65	0.0
0600	83	2.4
0615	115	0.0
0630	74	1.4
0645	102	2.0
0700	62	3.2
0715	93	0.0
0730	97	2.1
0745	74	2.7
0800	94	1.1
0815	100	1.0
0830	95	2.1
0845	102	4.9
0900	81	0.0
0915	76	5.3
0930	79	3.8
0945	74	1.4
1000	76	1.3
1015	83	3.6
1030	91	1.1
1045	63	1.6
1100	68	1.5
1115	62	0.0
1130	103	1.0
1145	90	1.1
1200	80	1.3
1215	101	1.0
1230	103	1.0
1245	92	0.0
1300	101	2.0
1315	125	0.0
1330	103	0.0
1345	103	1.9
1400	113	6.2
1415	88	0.0
1430	106	0.9
1445	110	0.9
1500	103	1.0
1515	119	0.0
1530	113	0.0
1545	92	0.0
1600	111	2.7
1615	103	1.0
1630	77	1.3
1645	85	3.5
1700	77	6.5
1715	67	4.5
1730	93	4.3
1745	95	3.2
1800	80	3.8
1815	78	2.6
1830	86	1.2
1845	80	1.3
1900	76	1.3
1915	57	3.5
1930	29	6.9
1945	34	2.9
2000	31	3.2
2015	34	11.8
2030	24	0.0
2045	17	0.0
2100	6	0.0
2115	20	5.0
2130	33	0.0
2145	15	0.0
2200	17	5.9
2215	34	0.0
2230	21	9.5
2245	27	0.0
2300	29	3.4
2315	11	0.0
2330	15	0.0
2345	4	0.0
07-19	4347	1.8
06-22	5097	1.9
06-00	5255	1.9
00-00	6168	1.7



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sat	
	Total	>SL2% 55 Dff
0000	11	0.0
0015	19	0.0
0030	12	25.0
0045	8	0.0
0100	12	0.0
0115	8	0.0
0130	14	0.0
0145	6	0.0
0200	6	0.0
0215	15	0.0
0230	15	0.0
0245	6	0.0
0300	6	0.0
0315	19	0.0
0330	11	0.0
0345	14	0.0
0400	29	0.0
0415	14	7.1
0430	20	0.0
0445	22	4.5
0500	36	2.8
0515	24	4.2
0530	46	2.2
0545	40	2.5
0600	35	0.0
0615	72	0.0
0630	50	0.0
0645	53	0.0
0700	57	1.8
0715	62	1.6
0730	77	0.0
0745	43	7.0
0800	58	0.0
0815	52	1.9
0830	95	1.1
0845	75	0.0
0900	79	1.3
0915	145	2.8
0930	138	0.0
0945	114	0.0
1000	153	0.7
1015	125	0.0
1030	164	0.0
1045	133	0.0
1100	115	0.9
1115	91	0.0
1130	124	2.4
1145	95	1.1
1200	98	1.0
1215	103	0.0
1230	98	2.0
1245	89	2.2
1300	77	1.3
1315	48	2.1
1330	48	0.0
1345	46	0.0
1400	44	0.0
1415	55	1.8
1430	34	2.9
1445	35	0.0
1500	37	0.0
1515	44	0.0
1530	33	0.0
1545	31	3.2
1600	30	3.3
1615	33	3.0
1630	28	3.6
1645	37	8.1
1700	27	0.0
1715	28	3.6
1730	20	5.0
1745	24	4.2
1800	16	6.3
1815	29	3.4
1830	18	0.0
1845	21	0.0
1900	15	0.0
1915	15	0.0
1930	6	0.0
1945	12	0.0
2000	9	0.0
2015	30	0.0
2030	13	7.7
2045	13	7.7
2100	5	0.0
2115	13	0.0
2130	13	0.0
2145	5	0.0
2200	8	0.0
2215	2	0.0
2230	7	14.3
2245	9	0.0
2300	2	0.0
2315	5	0.0
2330	4	0.0
2345	3	0.0
07-19	3226	1.2
06-22	3585	1.1
06-00	3625	1.2
00-00	4038	1.3



Sun

Time	Total	>SL2% 55 Dff
0000	3	0.0
0015	6	16.7
0030	3	0.0
0045	1	0.0
0100	3	0.0
0115	3	0.0
0130	4	0.0
0145	3	0.0
0200	7	0.0
0215	0	0.0
0230	8	0.0
0245	5	0.0
0300	8	12.5
0315	5	0.0
0330	7	0.0
0345	5	0.0
0400	4	0.0
0415	6	0.0
0430	1	0.0
0445	4	0.0
0500	2	0.0
0515	17	0.0
0530	11	0.0
0545	11	9.1
0600	10	0.0
0615	22	4.5
0630	20	0.0
0645	22	0.0
0700	17	0.0
0715	12	8.3
0730	17	0.0
0745	19	0.0
0800	24	0.0
0815	12	0.0
0830	17	5.9
0845	31	0.0
0900	25	0.0
0915	24	0.0
0930	26	0.0
0945	18	5.6
1000	44	2.3
1015	17	11.8
1030	34	0.0
1045	24	0.0
1100	15	6.7
1115	31	3.2
1130	44	0.0
1145	43	0.0
1200	37	2.7
1215	27	3.7
1230	23	0.0
1245	25	0.0
1300	36	2.8
1315	43	0.0
1330	42	4.8
1345	17	5.9
1400	42	4.8
1415	26	0.0
1430	23	0.0
1445	27	0.0
1500	32	0.0
1515	31	9.7
1530	30	13.3
1545	25	20.0
1600	34	2.9
1615	15	13.3
1630	23	4.3
1645	11	0.0
1700	19	10.5
1715	29	0.0
1730	22	4.5
1745	17	0.0
1800	14	7.1
1815	18	0.0
1830	21	4.8
1845	15	6.7
1900	18	0.0
1915	11	9.1
1930	14	7.1
1945	20	0.0
2000	22	4.5
2015	17	5.9
2030	8	0.0
2045	13	0.0
2100	6	0.0
2115	14	0.0
2130	5	0.0
2145	8	0.0
2200	6	0.0
2215	8	12.5
2230	6	0.0
2245	13	7.7
2300	5	0.0
2315	8	0.0
2330	14	0.0
2345	13	7.7
07-19	1218	3.1
04-22	1448	3.0
04-00	1521	3.0
00-00	1648	3.0

Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 55 Dff
0000	9	0.0
0015	7	14.3
0030	26	0.0
0045	14	0.0
0100	21	0.0
0115	17	0.0
0130	15	0.0
0145	25	0.0
0200	27	7.4
0215	6	0.0
0230	25	0.0
0245	15	0.0
0300	20	0.0
0315	37	2.7
0330	19	10.5
0345	16	0.0
0400	25	4.0
0415	61	1.6
0430	62	1.6
0445	60	1.7
0500	76	1.3
0515	90	1.1
0530	106	11.3
0545	106	0.9
0600	85	4.7
0615	99	0.0
0630	116	0.0
0645	127	2.4
0700	122	4.1
0715	160	3.8
0730	109	4.6
0745	115	0.9
0800	95	0.0
0815	104	1.0
0830	103	1.0
0845	112	2.7
0900	92	2.2
0915	88	1.1
0930	74	1.4
0945	91	1.1
1000	66	1.5
1015	75	1.3
1030	124	0.0
1045	79	2.5
1100	85	0.0
1115	101	0.0
1130	104	1.0
1145	82	1.2
1200	90	2.2
1215	64	0.0
1230	100	0.0
1245	99	1.0
1300	97	0.0
1315	88	1.1
1330	120	0.0
1345	111	1.8
1400	128	1.6
1415	114	0.0
1430	113	8.0
1445	128	0.0
1500	124	0.8
1515	118	5.1
1530	117	0.0
1545	116	0.0
1600	102	2.9
1615	86	1.2
1630	116	1.7
1645	82	7.3
1700	114	1.8
1715	100	1.0
1730	110	1.8
1745	133	0.0
1800	93	2.2
1815	105	0.0
1830	104	0.0
1845	89	0.0
1900	82	0.0
1915	58	0.0
1930	50	0.0
1945	35	0.0
2000	36	0.0
2015	30	3.3
2030	31	0.0
2045	30	0.0
2100	24	4.2
2115	45	0.0
2130	54	0.0
2145	26	0.0
2200	33	0.0
2215	31	3.2
2230	35	2.9
2245	29	0.0
2300	17	0.0
2315	13	0.0
2330	10	0.0
2345	12	0.0
07-19	4942	1.5
06-22	5870	1.4
06-00	6050	1.4
00-00	6935	1.6



Time	Total	>SL2% 55 Dff
0000	16	0.0
0015	21	0.0
0030	4	0.0
0045	14	0.0
0100	10	10.0
0115	19	0.0
0130	10	0.0
0145	18	0.0
0200	15	0.0
0215	20	0.0
0230	24	0.0
0245	14	7.1
0300	26	0.0
0315	27	0.0
0330	37	0.0
0345	39	7.7
0400	44	2.3
0415	44	2.3
0430	67	0.0
0445	55	1.8
0500	104	1.0
0515	84	2.4
0530	96	2.1
0545	112	1.8
0600	103	1.9
0615	113	0.0
0630	89	4.5
0645	132	1.5
0700	122	1.6
0715	118	3.4
0730	113	1.8
0745	124	0.8
0800	118	0.8
0815	99	2.0
0830	108	1.9
0845	102	2.0
0900	97	3.1
0915	88	0.0
0930	67	0.0
0945	91	2.2
1000	62	0.0
1015	99	1.0
1030	90	1.1
1045	87	1.1
1100	77	0.0
1115	94	0.0
1130	99	2.0
1145	87	1.1
1200	102	2.0
1215	84	0.0
1230	84	0.0
1245	108	0.0
1300	116	1.7
1315	103	1.9
1330	90	2.2
1345	87	1.1
1400	104	1.0
1415	118	0.0
1430	121	0.0
1445	105	0.0
1500	122	0.8
1515	112	0.9
1530	111	2.7
1545	122	0.0
1600	127	0.0
1615	122	0.8
1630	100	1.0
1645	122	7.4
1700	139	0.0
1715	147	1.4
1730	108	0.9
1745	109	0.0
1800	95	2.1
1815	113	7.1
1830	85	0.0
1845	87	0.0
1900	82	2.4
1915	82	0.0
1930	55	0.0
1945	28	3.6
2000	39	2.6
2015	22	0.0
2030	18	5.6
2045	34	0.0
2100	25	4.0
2115	32	0.0
2130	22	0.0
2145	17	0.0
2200	21	4.8
2215	12	0.0
2230	16	0.0
2245	12	0.0
2300	24	0.0
2315	14	0.0
2330	9	0.0
2345	10	0.0
07-19	4985	1.3
06-22	5878	1.4
06-00	5996	1.4
00-00	6916	1.4

Virtual Da

Time	Total	>SL2% 55 DFT
0000	47	2.4
0100	49	0.3
0200	61	1.4
0300	81	1.8
0400	156	1.4
0500	248	2.3
0600	294	1.5
0700	328	2.1
0800	335	1.8
0900	318	1.6
1000	328	1.0
1100	324	0.9
1200	319	1.1
1300	338	1.1
1400	335	1.4
1500	341	1.3
1600	313	2.3
1700	315	2.4
1800	270	1.8
1900	173	1.7
2000	94	1.8
2100	82	1.2
2200	67	2.1
2300	48	0.6
07-19	3863	1.6
06-22	4506	1.6
06-00	4621	1.6
00-00	5263	1.6

Virtual We

Time	Total	>SL2% 55 DFT
Mon	6935	1.6
Tue	6916	1.4
Wed	5293	1.5
Thu	5843	1.6
Fri	6168	1.7
Sat	4038	1.3
Sun	1648	3.0
5 Day Ave.	6231	1.6
7 Day Ave.	5263	1.6
Grand Total	36841	1.6

Summary Graphs

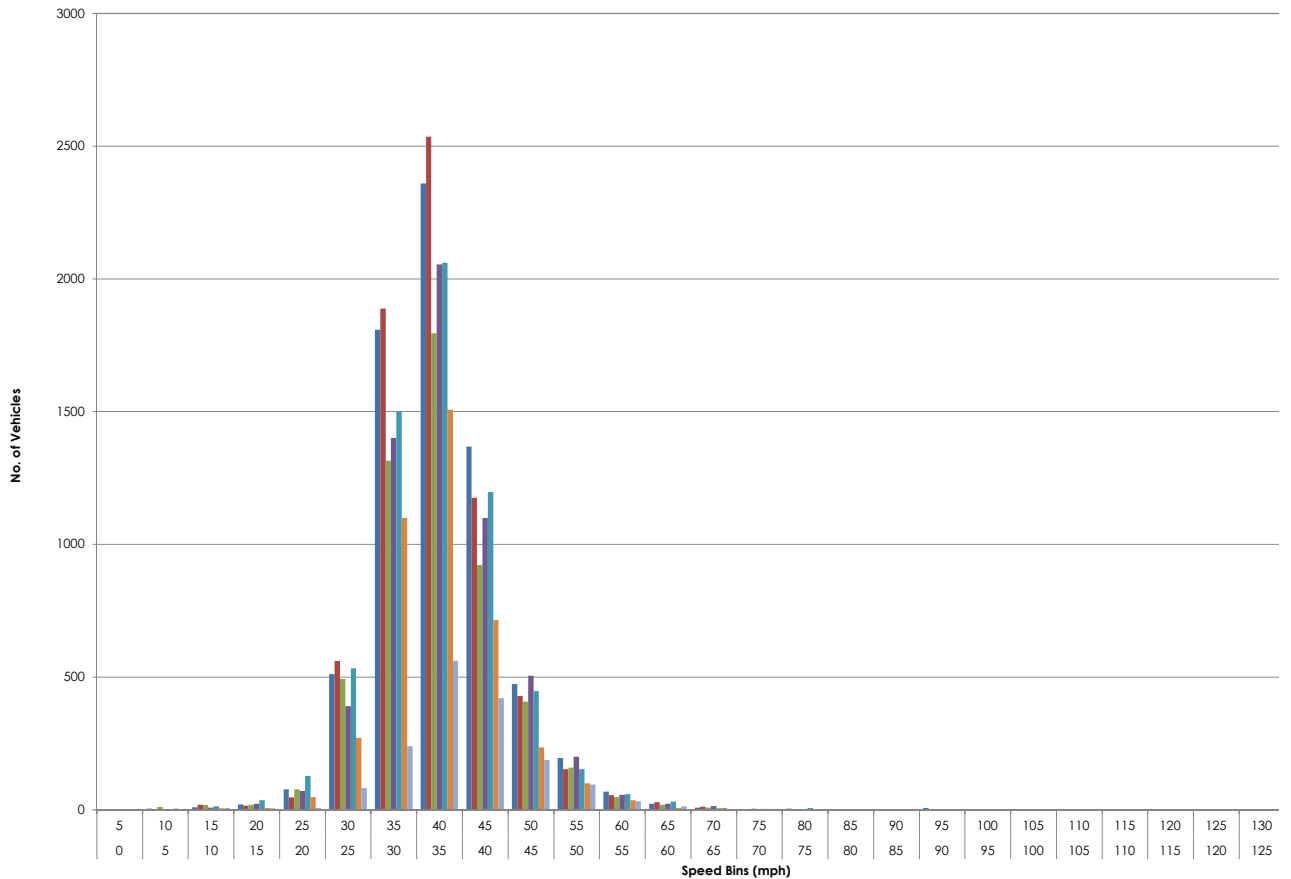
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Site 2
 Location St Andrew's Road, sign post - Att. OSGR: TQ 63957 76020
 Direction Two way

Time	Virtual Da			Virtual Day (7)																					
	Total	Mean	Vpp 85	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110
0000	47	37.6	45.1	0	0	0	0	0	3	17	13	7	4	2	1	0	0	0	0	0	0	0	0	0	0
0100	49	36.4	41.0	0	0	0	0	1	5	15	19	7	2	1	0	0	0	0	0	0	0	0	0	0	
0200	61	37.1	42.3	0	0	0	0	1	6	17	15	15	4	2	1	0	0	0	0	0	0	0	0	0	
0300	81	37.8	44.7	0	0	0	1	1	8	18	24	17	7	3	1	0	0	0	0	0	0	0	0	0	
0400	156	38.4	44.8	0	0	0	1	1	8	38	49	35	15	6	1	1	0	0	0	0	0	0	0	0	
0500	248	36.3	42.2	0	0	1	1	4	29	83	77	29	12	7	3	1	1	0	0	0	0	0	0	0	
0600	294	37.1	43.5	0	0	1	1	7	26	79	98	45	23	9	3	1	0	0	0	0	0	0	0	0	
0700	328	37.5	43.7	0	0	1	2	4	33	71	118	58	25	9	3	3	0	0	0	0	0	0	0	0	
0800	335	38.5	44.1	0	0	0	0	2	18	74	123	73	27	9	3	2	1	0	0	0	0	0	0	0	
0900	318	38.0	44.1	0	0	0	0	4	23	80	103	67	27	9	3	1	0	0	0	0	0	0	0	0	
1000	328	37.3	42.8	0	0	0	0	2	27	86	126	57	20	7	2	0	1	0	0	0	0	0	0	0	
1100	324	37.8	42.9	0	0	0	0	4	18	72	132	67	18	9	2	1	0	0	0	0	0	0	0	0	
1200	319	37.3	42.9	0	0	1	1	2	22	87	122	49	21	8	2	1	0	0	0	0	0	0	0	0	
1300	338	37.3	42.9	0	0	0	1	6	26	84	124	64	21	7	3	0	0	0	0	0	0	0	0	0	
1400	335	37.0	42.5	0	1	1	1	5	26	95	120	55	18	8	3	1	0	0	0	0	0	1	0	0	
1500	341	36.3	41.9	0	0	1	2	5	32	115	111	48	16	7	3	1	0	0	0	0	0	0	0	0	
1600	313	38.0	44.1	0	0	0	1	2	20	78	110	60	27	7	5	2	0	0	0	0	0	0	0	0	
1700	315	39.2	46.1	0	0	1	1	3	23	61	94	72	38	14	4	1	1	0	1	0	0	0	0	0	
1800	270	38.7	44.2	0	0	0	0	2	16	54	97	67	19	10	3	2	0	0	0	0	0	0	0	0	
1900	173	37.8	44.9	0	0	1	1	3	15	35	61	31	15	7	2	1	0	0	0	0	0	0	0	0	
2000	94	36.8	43.2	0	0	1	1	2	8	19	33	20	6	1	2	0	0	0	0	0	0	0	0	0	
2100	82	38.0	44.7	0	0	0	0	1	5	20	26	17	9	2	1	0	0	0	0	0	0	0	0	0	
2200	67	37.9	43.7	0	0	1	1	2	3	13	26	13	4	3	1	0	0	0	0	0	0	0	0	0	
2300	48	37.9	43.3	0	0	0	0	0	3	11	19	10	4	1	0	0	0	0	0	0	0	0	0	0	
07-19	3863	37.7	43.5	0	2	5	11	40	285	957	1381	738	278	106	35	15	6	1	2	0	0	1	0	0	
06-22	4506	37.7	43.7	0	2	9	14	54	340	1110	1598	850	332	126	42	17	7	2	2	0	0	1	0	0	
06-00	4621	37.7	43.6	0	2	9	14	56	346	1134	1643	874	340	130	43	17	7	2	2	0	0	1	0	0	
00-00	5263	37.6	43.7	0	3	11	17	64	405	1321	1839	985	383	150	50	20	8	2	2	0	0	1	0	0	

Time	Virtual We			Virtual Week (1)																					
	Total	Mean	Vpp 85	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110
Mon	6935	37.7	43.5	0	4	9	20	76	511	1808	2359	1368	473	195	68	22	8	1	4	2	1	6	0	0	0
Tue	6916	37.2	42.7	0	1	19	15	46	560	1888	2535	1175	429	152	55	28	11	2	0	0	0	0	0	0	0
Wed	5293	37.3	43.8	0	10	17	18	76	493	1315	1795	922	407	159	47	19	8	4	2	1	0	0	0	0	0
Thu	5843	38.0	44.4	1	1	8	22	70	390	1400	2054	1099	505	200	56	22	14	1	0	0	0	0	0	0	0
Fri	6168	37.4	43.6	1	1	12	35	127	532	1498	2060	1197	447	153	58	31	5	3	6	0	2	0	0	0	0
Sat	4038	37.3	42.6	0	4	5	7	48	270	1099	1507	714	234	99	35	7	6	3	0	0	0	0	0	0	0
Sun	1648	40.1	46.6	0	0	6	5	6	81	239	561	420	187	94	32	12	3	1	1	0	0	0	0	0	0
5 Day Ave.	6231	37.5	43.6	0	3	13	22	79	497	1582	2161	1152	452	172	57	24	9	2	2	1	1	1	0	0	0
7 Day Ave.	5263	37.6	43.7	0	3	11	17	64	405	1321	1839	985	383	150	50	20	8	2	2	0	0	1	0	0	0
Grand Total	36841	37.6	43.7	2	21	76	122	449	2837	9247	12871	6895	2682	1052	351	141	55	15	13	3	3	6	0	0	0

Summary Graphs



Site
Location
Direction

September - 6
Automatic

Wed

Time	Total				
		110 115	115 120	120 125	125 130
0000	8	0	0	0	0
0015	2	0	0	0	0
0030	7	0	0	0	0
0045	2	0	0	0	0
0100	4	0	0	0	0
0115	11	0	0	0	0
0130	12	0	0	0	0
0145	7	0	0	0	0
0200	13	0	0	0	0
0215	6	0	0	0	0
0230	12	0	0	0	0
0245	15	0	0	0	0
0300	9	0	0	0	0
0315	14	0	0	0	0
0330	25	0	0	0	0
0345	20	0	0	0	0
0400	26	0	0	0	0
0415	40	0	0	0	0
0430	41	0	0	0	0
0445	48	0	0	0	0
0500	57	0	0	0	0
0515	76	0	0	0	0
0530	59	0	0	0	0
0545	61	0	0	0	0
0600	59	0	0	0	0
0615	51	0	0	0	0
0630	67	0	0	0	0
0645	64	0	0	0	0
0700	68	0	0	0	0
0715	89	0	0	0	0
0730	74	0	0	0	0
0745	97	0	0	0	0
0800	92	0	0	0	0
0815	90	0	0	0	0
0830	74	0	0	0	0
0845	80	0	0	0	0
0900	59	0	0	0	0
0915	67	0	0	0	0
0930	74	0	0	0	0
0945	76	0	0	0	0
1000	57	0	0	0	0
1015	69	0	0	0	0
1030	71	0	0	0	0
1045	89	0	0	0	0
1100	57	0	0	0	0
1115	68	0	0	0	0
1130	74	0	0	0	0
1145	83	0	0	0	0
1200	63	0	0	0	0
1215	68	0	0	0	0
1230	72	0	0	0	0
1245	85	0	0	0	0
1300	88	0	0	0	0
1315	109	0	0	0	0
1330	87	0	0	0	0
1345	109	0	0	0	0
1400	84	0	0	0	0
1415	95	0	0	0	0
1430	83	0	0	0	0
1445	84	0	0	0	0
1500	89	0	0	0	0
1515	110	0	0	0	0
1530	91	0	0	0	0
1545	85	0	0	0	0
1600	124	0	0	0	0
1615	91	0	0	0	0
1630	92	0	0	0	0
1645	72	0	0	0	0
1700	111	0	0	0	0
1715	84	0	0	0	0
1730	64	0	0	0	0
1745	81	0	0	0	0
1800	91	0	0	0	0
1815	97	0	0	0	0
1830	73	0	0	0	0
1845	82	0	0	0	0
1900	69	0	0	0	0
1915	55	0	0	0	0
1930	62	0	0	0	0
1945	34	0	0	0	0
2000	34	0	0	0	0
2015	30	0	0	0	0
2030	21	0	0	0	0
2045	22	0	0	0	0
2100	30	0	0	0	0
2115	13	0	0	0	0
2130	12	0	0	0	0
2145	21	0	0	0	0
2200	16	0	0	0	0
2215	8	0	0	0	0
2230	7	0	0	0	0
2245	19	0	0	0	0
2300	16	0	0	0	0
2315	11	0	0	0	0
2330	12	0	0	0	0
2345	13	0	0	0	0
07-19	3972	0	0	0	0
06-22	4616	0	0	0	0
06-00	4718	0	0	0	0
00-00	5293	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Time	Thu				
	Total	110	115	120	125
		115	120	125	130
0000	5	0	0	0	0
0015	8	0	0	0	0
0030	23	0	0	0	0
0045	12	0	0	0	0
0100	13	0	0	0	0
0115	16	0	0	0	0
0130	15	0	0	0	0
0145	12	0	0	0	0
0200	23	0	0	0	0
0215	12	0	0	0	0
0230	14	0	0	0	0
0245	13	0	0	0	0
0300	11	0	0	0	0
0315	16	0	0	0	0
0330	20	0	0	0	0
0345	30	0	0	0	0
0400	44	0	0	0	0
0415	41	0	0	0	0
0430	39	0	0	0	0
0445	68	0	0	0	0
0500	63	0	0	0	0
0515	46	0	0	0	0
0530	53	0	0	0	0
0545	67	0	0	0	0
0600	78	0	0	0	0
0615	85	0	0	0	0
0630	70	0	0	0	0
0645	64	0	0	0	0
0700	69	0	0	0	0
0715	106	0	0	0	0
0730	87	0	0	0	0
0745	95	0	0	0	0
0800	95	0	0	0	0
0815	109	0	0	0	0
0830	100	0	0	0	0
0845	107	0	0	0	0
0900	105	0	0	0	0
0915	119	0	0	0	0
0930	92	0	0	0	0
0945	69	0	0	0	0
1000	69	0	0	0	0
1015	66	0	0	0	0
1030	68	0	0	0	0
1045	118	0	0	0	0
1100	107	0	0	0	0
1115	99	0	0	0	0
1130	81	0	0	0	0
1145	92	0	0	0	0
1200	98	0	0	0	0
1215	93	0	0	0	0
1230	68	0	0	0	0
1245	76	0	0	0	0
1300	93	0	0	0	0
1315	101	0	0	0	0
1330	93	0	0	0	0
1345	82	0	0	0	0
1400	87	0	0	0	0
1415	95	0	0	0	0
1430	96	0	0	0	0
1445	86	0	0	0	0
1500	104	0	0	0	0
1515	94	0	0	0	0
1530	87	0	0	0	0
1545	94	0	0	0	0
1600	123	0	0	0	0
1615	81	0	0	0	0
1630	80	0	0	0	0
1645	81	0	0	0	0
1700	106	0	0	0	0
1715	91	0	0	0	0
1730	83	0	0	0	0
1745	107	0	0	0	0
1800	72	0	0	0	0
1815	83	0	0	0	0
1830	79	0	0	0	0
1845	63	0	0	0	0
1900	69	0	0	0	0
1915	61	0	0	0	0
1930	49	0	0	0	0
1945	30	0	0	0	0
2000	24	0	0	0	0
2015	22	0	0	0	0
2030	16	0	0	0	0
2045	17	0	0	0	0
2100	30	0	0	0	0
2115	28	0	0	0	0
2130	28	0	0	0	0
2145	27	0	0	0	0
2200	13	0	0	0	0
2215	9	0	0	0	0
2230	36	0	0	0	0
2245	12	0	0	0	0
2300	15	0	0	0	0
2315	10	0	0	0	0
2330	14	0	0	0	0
2345	23	0	0	0	0
07-19	4349	0	0	0	0
06-22	5047	0	0	0	0
06-00	5179	0	0	0	0
00-00	5843	0	0	0	0



Time	Fri				
	Total	110	115	120	125
		115	120	125	130
0000	18	0	0	0	0
0015	15	0	0	0	0
0030	27	0	0	0	0
0045	30	0	0	0	0
0100	9	0	0	0	0
0115	12	0	0	0	0
0130	24	0	0	0	0
0145	19	0	0	0	0
0200	20	0	0	0	0
0215	14	0	0	0	0
0230	52	0	0	0	0
0245	24	0	0	0	0
0300	43	0	0	0	0
0315	21	0	0	0	0
0330	23	0	0	0	0
0345	42	0	0	0	0
0400	43	0	0	0	0
0415	76	0	0	0	0
0430	49	0	0	0	0
0445	56	0	0	0	0
0500	88	0	0	0	0
0515	57	0	0	0	0
0530	86	0	0	0	0
0545	65	0	0	0	0
0600	83	0	0	0	0
0615	115	0	0	0	0
0630	74	0	0	0	0
0645	102	0	0	0	0
0700	62	0	0	0	0
0715	93	0	0	0	0
0730	97	0	0	0	0
0745	74	0	0	0	0
0800	94	0	0	0	0
0815	100	0	0	0	0
0830	95	0	0	0	0
0845	102	0	0	0	0
0900	81	0	0	0	0
0915	76	0	0	0	0
0930	79	0	0	0	0
0945	74	0	0	0	0
1000	76	0	0	0	0
1015	83	0	0	0	0
1030	91	0	0	0	0
1045	63	0	0	0	0
1100	68	0	0	0	0
1115	62	0	0	0	0
1130	103	0	0	0	0
1145	90	0	0	0	0
1200	80	0	0	0	0
1215	101	0	0	0	0
1230	103	0	0	0	0
1245	92	0	0	0	0
1300	101	0	0	0	0
1315	125	0	0	0	0
1330	103	0	0	0	0
1345	103	0	0	0	0
1400	113	0	0	0	0
1415	88	0	0	0	0
1430	106	0	0	0	0
1445	110	0	0	0	0
1500	103	0	0	0	0
1515	119	0	0	0	0
1530	113	0	0	0	0
1545	92	0	0	0	0
1600	111	0	0	0	0
1615	103	0	0	0	0
1630	77	0	0	0	0
1645	85	0	0	0	0
1700	77	0	0	0	0
1715	67	0	0	0	0
1730	93	0	0	0	0
1745	95	0	0	0	0
1800	80	0	0	0	0
1815	78	0	0	0	0
1830	86	0	0	0	0
1845	80	0	0	0	0
1900	76	0	0	0	0
1915	57	0	0	0	0
1930	29	0	0	0	0
1945	34	0	0	0	0
2000	31	0	0	0	0
2015	34	0	0	0	0
2030	24	0	0	0	0
2045	17	0	0	0	0
2100	6	0	0	0	0
2115	20	0	0	0	0
2130	33	0	0	0	0
2145	15	0	0	0	0
2200	17	0	0	0	0
2215	34	0	0	0	0
2230	21	0	0	0	0
2245	27	0	0	0	0
2300	29	0	0	0	0
2315	11	0	0	0	0
2330	15	0	0	0	0
2345	4	0	0	0	0
07-19	4347	0	0	0	0
06-22	5097	0	0	0	0
06-00	5255	0	0	0	0
00-00	6168	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Sat				
	Total	110	115	120	125
		115	120	125	130
0000	11	0	0	0	0
0015	19	0	0	0	0
0030	12	0	0	0	0
0045	8	0	0	0	0
0100	12	0	0	0	0
0115	8	0	0	0	0
0130	14	0	0	0	0
0145	6	0	0	0	0
0200	6	0	0	0	0
0215	15	0	0	0	0
0230	15	0	0	0	0
0245	6	0	0	0	0
0300	6	0	0	0	0
0315	19	0	0	0	0
0330	11	0	0	0	0
0345	14	0	0	0	0
0400	29	0	0	0	0
0415	14	0	0	0	0
0430	20	0	0	0	0
0445	22	0	0	0	0
0500	36	0	0	0	0
0515	24	0	0	0	0
0530	46	0	0	0	0
0545	40	0	0	0	0
0600	35	0	0	0	0
0615	72	0	0	0	0
0630	50	0	0	0	0
0645	53	0	0	0	0
0700	57	0	0	0	0
0715	62	0	0	0	0
0730	77	0	0	0	0
0745	43	0	0	0	0
0800	58	0	0	0	0
0815	52	0	0	0	0
0830	95	0	0	0	0
0845	75	0	0	0	0
0900	79	0	0	0	0
0915	145	0	0	0	0
0930	138	0	0	0	0
0945	114	0	0	0	0
1000	153	0	0	0	0
1015	125	0	0	0	0
1030	164	0	0	0	0
1045	133	0	0	0	0
1100	115	0	0	0	0
1115	91	0	0	0	0
1130	124	0	0	0	0
1145	95	0	0	0	0
1200	98	0	0	0	0
1215	103	0	0	0	0
1230	98	0	0	0	0
1245	89	0	0	0	0
1300	77	0	0	0	0
1315	48	0	0	0	0
1330	48	0	0	0	0
1345	46	0	0	0	0
1400	44	0	0	0	0
1415	55	0	0	0	0
1430	34	0	0	0	0
1445	35	0	0	0	0
1500	37	0	0	0	0
1515	44	0	0	0	0
1530	33	0	0	0	0
1545	31	0	0	0	0
1600	30	0	0	0	0
1615	33	0	0	0	0
1630	28	0	0	0	0
1645	37	0	0	0	0
1700	27	0	0	0	0
1715	28	0	0	0	0
1730	20	0	0	0	0
1745	24	0	0	0	0
1800	16	0	0	0	0
1815	29	0	0	0	0
1830	18	0	0	0	0
1845	21	0	0	0	0
1900	15	0	0	0	0
1915	15	0	0	0	0
1930	6	0	0	0	0
1945	12	0	0	0	0
2000	9	0	0	0	0
2015	30	0	0	0	0
2030	13	0	0	0	0
2045	13	0	0	0	0
2100	5	0	0	0	0
2115	13	0	0	0	0
2130	13	0	0	0	0
2145	5	0	0	0	0
2200	8	0	0	0	0
2215	2	0	0	0	0
2230	7	0	0	0	0
2245	9	0	0	0	0
2300	2	0	0	0	0
2315	5	0	0	0	0
2330	4	0	0	0	0
2345	3	0	0	0	0
07-19	3226	0	0	0	0
04-22	3585	0	0	0	0
04-00	3625	0	0	0	0
00-00	4038	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Sun

Time	Total				
		110 115	115 120	120 125	125 130
0000	3	0	0	0	0
0015	6	0	0	0	0
0030	3	0	0	0	0
0045	1	0	0	0	0
0100	3	0	0	0	0
0115	3	0	0	0	0
0130	4	0	0	0	0
0145	3	0	0	0	0
0200	7	0	0	0	0
0215	0	0	0	0	0
0230	8	0	0	0	0
0245	5	0	0	0	0
0300	8	0	0	0	0
0315	5	0	0	0	0
0330	7	0	0	0	0
0345	5	0	0	0	0
0400	4	0	0	0	0
0415	6	0	0	0	0
0430	1	0	0	0	0
0445	4	0	0	0	0
0500	2	0	0	0	0
0515	17	0	0	0	0
0530	11	0	0	0	0
0545	11	0	0	0	0
0600	10	0	0	0	0
0615	22	0	0	0	0
0630	20	0	0	0	0
0645	22	0	0	0	0
0700	17	0	0	0	0
0715	12	0	0	0	0
0730	17	0	0	0	0
0745	19	0	0	0	0
0800	24	0	0	0	0
0815	12	0	0	0	0
0830	17	0	0	0	0
0845	31	0	0	0	0
0900	25	0	0	0	0
0915	24	0	0	0	0
0930	26	0	0	0	0
0945	18	0	0	0	0
1000	44	0	0	0	0
1015	17	0	0	0	0
1030	34	0	0	0	0
1045	24	0	0	0	0
1100	15	0	0	0	0
1115	31	0	0	0	0
1130	44	0	0	0	0
1145	43	0	0	0	0
1200	37	0	0	0	0
1215	27	0	0	0	0
1230	23	0	0	0	0
1245	25	0	0	0	0
1300	36	0	0	0	0
1315	43	0	0	0	0
1330	42	0	0	0	0
1345	17	0	0	0	0
1400	42	0	0	0	0
1415	26	0	0	0	0
1430	23	0	0	0	0
1445	27	0	0	0	0
1500	32	0	0	0	0
1515	31	0	0	0	0
1530	30	0	0	0	0
1545	25	0	0	0	0
1600	34	0	0	0	0
1615	15	0	0	0	0
1630	23	0	0	0	0
1645	11	0	0	0	0
1700	19	0	0	0	0
1715	29	0	0	0	0
1730	22	0	0	0	0
1745	17	0	0	0	0
1800	14	0	0	0	0
1815	18	0	0	0	0
1830	21	0	0	0	0
1845	15	0	0	0	0
1900	18	0	0	0	0
1915	11	0	0	0	0
1930	14	0	0	0	0
1945	20	0	0	0	0
2000	22	0	0	0	0
2015	17	0	0	0	0
2030	8	0	0	0	0
2045	13	0	0	0	0
2100	6	0	0	0	0
2115	14	0	0	0	0
2130	5	0	0	0	0
2145	8	0	0	0	0
2200	6	0	0	0	0
2215	8	0	0	0	0
2230	6	0	0	0	0
2245	13	0	0	0	0
2300	5	0	0	0	0
2315	8	0	0	0	0
2330	14	0	0	0	0
2345	13	0	0	0	0
07-19	1218	0	0	0	0
06-22	1448	0	0	0	0
06-00	1521	0	0	0	0
00-00	1648	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Mon

Time	Total				
		110 115	115 120	120 125	125 130
0000	9	0	0	0	0
0015	7	0	0	0	0
0030	26	0	0	0	0
0045	14	0	0	0	0
0100	21	0	0	0	0
0115	17	0	0	0	0
0130	15	0	0	0	0
0145	25	0	0	0	0
0200	27	0	0	0	0
0215	6	0	0	0	0
0230	25	0	0	0	0
0245	15	0	0	0	0
0300	20	0	0	0	0
0315	37	0	0	0	0
0330	19	0	0	0	0
0345	16	0	0	0	0
0400	25	0	0	0	0
0415	61	0	0	0	0
0430	62	0	0	0	0
0445	60	0	0	0	0
0500	76	0	0	0	0
0515	90	0	0	0	0
0530	106	0	0	0	0
0545	106	0	0	0	0
0600	85	0	0	0	0
0615	99	0	0	0	0
0630	116	0	0	0	0
0645	127	0	0	0	0
0700	122	0	0	0	0
0715	160	0	0	0	0
0730	109	0	0	0	0
0745	115	0	0	0	0
0800	95	0	0	0	0
0815	104	0	0	0	0
0830	103	0	0	0	0
0845	112	0	0	0	0
0900	92	0	0	0	0
0915	88	0	0	0	0
0930	74	0	0	0	0
0945	91	0	0	0	0
1000	66	0	0	0	0
1015	75	0	0	0	0
1030	124	0	0	0	0
1045	79	0	0	0	0
1100	85	0	0	0	0
1115	101	0	0	0	0
1130	104	0	0	0	0
1145	82	0	0	0	0
1200	90	0	0	0	0
1215	64	0	0	0	0
1230	100	0	0	0	0
1245	99	0	0	0	0
1300	97	0	0	0	0
1315	88	0	0	0	0
1330	120	0	0	0	0
1345	111	0	0	0	0
1400	128	0	0	0	0
1415	114	0	0	0	0
1430	113	0	0	0	0
1445	128	0	0	0	0
1500	124	0	0	0	0
1515	118	0	0	0	0
1530	117	0	0	0	0
1545	116	0	0	0	0
1600	102	0	0	0	0
1615	86	0	0	0	0
1630	116	0	0	0	0
1645	82	0	0	0	0
1700	114	0	0	0	0
1715	100	0	0	0	0
1730	110	0	0	0	0
1745	133	0	0	0	0
1800	93	0	0	0	0
1815	105	0	0	0	0
1830	104	0	0	0	0
1845	89	0	0	0	0
1900	82	0	0	0	0
1915	58	0	0	0	0
1930	50	0	0	0	0
1945	35	0	0	0	0
2000	36	0	0	0	0
2015	30	0	0	0	0
2030	31	0	0	0	0
2045	30	0	0	0	0
2100	24	0	0	0	0
2115	45	0	0	0	0
2130	54	0	0	0	0
2145	26	0	0	0	0
2200	33	0	0	0	0
2215	31	0	0	0	0
2230	35	0	0	0	0
2245	29	0	0	0	0
2300	17	0	0	0	0
2315	13	0	0	0	0
2330	10	0	0	0	0
2345	12	0	0	0	0
07-19	4942	0	0	0	0
06-22	5870	0	0	0	0
06-00	6050	0	0	0	0
00-00	6935	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Tue

Time	Total	110	115	120	125
		115	120	125	130
0000	16	0	0	0	0
0015	21	0	0	0	0
0030	4	0	0	0	0
0045	14	0	0	0	0
0100	10	0	0	0	0
0115	19	0	0	0	0
0130	10	0	0	0	0
0145	18	0	0	0	0
0200	15	0	0	0	0
0215	20	0	0	0	0
0230	24	0	0	0	0
0245	14	0	0	0	0
0300	26	0	0	0	0
0315	27	0	0	0	0
0330	37	0	0	0	0
0345	39	0	0	0	0
0400	44	0	0	0	0
0415	44	0	0	0	0
0430	67	0	0	0	0
0445	55	0	0	0	0
0500	104	0	0	0	0
0515	84	0	0	0	0
0530	96	0	0	0	0
0545	112	0	0	0	0
0600	103	0	0	0	0
0615	113	0	0	0	0
0630	89	0	0	0	0
0645	132	0	0	0	0
0700	122	0	0	0	0
0715	118	0	0	0	0
0730	113	0	0	0	0
0745	124	0	0	0	0
0800	118	0	0	0	0
0815	99	0	0	0	0
0830	108	0	0	0	0
0845	102	0	0	0	0
0900	97	0	0	0	0
0915	88	0	0	0	0
0930	67	0	0	0	0
0945	91	0	0	0	0
1000	62	0	0	0	0
1015	99	0	0	0	0
1030	90	0	0	0	0
1045	87	0	0	0	0
1100	77	0	0	0	0
1115	94	0	0	0	0
1130	99	0	0	0	0
1145	87	0	0	0	0
1200	102	0	0	0	0
1215	84	0	0	0	0
1230	84	0	0	0	0
1245	108	0	0	0	0
1300	116	0	0	0	0
1315	103	0	0	0	0
1330	90	0	0	0	0
1345	87	0	0	0	0
1400	104	0	0	0	0
1415	118	0	0	0	0
1430	121	0	0	0	0
1445	105	0	0	0	0
1500	122	0	0	0	0
1515	112	0	0	0	0
1530	111	0	0	0	0
1545	122	0	0	0	0
1600	127	0	0	0	0
1615	122	0	0	0	0
1630	100	0	0	0	0
1645	122	0	0	0	0
1700	139	0	0	0	0
1715	147	0	0	0	0
1730	108	0	0	0	0
1745	109	0	0	0	0
1800	95	0	0	0	0
1815	113	0	0	0	0
1830	85	0	0	0	0
1845	87	0	0	0	0
1900	82	0	0	0	0
1915	82	0	0	0	0
1930	55	0	0	0	0
1945	28	0	0	0	0
2000	39	0	0	0	0
2015	22	0	0	0	0
2030	18	0	0	0	0
2045	34	0	0	0	0
2100	25	0	0	0	0
2115	32	0	0	0	0
2130	22	0	0	0	0
2145	17	0	0	0	0
2200	21	0	0	0	0
2215	12	0	0	0	0
2230	16	0	0	0	0
2245	12	0	0	0	0
2300	24	0	0	0	0
2315	14	0	0	0	0
2330	9	0	0	0	0
2345	10	0	0	0	0
07-19	4985	0	0	0	0
06-22	5878	0	0	0	0
06-00	5996	0	0	0	0
00-00	6916	0	0	0	0



Site
Location
Direction

September - 6
Automatic

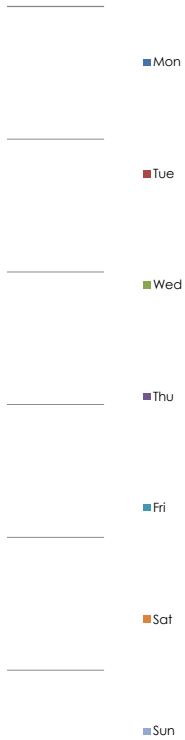
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
0000	47	0	0	0	0
0100	49	0	0	0	0
0200	61	0	0	0	0
0300	81	0	0	0	0
0400	156	0	0	0	0
0500	248	0	0	0	0
0600	294	0	0	0	0
0700	328	0	0	0	0
0800	335	0	0	0	0
0900	318	0	0	0	0
1000	328	0	0	0	0
1100	324	0	0	0	0
1200	319	0	0	0	0
1300	338	0	0	0	0
1400	335	0	0	0	0
1500	341	0	0	0	0
1600	313	0	0	0	0
1700	315	0	0	0	0
1800	270	0	0	0	0
1900	173	0	0	0	0
2000	94	0	0	0	0
2100	82	0	0	0	0
2200	67	0	0	0	0
2300	48	0	0	0	0
07-19	3863	0	0	0	0
06-22	4506	0	0	0	0
06-00	4621	0	0	0	0
00-00	5263	0	0	0	0

Virtual We

Time	Total	110	115	120	125
		115	120	125	130
Mon	6935	0	0	0	0
Tue	6916	0	0	0	0
Wed	5293	0	0	0	0
Thu	5843	0	0	0	0
Fri	6168	0	0	0	0
Sat	4038	0	0	0	0
Sun	1648	0	0	0	0
5 Day Ave.	6231	0	0	0	0
7 Day Ave.	5263	0	0	0	0
Grand Total	36841	0	0	0	0

Summary Graphs



135	140
130	135

Site No.	Location.	Direction.	Speed Limit (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
3	Fort Road , sign post - Att. OSGR: TQ 65354 76502	North	60	01 October 2016	07 October 2016	7820	1271	1117	45	0.6	8	0.1	2	0.0	31.5	40.2
		South	60	01 October 2016	07 October 2016	5523	899	789	22	0.4	6	0.1	1	0.0	35.7	42.4
		Two way	60	01 October 2016	07 October 2016	13343	2170	1906	67	0.5	14	0.1	3	0.0	33.3	41.4

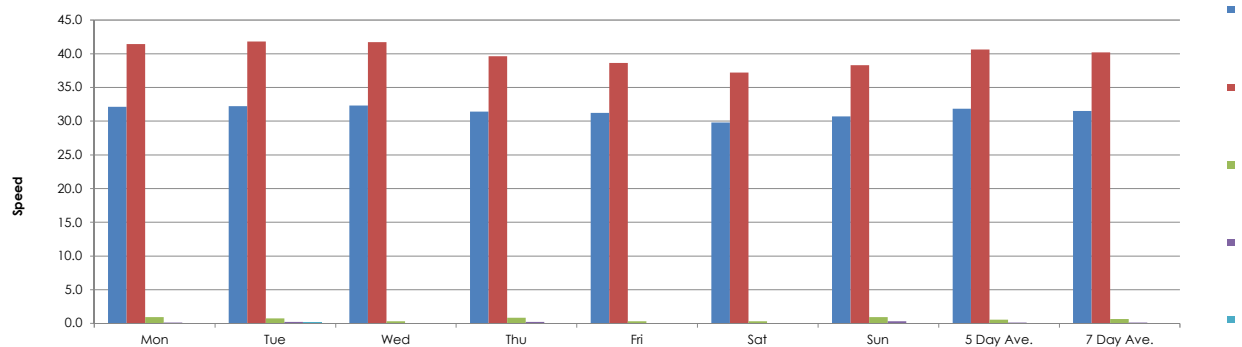
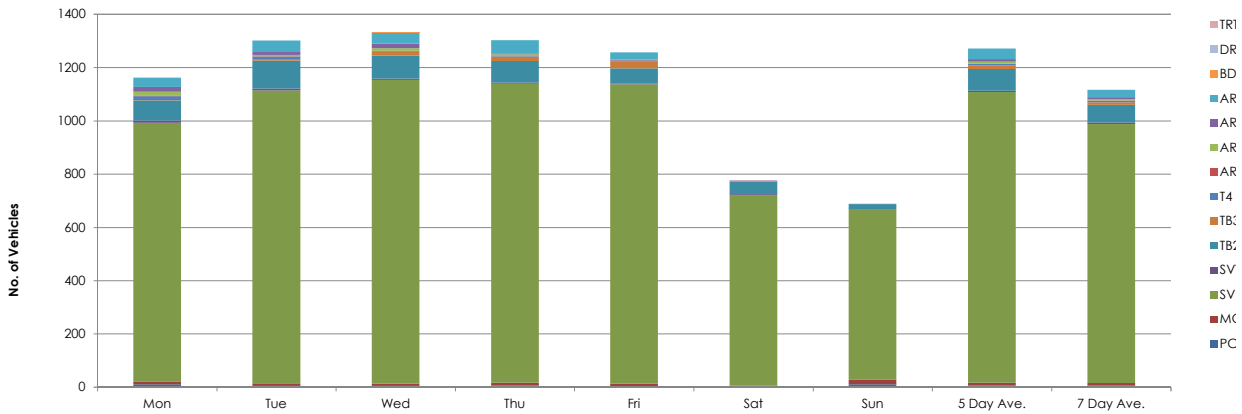
Virtual Day (7)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DIT		
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT							
0000	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.9	0	0.0	0
0100	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
0300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.7	0	0.0	0
0500	10	0	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1.4	0	0.0	0
0600	29	1	0	23	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0.0	0	0.0	0
0700	40	0	0	33	0	3	1	0	0	0	0	2	0	0	0	0	0	0	0.4	0	0.4	0
0800	82	0	0	71	0	5	1	0	0	1	1	2	0	0	0	0	0	0.0	0.0	0.0	0	
0900	54	0	0	45	0	4	0	1	0	0	1	3	0	0	0	0	0	0	0.3	0	0.3	0
1000	64	0	0	54	0	5	1	1	0	1	0	2	0	0	0	0	1	0.9	0	0.0	0	
1100	73	0	1	61	1	6	1	1	0	0	1	2	0	0	0	0	1	1.0	0	0.0	0	
1200	77	1	0	64	1	6	1	1	0	0	1	3	0	0	0	0	0	0.4	0	0.2	0	
1300	78	1	1	65	0	5	0	1	0	0	1	4	0	0	0	0	0	0.0	0	0.0	0	
1400	91	0	1	75	1	7	1	0	0	1	1	4	0	0	0	0	0	0.3	0	0.0	0	
1500	95	1	2	77	1	10	1	0	0	0	0	3	0	0	0	0	1	0.8	0	0.0	0	
1600	95	0	1	87	1	5	0	0	0	0	0	1	0	0	0	0	0	0.3	0	0.0	0	
1700	124	1	1	115	0	5	1	0	0	0	0	0	0	0	0	0	2	1.4	0	0.2	0	
1800	80	0	0	74	0	3	1	0	0	0	0	0	0	0	0	0	1	1.3	0	0.5	0	
1900	43	0	0	42	0	1	1	0	0	0	0	0	0	0	0	0	0	0.3	0	0.0	0	
2000	29	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	
2100	18	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	
2200	15	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	
2300	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	
07-19	952	5	9	820	5	63	8	5	1	4	7	26	0	0	0	0	6	0.6	1	0.1	0	
06-22	1072	6	9	931	5	66	9	6	1	4	7	28	0	0	0	0	6	0.6	1	0.1	0	
06-00	1094	6	9	952	5	67	9	6	1	4	7	28	0	0	0	0	6	0.5	1	0.1	0	
00-00	1117	6	9	973	5	67	9	6	1	5	7	28	0	0	0	0	6	0.6	1	0.1	0	

Virtual Week (1)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
Mon	1162	10	11	971	9	75	2	14	1	16	18	35	0	0	0	10	0.9	1	0.1	0
Tue	1301	5	9	1100	7	105	5	10	1	5	11	43	0	0	0	9	0.7	3	0.2	2
Wed	1333	5	8	1141	4	87	14	4	0	10	16	43	1	0	0	4	0.3	0	0.0	0
Thu	1303	6	11	1122	5	80	17	4	1	3	4	50	0	0	0	10	0.8	2	0.2	0
Fri	1257	3	10	1124	2	58	25	5	1	2	2	25	0	0	0	4	0.3	0	0.0	0
Sat	776	5	1	715	3	47	2	2	1	0	0	0	0	0	0	2	0.3	0	0.0	0
Sun	688	11	16	638	3	19	0	0	0	0	0	1	0	0	0	6	0.9	2	0.3	0
5 Day Ave.	1271	6	10	1092	5	81	13	7	1	7	10	39	0	0	0	7	0.6	1	0.1	0
7 Day Ave.	1117	6	9	973	5	67	9	6	1	5	7	28	0	0	0	6	0.6	1	0.1	0
Grand Total	7820	45	66	6811	33	471	65	39	5	36	51	197	1	0	0	45	0.6	8	0.1	2

Summary Graphs



Time	Sat	
	Total	>SL2% 75 Dff
0000	3	0.0
0015	5	0.0
0030	3	0.0
0045	2	0.0
0100	2	0.0
0115	2	0.0
0130	3	0.0
0145	2	0.0
0200	0	0.0
0215	0	0.0
0230	0	0.0
0245	0	0.0
0300	0	0.0
0315	1	0.0
0330	1	0.0
0345	0	0.0
0400	0	0.0
0415	0	0.0
0430	2	0.0
0445	0	0.0
0500	2	0.0
0515	2	0.0
0530	2	0.0
0545	4	0.0
0600	1	0.0
0615	1	0.0
0630	2	0.0
0645	6	0.0
0700	3	0.0
0715	3	0.0
0730	3	0.0
0745	3	0.0
0800	11	0.0
0815	7	0.0
0830	12	0.0
0845	8	0.0
0900	8	0.0
0915	9	0.0
0930	5	0.0
0945	13	0.0
1000	15	0.0
1015	15	0.0
1030	21	0.0
1045	12	0.0
1100	18	0.0
1115	12	0.0
1130	19	0.0
1145	11	0.0
1200	17	0.0
1215	15	0.0
1230	21	0.0
1245	16	0.0
1300	21	0.0
1315	22	0.0
1330	13	0.0
1345	12	0.0
1400	16	0.0
1415	16	0.0
1430	16	0.0
1445	18	0.0
1500	13	0.0
1515	19	0.0
1530	11	0.0
1545	12	0.0
1600	17	0.0
1615	13	0.0
1630	10	0.0
1645	12	0.0
1700	19	0.0
1715	11	0.0
1730	14	0.0
1745	11	0.0
1800	17	0.0
1815	13	0.0
1830	12	0.0
1845	13	0.0
1900	9	0.0
1915	9	0.0
1930	7	0.0
1945	4	0.0
2000	7	0.0
2015	7	0.0
2030	6	0.0
2045	3	0.0
2100	2	0.0
2115	5	0.0
2130	6	0.0
2145	5	0.0
2200	3	0.0
2215	3	0.0
2230	5	0.0
2245	5	0.0
2300	4	0.0
2315	2	0.0
2330	4	0.0
2345	6	0.0
07-19	628	0.0
06-22	708	0.0
06-00	740	0.0
00-00	776	0.0

Time	Sun	
	Total	>SL2% 75 Dff
0000	2	0.0
0015	4	0.0
0030	1	0.0
0045	1	0.0
0100	0	0.0
0115	2	0.0
0130	1	0.0
0145	1	0.0
0200	0	0.0
0215	0	0.0
0230	0	0.0
0245	0	0.0
0300	0	0.0
0315	0	0.0
0330	1	0.0
0345	0	0.0
0400	1	0.0
0415	0	0.0
0430	0	0.0
0445	1	0.0
0500	0	0.0
0515	0	0.0
0530	0	0.0
0545	5	0.0
0600	1	0.0
0615	0	0.0
0630	1	0.0
0645	1	0.0
0700	1	0.0
0715	2	0.0
0730	1	0.0
0745	0	0.0
0800	1	0.0
0815	3	0.0
0830	4	0.0
0845	2	0.0
0900	4	0.0
0915	6	0.0
0930	10	0.0
0945	9	0.0
1000	9	0.0
1015	16	0.0
1030	14	0.0
1045	9	0.0
1100	18	0.0
1115	16	0.0
1130	19	0.0
1145	12	0.0
1200	20	0.0
1215	22	0.0
1230	13	0.0
1245	17	0.0
1300	15	0.0
1315	23	0.0
1330	17	0.0
1345	18	0.0
1400	18	0.0
1415	22	0.0
1430	20	0.0
1445	15	0.0
1500	10	0.0
1515	16	0.0
1530	22	0.0
1545	14	0.0
1600	15	0.0
1615	16	0.0
1630	17	0.0
1645	12	0.0
1700	7	0.0
1715	14	0.0
1730	8	0.0
1745	14	0.0
1800	10	0.0
1815	10	0.0
1830	12	0.0
1845	8	0.0
1900	11	0.0
1915	8	0.0
1930	7	0.0
1945	8	0.0
2000	9	0.0
2015	4	0.0
2030	5	0.0
2045	4	0.0
2100	3	0.0
2115	5	0.0
2130	4	0.0
2145	2	0.0
2200	1	0.0
2215	5	0.0
2230	1	0.0
2245	2	0.0
2300	0	0.0
2315	3	0.0
2330	0	0.0
2345	2	0.0
07-19	581	0.0
06-22	654	0.0
06-00	668	0.0
00-00	688	0.0

Site / Tilbury
 Location er 2016
 Direction c Count

Time	Mon	
	Total	>SL2% 75 Dff
0000	1	0.0
0015	1	0.0
0030	0	0.0
0045	1	0.0
0100	0	0.0
0115	0	0.0
0130	0	0.0
0145	0	0.0
0200	0	0.0
0215	0	0.0
0230	2	0.0
0245	0	0.0
0300	0	0.0
0315	0	0.0
0330	0	0.0
0345	0	0.0
0400	0	0.0
0415	1	0.0
0430	0	0.0
0445	0	0.0
0500	4	0.0
0515	3	0.0
0530	3	0.0
0545	4	0.0
0600	8	0.0
0615	5	0.0
0630	7	0.0
0645	11	0.0
0700	5	0.0
0715	15	0.0
0730	14	0.0
0745	10	0.0
0800	23	0.0
0815	25	0.0
0830	27	0.0
0845	24	0.0
0900	13	0.0
0915	17	0.0
0930	25	0.0
0945	13	0.0
1000	8	0.0
1015	14	0.0
1030	20	0.0
1045	11	0.0
1100	17	0.0
1115	13	0.0
1130	17	0.0
1145	16	0.0
1200	16	0.0
1215	20	0.0
1230	22	0.0
1245	19	0.0
1300	15	0.0
1315	17	0.0
1330	10	0.0
1345	18	0.0
1400	26	0.0
1415	25	0.0
1430	26	0.0
1445	28	0.0
1500	32	0.0
1515	19	0.0
1530	25	0.0
1545	32	0.0
1600	19	0.0
1615	32	0.0
1630	25	0.0
1645	25	0.0
1700	37	0.0
1715	34	0.0
1730	40	0.0
1745	31	0.0
1800	23	0.0
1815	27	0.0
1830	18	0.0
1845	14	0.0
1900	13	0.0
1915	9	0.0
1930	15	0.0
1945	6	0.0
2000	4	0.0
2015	12	0.0
2030	11	0.0
2045	5	0.0
2100	5	0.0
2115	5	0.0
2130	6	0.0
2145	4	0.0
2200	6	0.0
2215	0	0.0
2230	4	0.0
2245	1	0.0
2300	2	0.0
2315	0	0.0
2330	1	0.0
2345	0	0.0
07-19	1002	0.0
06-22	1128	0.0
06-00	1142	0.0
00-00	1162	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Tue	
	Total	>SL2% 75 Dff
0000	1	0.0
0015	0	0.0
0030	0	0.0
0045	0	0.0
0100	2	0.0
0115	4	0.0
0130	0	0.0
0145	0	0.0
0200	0	0.0
0215	0	0.0
0230	0	0.0
0245	1	0.0
0300	0	0.0
0315	1	0.0
0330	3	0.0
0345	0	0.0
0400	0	0.0
0415	0	0.0
0430	1	0.0
0445	0	0.0
0500	2	0.0
0515	1	0.0
0530	2	0.0
0545	5	0.0
0600	9	0.0
0615	15	0.0
0630	7	0.0
0645	13	0.0
0700	13	0.0
0715	15	0.0
0730	12	0.0
0745	22	0.0
0800	19	0.0
0815	28	0.0
0830	26	0.0
0845	14	0.0
0900	9	0.0
0915	12	0.0
0930	11	0.0
0945	21	0.0
1000	11	0.0
1015	17	0.0
1030	24	0.0
1045	22	0.0
1100	18	0.0
1115	18	0.0
1130	18	0.0
1145	26	0.0
1200	14	0.0
1215	23	0.0
1230	22	0.0
1245	24	0.0
1300	34	0.0
1315	20	0.0
1330	26	0.0
1345	19	0.0
1400	16	0.0
1415	13	0.0
1430	39	0.0
1445	23	0.0
1500	21	0.0
1515	27	0.0
1530	26	0.0
1545	22	0.0
1600	25	0.0
1615	30	0.0
1630	23	0.0
1645	29	0.0
1700	41	0.0
1715	37	2.7
1730	48	0.0
1745	42	0.0
1800	35	0.0
1815	29	3.4
1830	19	0.0
1845	19	0.0
1900	23	0.0
1915	20	0.0
1930	8	0.0
1945	7	0.0
2000	10	0.0
2015	10	0.0
2030	2	0.0
2045	10	0.0
2100	8	0.0
2115	6	0.0
2130	3	0.0
2145	7	0.0
2200	4	0.0
2215	1	0.0
2230	7	0.0
2245	2	0.0
2300	1	0.0
2315	2	0.0
2330	0	0.0
2345	1	0.0
07-19	1102	0.2
06-22	1260	0.2
06-00	1278	0.2
00-00	1301	0.2



Site / Tilbury
 Location er 2016
 Direction c Count

Wed

Time	Total	>SL2% 75 Dff
0000	1	0.0
0015	2	0.0
0030	1	0.0
0045	0	0.0
0100	1	0.0
0115	0	0.0
0130	1	0.0
0145	0	0.0
0200	0	0.0
0215	0	0.0
0230	0	0.0
0245	2	0.0
0300	0	0.0
0315	1	0.0
0330	0	0.0
0345	0	0.0
0400	1	0.0
0415	0	0.0
0430	0	0.0
0445	0	0.0
0500	1	0.0
0515	1	0.0
0530	2	0.0
0545	4	0.0
0600	10	0.0
0615	7	0.0
0630	5	0.0
0645	16	0.0
0700	8	0.0
0715	9	0.0
0730	18	0.0
0745	18	0.0
0800	26	0.0
0815	24	0.0
0830	28	0.0
0845	24	0.0
0900	20	0.0
0915	16	0.0
0930	12	0.0
0945	12	0.0
1000	15	0.0
1015	19	0.0
1030	8	0.0
1045	19	0.0
1100	26	0.0
1115	22	0.0
1130	14	0.0
1145	25	0.0
1200	14	0.0
1215	22	0.0
1230	15	0.0
1245	23	0.0
1300	16	0.0
1315	22	0.0
1330	23	0.0
1345	23	0.0
1400	26	0.0
1415	25	0.0
1430	22	0.0
1445	30	0.0
1500	22	0.0
1515	47	0.0
1530	30	0.0
1545	30	0.0
1600	33	0.0
1615	24	0.0
1630	32	0.0
1645	32	0.0
1700	53	0.0
1715	45	0.0
1730	49	0.0
1745	40	0.0
1800	39	0.0
1815	28	0.0
1830	21	0.0
1845	13	0.0
1900	13	0.0
1915	16	0.0
1930	13	0.0
1945	6	0.0
2000	9	0.0
2015	11	0.0
2030	6	0.0
2045	5	0.0
2100	5	0.0
2115	6	0.0
2130	1	0.0
2145	4	0.0
2200	6	0.0
2215	3	0.0
2230	4	0.0
2245	3	0.0
2300	2	0.0
2315	1	0.0
2330	0	0.0
2345	1	0.0
07-19	1162	0.0
06-22	1295	0.0
06-00	1315	0.0
00-00	1333	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 75 Dff
0000	1	0.0
0015	1	0.0
0030	1	0.0
0045	1	0.0
0100	0	0.0
0115	0	0.0
0130	1	0.0
0145	0	0.0
0200	0	0.0
0215	0	0.0
0230	0	0.0
0245	1	0.0
0300	0	0.0
0315	2	0.0
0330	0	0.0
0345	0	0.0
0400	1	0.0
0415	0	0.0
0430	1	0.0
0445	0	0.0
0500	2	0.0
0515	1	0.0
0530	7	0.0
0545	6	0.0
0600	11	0.0
0615	9	0.0
0630	4	0.0
0645	12	0.0
0700	12	0.0
0715	7	0.0
0730	19	0.0
0745	15	0.0
0800	28	0.0
0815	37	0.0
0830	24	0.0
0845	30	0.0
0900	23	0.0
0915	8	0.0
0930	17	0.0
0945	15	0.0
1000	16	0.0
1015	20	0.0
1030	18	0.0
1045	15	0.0
1100	19	0.0
1115	18	0.0
1130	16	0.0
1145	22	0.0
1200	19	0.0
1215	20	0.0
1230	26	0.0
1245	19	0.0
1300	16	0.0
1315	17	0.0
1330	21	0.0
1345	30	0.0
1400	20	0.0
1415	13	0.0
1430	36	0.0
1445	23	0.0
1500	24	0.0
1515	19	0.0
1530	35	0.0
1545	34	0.0
1600	34	0.0
1615	29	0.0
1630	35	0.0
1645	34	0.0
1700	30	0.0
1715	35	0.0
1730	45	0.0
1745	26	0.0
1800	34	0.0
1815	22	0.0
1830	31	0.0
1845	16	0.0
1900	17	0.0
1915	13	0.0
1930	14	0.0
1945	7	0.0
2000	11	0.0
2015	10	0.0
2030	8	0.0
2045	6	0.0
2100	1	0.0
2115	3	0.0
2130	1	0.0
2145	7	0.0
2200	5	0.0
2215	6	0.0
2230	1	0.0
2245	3	0.0
2300	0	0.0
2315	0	0.0
2330	3	0.0
2345	3	0.0
07-19	1122	0.0
06-22	1256	0.0
06-00	1277	0.0
00-00	1303	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Fri

Time	Total	>SL2% 75 Dff
0000	0	0.0
0015	1	0.0
0030	0	0.0
0045	1	0.0
0100	1	0.0
0115	0	0.0
0130	1	0.0
0145	0	0.0
0200	1	0.0
0215	0	0.0
0230	0	0.0
0245	0	0.0
0300	1	0.0
0315	1	0.0
0330	2	0.0
0345	0	0.0
0400	3	0.0
0415	0	0.0
0430	1	0.0
0445	0	0.0
0500	0	0.0
0515	1	0.0
0530	2	0.0
0545	3	0.0
0600	8	0.0
0615	10	0.0
0630	7	0.0
0645	14	0.0
0700	10	0.0
0715	9	0.0
0730	14	0.0
0745	20	0.0
0800	24	0.0
0815	37	0.0
0830	38	0.0
0845	19	0.0
0900	16	0.0
0915	22	0.0
0930	22	0.0
0945	9	0.0
1000	20	0.0
1015	25	0.0
1030	16	0.0
1045	16	0.0
1100	28	0.0
1115	19	0.0
1130	14	0.0
1145	23	0.0
1200	21	0.0
1215	18	0.0
1230	21	0.0
1245	19	0.0
1300	20	0.0
1315	11	0.0
1330	26	0.0
1345	22	0.0
1400	21	0.0
1415	17	0.0
1430	26	0.0
1445	40	0.0
1500	20	0.0
1515	32	0.0
1530	26	0.0
1545	22	0.0
1600	29	0.0
1615	16	0.0
1630	22	0.0
1645	28	0.0
1700	34	0.0
1715	33	0.0
1730	40	0.0
1745	29	0.0
1800	20	0.0
1815	16	0.0
1830	16	0.0
1845	22	0.0
1900	13	0.0
1915	9	0.0
1930	8	0.0
1945	11	0.0
2000	6	0.0
2015	10	0.0
2030	10	0.0
2045	4	0.0
2100	3	0.0
2115	8	0.0
2130	8	0.0
2145	5	0.0
2200	5	0.0
2215	6	0.0
2230	3	0.0
2245	8	0.0
2300	4	0.0
2315	4	0.0
2330	2	0.0
2345	4	0.0
07-19	1068	0.0
06-22	1202	0.0
06-00	1238	0.0
00-00	1257	0.0



Virtual Da

Time	Total	>SL2% 75 DFT
0000	5	0.0
0100	3	0.0
0200	1	0.0
0300	2	0.0
0400	2	0.0
0500	10	0.0
0600	29	0.0
0700	40	0.0
0800	82	0.0
0900	54	0.0
1000	64	0.0
1100	73	0.0
1200	77	0.0
1300	78	0.0
1400	91	0.0
1500	95	0.0
1600	95	0.0
1700	124	0.1
1800	80	0.2
1900	43	0.0
2000	29	0.0
2100	18	0.0
2200	15	0.0
2300	7	0.0
07-19	952	0.0
06-22	1072	0.0
06-00	1094	0.0
00-00	1117	0.0

Virtual We

Time	Total	>SL2% 75 DFT
Mon	1162	0.0
Tue	1301	0.2
Wed	1333	0.0
Thu	1303	0.0
Fri	1257	0.0
Sat	776	0.0
Sun	688	0.0
5 Day Ave.	1271	0.0
7 Day Ave.	1117	0.0
Grand Total	7820	0.0

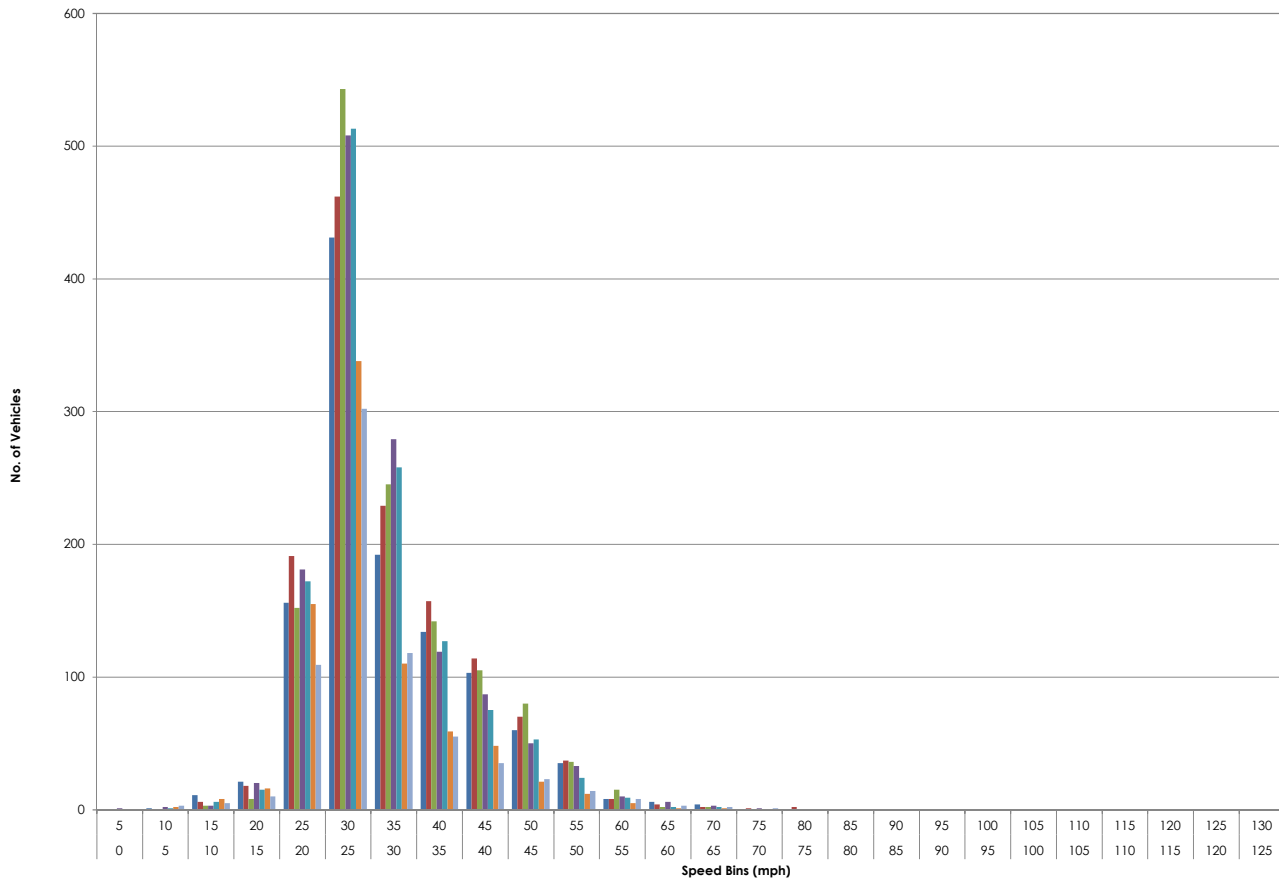
Summary Graphs

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 1T6
 1T5
 1T4
 1T3
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 Mean
 85%ile
 >PSL%
 >SL1%
 >SL2%

Time	Virtual Da			Virtual Day (7)																					
	Total	Mean	Vpp 85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110
0000	5	31.2	-	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	31.7	-	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	31.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	28.5	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	31.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	30.4	-	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	29	28.7	35.9	0	0	1	1	7	9	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	40	29.1	35.4	0	0	0	1	7	21	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	82	29.5	33.8	0	0	0	1	10	43	17	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0
0900	54	30.7	38.4	0	0	0	1	9	22	9	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0
1000	64	30.9	39.4	0	0	1	1	12	23	12	6	5	2	1	0	0	0	0	0	0	0	0	0	0	0
1100	73	31.2	41.0	0	0	0	2	11	27	14	6	7	3	1	0	0	0	0	0	0	0	0	0	0	0
1200	77	31.7	40.2	0	0	0	1	12	28	12	11	6	3	2	0	0	0	0	0	0	0	0	0	0	0
1300	78	31.5	40.2	0	0	1	1	10	30	14	9	8	3	1	1	0	0	0	0	0	0	0	0	0	0
1400	91	31.4	39.3	0	0	0	1	11	36	19	11	8	3	1	0	0	0	0	0	0	0	0	0	0	0
1500	95	31.2	38.9	0	0	1	1	16	36	19	10	4	4	2	1	0	0	0	0	0	0	0	0	0	0
1600	95	32.6	42.3	0	0	0	0	12	37	18	8	10	5	4	1	0	0	0	0	0	0	0	0	0	0
1700	124	34.6	46.2	0	0	1	2	9	42	24	12	12	12	7	2	1	1	0	0	0	0	0	0	0	0
1800	80	33.5	44.9	0	0	0	1	11	28	13	9	6	5	4	2	0	0	0	0	0	0	0	0	0	0
1900	43	31.0	38.3	0	0	0	1	6	20	7	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0
2000	29	29.9	37.3	0	0	0	0	5	14	4	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	18	30.4	36.4	0	0	0	0	3	9	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	15	29.6	34.4	0	0	0	0	3	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	31.9	-	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	952	31.8	40.7	0	1	4	13	131	373	176	97	74	45	25	8	3	2	0	0	0	0	0	0	0	0
06-22	1072	31.6	40.4	0	1	6	15	152	424	196	108	79	50	27	9	3	2	0	0	0	0	0	0	0	0
06-00	1094	31.6	40.3	0	1	6	15	156	433	201	110	80	50	27	9	3	2	0	0	0	0	0	0	0	0
00-00	1117	31.5	40.2	0	1	6	15	159	442	204	113	81	51	27	9	3	2	0	0	0	0	0	0	0	0

Time	Virtual We			Virtual Week (1)																					
	Total	Mean	Vpp 85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110
Mon	1162	32.1	41.4	0	1	11	21	156	431	192	134	103	60	35	8	6	4	0	0	0	0	0	0	0	0
Tue	1301	32.2	41.8	0	0	6	18	191	462	229	157	114	70	37	8	4	2	1	2	0	0	0	0	0	0
Wed	1333	32.3	41.7	0	0	3	8	152	543	245	142	105	80	36	15	2	2	0	0	0	0	0	0	0	0
Thu	1303	31.4	39.6	1	2	3	20	181	508	279	119	87	50	33	10	6	3	1	0	0	0	0	0	0	0
Fri	1257	31.2	38.6	0	1	6	15	172	513	258	127	75	53	24	9	2	2	0	0	0	0	0	0	0	0
Sat	776	29.8	37.2	0	2	8	16	155	338	110	59	48	21	12	5	1	1	0	0	0	0	0	0	0	0
Sun	688	30.7	38.3	0	3	5	10	109	302	118	55	35	23	14	8	3	2	1	0	0	0	0	0	0	0
5 Day Ave.	1271	31.8	40.6	0	1	6	16	170	491	241	136	97	63	33	10	4	3	0	0	0	0	0	0	0	0
7 Day Ave.	1117	31.5	40.2	0	1	6	15	159	442	204	113	81	51	27	9	3	2	0	0	0	0	0	0	0	0
Grand Total	7820	31.5	40.2	1	9	42	108	1116	3097	1431	793	567	357	191	63	24	16	3	2	0	0	0	0	0	0

Summary Graphs



Site
Location
Direction

September - 1
Automatic

Time	Sat				
	Total	110 115	115 120	120 125	125 130
0000	3	0	0	0	0
0015	5	0	0	0	0
0030	3	0	0	0	0
0045	2	0	0	0	0
0100	2	0	0	0	0
0115	2	0	0	0	0
0130	3	0	0	0	0
0145	2	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	0	0	0	0	0
0245	0	0	0	0	0
0300	0	0	0	0	0
0315	1	0	0	0	0
0330	1	0	0	0	0
0345	0	0	0	0	0
0400	0	0	0	0	0
0415	0	0	0	0	0
0430	2	0	0	0	0
0445	0	0	0	0	0
0500	2	0	0	0	0
0515	2	0	0	0	0
0530	2	0	0	0	0
0545	4	0	0	0	0
0600	1	0	0	0	0
0615	1	0	0	0	0
0630	2	0	0	0	0
0645	6	0	0	0	0
0700	3	0	0	0	0
0715	3	0	0	0	0
0730	3	0	0	0	0
0745	3	0	0	0	0
0800	11	0	0	0	0
0815	7	0	0	0	0
0830	12	0	0	0	0
0845	8	0	0	0	0
0900	8	0	0	0	0
0915	9	0	0	0	0
0930	5	0	0	0	0
0945	13	0	0	0	0
1000	15	0	0	0	0
1015	15	0	0	0	0
1030	21	0	0	0	0
1045	12	0	0	0	0
1100	18	0	0	0	0
1115	12	0	0	0	0
1130	19	0	0	0	0
1145	11	0	0	0	0
1200	17	0	0	0	0
1215	15	0	0	0	0
1230	21	0	0	0	0
1245	16	0	0	0	0
1300	21	0	0	0	0
1315	22	0	0	0	0
1330	13	0	0	0	0
1345	12	0	0	0	0
1400	16	0	0	0	0
1415	16	0	0	0	0
1430	16	0	0	0	0
1445	18	0	0	0	0
1500	13	0	0	0	0
1515	19	0	0	0	0
1530	11	0	0	0	0
1545	12	0	0	0	0
1600	17	0	0	0	0
1615	13	0	0	0	0
1630	10	0	0	0	0
1645	12	0	0	0	0
1700	19	0	0	0	0
1715	11	0	0	0	0
1730	14	0	0	0	0
1745	11	0	0	0	0
1800	17	0	0	0	0
1815	13	0	0	0	0
1830	12	0	0	0	0
1845	13	0	0	0	0
1900	9	0	0	0	0
1915	9	0	0	0	0
1930	7	0	0	0	0
1945	4	0	0	0	0
2000	7	0	0	0	0
2015	7	0	0	0	0
2030	6	0	0	0	0
2045	3	0	0	0	0
2100	2	0	0	0	0
2115	5	0	0	0	0
2130	6	0	0	0	0
2145	5	0	0	0	0
2200	3	0	0	0	0
2215	3	0	0	0	0
2230	5	0	0	0	0
2245	5	0	0	0	0
2300	4	0	0	0	0
2315	2	0	0	0	0
2330	4	0	0	0	0
2345	6	0	0	0	0
07-19	628	0	0	0	0
06-22	708	0	0	0	0
06-00	740	0	0	0	0
00-00	776	0	0	0	0

Site
 Location
 Direction

September - 1
 Automatic

Time	Sun				
	Total	110	115	120	125
		115	120	125	130
0000	2	0	0	0	0
0015	4	0	0	0	0
0030	1	0	0	0	0
0045	1	0	0	0	0
0100	0	0	0	0	0
0115	2	0	0	0	0
0130	1	0	0	0	0
0145	1	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	0	0	0	0	0
0245	0	0	0	0	0
0300	0	0	0	0	0
0315	0	0	0	0	0
0330	1	0	0	0	0
0345	0	0	0	0	0
0400	1	0	0	0	0
0415	0	0	0	0	0
0430	0	0	0	0	0
0445	1	0	0	0	0
0500	0	0	0	0	0
0515	0	0	0	0	0
0530	0	0	0	0	0
0545	5	0	0	0	0
0600	1	0	0	0	0
0615	0	0	0	0	0
0630	1	0	0	0	0
0645	1	0	0	0	0
0700	1	0	0	0	0
0715	2	0	0	0	0
0730	1	0	0	0	0
0745	0	0	0	0	0
0800	1	0	0	0	0
0815	3	0	0	0	0
0830	4	0	0	0	0
0845	2	0	0	0	0
0900	4	0	0	0	0
0915	6	0	0	0	0
0930	10	0	0	0	0
0945	9	0	0	0	0
1000	9	0	0	0	0
1015	16	0	0	0	0
1030	14	0	0	0	0
1045	9	0	0	0	0
1100	18	0	0	0	0
1115	16	0	0	0	0
1130	19	0	0	0	0
1145	12	0	0	0	0
1200	20	0	0	0	0
1215	22	0	0	0	0
1230	13	0	0	0	0
1245	17	0	0	0	0
1300	15	0	0	0	0
1315	23	0	0	0	0
1330	17	0	0	0	0
1345	18	0	0	0	0
1400	18	0	0	0	0
1415	22	0	0	0	0
1430	20	0	0	0	0
1445	15	0	0	0	0
1500	10	0	0	0	0
1515	16	0	0	0	0
1530	22	0	0	0	0
1545	14	0	0	0	0
1600	15	0	0	0	0
1615	16	0	0	0	0
1630	17	0	0	0	0
1645	12	0	0	0	0
1700	7	0	0	0	0
1715	14	0	0	0	0
1730	8	0	0	0	0
1745	14	0	0	0	0
1800	10	0	0	0	0
1815	10	0	0	0	0
1830	12	0	0	0	0
1845	8	0	0	0	0
1900	11	0	0	0	0
1915	8	0	0	0	0
1930	7	0	0	0	0
1945	8	0	0	0	0
2000	9	0	0	0	0
2015	4	0	0	0	0
2030	5	0	0	0	0
2045	4	0	0	0	0
2100	3	0	0	0	0
2115	5	0	0	0	0
2130	4	0	0	0	0
2145	2	0	0	0	0
2200	1	0	0	0	0
2215	5	0	0	0	0
2230	1	0	0	0	0
2245	2	0	0	0	0
2300	0	0	0	0	0
2315	3	0	0	0	0
2330	0	0	0	0	0
2345	2	0	0	0	0
07-19	581	0	0	0	0
06-22	654	0	0	0	0
06-00	668	0	0	0	0
00-00	688	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Time	Mon				
	Total	110	115	120	125
		115	120	125	130
0000	1	0	0	0	0
0015	1	0	0	0	0
0030	0	0	0	0	0
0045	1	0	0	0	0
0100	0	0	0	0	0
0115	0	0	0	0	0
0130	0	0	0	0	0
0145	0	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	2	0	0	0	0
0245	0	0	0	0	0
0300	0	0	0	0	0
0315	0	0	0	0	0
0330	0	0	0	0	0
0345	0	0	0	0	0
0400	0	0	0	0	0
0415	1	0	0	0	0
0430	0	0	0	0	0
0445	0	0	0	0	0
0500	4	0	0	0	0
0515	3	0	0	0	0
0530	3	0	0	0	0
0545	4	0	0	0	0
0600	8	0	0	0	0
0615	5	0	0	0	0
0630	7	0	0	0	0
0645	11	0	0	0	0
0700	5	0	0	0	0
0715	15	0	0	0	0
0730	14	0	0	0	0
0745	10	0	0	0	0
0800	23	0	0	0	0
0815	25	0	0	0	0
0830	27	0	0	0	0
0845	24	0	0	0	0
0900	13	0	0	0	0
0915	17	0	0	0	0
0930	25	0	0	0	0
0945	13	0	0	0	0
1000	8	0	0	0	0
1015	14	0	0	0	0
1030	20	0	0	0	0
1045	11	0	0	0	0
1100	17	0	0	0	0
1115	13	0	0	0	0
1130	17	0	0	0	0
1145	16	0	0	0	0
1200	16	0	0	0	0
1215	20	0	0	0	0
1230	22	0	0	0	0
1245	19	0	0	0	0
1300	15	0	0	0	0
1315	17	0	0	0	0
1330	10	0	0	0	0
1345	18	0	0	0	0
1400	26	0	0	0	0
1415	25	0	0	0	0
1430	26	0	0	0	0
1445	28	0	0	0	0
1500	32	0	0	0	0
1515	19	0	0	0	0
1530	25	0	0	0	0
1545	32	0	0	0	0
1600	19	0	0	0	0
1615	32	0	0	0	0
1630	25	0	0	0	0
1645	25	0	0	0	0
1700	37	0	0	0	0
1715	34	0	0	0	0
1730	40	0	0	0	0
1745	31	0	0	0	0
1800	23	0	0	0	0
1815	27	0	0	0	0
1830	18	0	0	0	0
1845	14	0	0	0	0
1900	13	0	0	0	0
1915	9	0	0	0	0
1930	15	0	0	0	0
1945	6	0	0	0	0
2000	4	0	0	0	0
2015	12	0	0	0	0
2030	11	0	0	0	0
2045	5	0	0	0	0
2100	5	0	0	0	0
2115	5	0	0	0	0
2130	6	0	0	0	0
2145	4	0	0	0	0
2200	6	0	0	0	0
2215	0	0	0	0	0
2230	4	0	0	0	0
2245	1	0	0	0	0
2300	2	0	0	0	0
2315	0	0	0	0	0
2330	1	0	0	0	0
2345	0	0	0	0	0
07-19	1002	0	0	0	0
06-22	1128	0	0	0	0
06-00	1142	0	0	0	0
00-00	1162	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Time	Tue				
	Total	110	115	120	125
		115	120	125	130
0000	1	0	0	0	0
0015	0	0	0	0	0
0030	0	0	0	0	0
0045	0	0	0	0	0
0100	2	0	0	0	0
0115	4	0	0	0	0
0130	0	0	0	0	0
0145	0	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	0	0	0	0	0
0245	1	0	0	0	0
0300	0	0	0	0	0
0315	1	0	0	0	0
0330	3	0	0	0	0
0345	0	0	0	0	0
0400	0	0	0	0	0
0415	0	0	0	0	0
0430	1	0	0	0	0
0445	0	0	0	0	0
0500	2	0	0	0	0
0515	1	0	0	0	0
0530	2	0	0	0	0
0545	5	0	0	0	0
0600	9	0	0	0	0
0615	15	0	0	0	0
0630	7	0	0	0	0
0645	13	0	0	0	0
0700	13	0	0	0	0
0715	15	0	0	0	0
0730	12	0	0	0	0
0745	22	0	0	0	0
0800	19	0	0	0	0
0815	28	0	0	0	0
0830	26	0	0	0	0
0845	14	0	0	0	0
0900	9	0	0	0	0
0915	12	0	0	0	0
0930	11	0	0	0	0
0945	21	0	0	0	0
1000	11	0	0	0	0
1015	17	0	0	0	0
1030	24	0	0	0	0
1045	22	0	0	0	0
1100	18	0	0	0	0
1115	18	0	0	0	0
1130	18	0	0	0	0
1145	26	0	0	0	0
1200	14	0	0	0	0
1215	23	0	0	0	0
1230	22	0	0	0	0
1245	24	0	0	0	0
1300	34	0	0	0	0
1315	20	0	0	0	0
1330	26	0	0	0	0
1345	19	0	0	0	0
1400	16	0	0	0	0
1415	13	0	0	0	0
1430	39	0	0	0	0
1445	23	0	0	0	0
1500	21	0	0	0	0
1515	27	0	0	0	0
1530	26	0	0	0	0
1545	22	0	0	0	0
1600	25	0	0	0	0
1615	30	0	0	0	0
1630	23	0	0	0	0
1645	29	0	0	0	0
1700	41	0	0	0	0
1715	37	0	0	0	0
1730	48	0	0	0	0
1745	42	0	0	0	0
1800	35	0	0	0	0
1815	29	0	0	0	0
1830	19	0	0	0	0
1845	19	0	0	0	0
1900	23	0	0	0	0
1915	20	0	0	0	0
1930	8	0	0	0	0
1945	7	0	0	0	0
2000	10	0	0	0	0
2015	10	0	0	0	0
2030	2	0	0	0	0
2045	10	0	0	0	0
2100	8	0	0	0	0
2115	6	0	0	0	0
2130	3	0	0	0	0
2145	7	0	0	0	0
2200	4	0	0	0	0
2215	1	0	0	0	0
2230	7	0	0	0	0
2245	2	0	0	0	0
2300	1	0	0	0	0
2315	2	0	0	0	0
2330	0	0	0	0	0
2345	1	0	0	0	0
07-19	1102	0	0	0	0
06-22	1260	0	0	0	0
06-00	1278	0	0	0	0
00-00	1301	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Wed

Time	Total				
		110 115	115 120	120 125	125 130
0000	1	0	0	0	0
0015	2	0	0	0	0
0030	1	0	0	0	0
0045	0	0	0	0	0
0100	1	0	0	0	0
0115	0	0	0	0	0
0130	1	0	0	0	0
0145	0	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	0	0	0	0	0
0245	2	0	0	0	0
0300	0	0	0	0	0
0315	1	0	0	0	0
0330	0	0	0	0	0
0345	0	0	0	0	0
0400	1	0	0	0	0
0415	0	0	0	0	0
0430	0	0	0	0	0
0445	0	0	0	0	0
0500	1	0	0	0	0
0515	1	0	0	0	0
0530	2	0	0	0	0
0545	4	0	0	0	0
0600	10	0	0	0	0
0615	7	0	0	0	0
0630	5	0	0	0	0
0645	16	0	0	0	0
0700	8	0	0	0	0
0715	9	0	0	0	0
0730	18	0	0	0	0
0745	18	0	0	0	0
0800	26	0	0	0	0
0815	24	0	0	0	0
0830	28	0	0	0	0
0845	24	0	0	0	0
0900	20	0	0	0	0
0915	16	0	0	0	0
0930	12	0	0	0	0
0945	12	0	0	0	0
1000	15	0	0	0	0
1015	19	0	0	0	0
1030	8	0	0	0	0
1045	19	0	0	0	0
1100	26	0	0	0	0
1115	22	0	0	0	0
1130	14	0	0	0	0
1145	25	0	0	0	0
1200	14	0	0	0	0
1215	22	0	0	0	0
1230	15	0	0	0	0
1245	23	0	0	0	0
1300	16	0	0	0	0
1315	22	0	0	0	0
1330	23	0	0	0	0
1345	23	0	0	0	0
1400	26	0	0	0	0
1415	25	0	0	0	0
1430	22	0	0	0	0
1445	30	0	0	0	0
1500	22	0	0	0	0
1515	47	0	0	0	0
1530	30	0	0	0	0
1545	30	0	0	0	0
1600	33	0	0	0	0
1615	24	0	0	0	0
1630	32	0	0	0	0
1645	32	0	0	0	0
1700	53	0	0	0	0
1715	45	0	0	0	0
1730	49	0	0	0	0
1745	40	0	0	0	0
1800	39	0	0	0	0
1815	28	0	0	0	0
1830	21	0	0	0	0
1845	13	0	0	0	0
1900	13	0	0	0	0
1915	16	0	0	0	0
1930	13	0	0	0	0
1945	6	0	0	0	0
2000	9	0	0	0	0
2015	11	0	0	0	0
2030	6	0	0	0	0
2045	5	0	0	0	0
2100	5	0	0	0	0
2115	6	0	0	0	0
2130	1	0	0	0	0
2145	4	0	0	0	0
2200	6	0	0	0	0
2215	3	0	0	0	0
2230	4	0	0	0	0
2245	3	0	0	0	0
2300	2	0	0	0	0
2315	1	0	0	0	0
2330	0	0	0	0	0
2345	1	0	0	0	0
07-19	1162	0	0	0	0
06-22	1295	0	0	0	0
06-00	1315	0	0	0	0
00-00	1333	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Thu

Time	Total	110	115	120	125
		115	120	125	130
0000	1	0	0	0	0
0015	1	0	0	0	0
0030	1	0	0	0	0
0045	1	0	0	0	0
0100	0	0	0	0	0
0115	0	0	0	0	0
0130	1	0	0	0	0
0145	0	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	0	0	0	0	0
0245	1	0	0	0	0
0300	0	0	0	0	0
0315	2	0	0	0	0
0330	0	0	0	0	0
0345	0	0	0	0	0
0400	1	0	0	0	0
0415	0	0	0	0	0
0430	1	0	0	0	0
0445	0	0	0	0	0
0500	2	0	0	0	0
0515	1	0	0	0	0
0530	7	0	0	0	0
0545	6	0	0	0	0
0600	11	0	0	0	0
0615	9	0	0	0	0
0630	4	0	0	0	0
0645	12	0	0	0	0
0700	12	0	0	0	0
0715	7	0	0	0	0
0730	19	0	0	0	0
0745	15	0	0	0	0
0800	28	0	0	0	0
0815	37	0	0	0	0
0830	24	0	0	0	0
0845	30	0	0	0	0
0900	23	0	0	0	0
0915	8	0	0	0	0
0930	17	0	0	0	0
0945	15	0	0	0	0
1000	16	0	0	0	0
1015	20	0	0	0	0
1030	18	0	0	0	0
1045	15	0	0	0	0
1100	19	0	0	0	0
1115	18	0	0	0	0
1130	16	0	0	0	0
1145	22	0	0	0	0
1200	19	0	0	0	0
1215	20	0	0	0	0
1230	26	0	0	0	0
1245	19	0	0	0	0
1300	16	0	0	0	0
1315	17	0	0	0	0
1330	21	0	0	0	0
1345	30	0	0	0	0
1400	20	0	0	0	0
1415	13	0	0	0	0
1430	36	0	0	0	0
1445	23	0	0	0	0
1500	24	0	0	0	0
1515	19	0	0	0	0
1530	35	0	0	0	0
1545	34	0	0	0	0
1600	34	0	0	0	0
1615	29	0	0	0	0
1630	35	0	0	0	0
1645	34	0	0	0	0
1700	30	0	0	0	0
1715	35	0	0	0	0
1730	45	0	0	0	0
1745	26	0	0	0	0
1800	34	0	0	0	0
1815	22	0	0	0	0
1830	31	0	0	0	0
1845	16	0	0	0	0
1900	17	0	0	0	0
1915	13	0	0	0	0
1930	14	0	0	0	0
1945	7	0	0	0	0
2000	11	0	0	0	0
2015	10	0	0	0	0
2030	8	0	0	0	0
2045	6	0	0	0	0
2100	1	0	0	0	0
2115	3	0	0	0	0
2130	1	0	0	0	0
2145	7	0	0	0	0
2200	5	0	0	0	0
2215	6	0	0	0	0
2230	1	0	0	0	0
2245	3	0	0	0	0
2300	0	0	0	0	0
2315	0	0	0	0	0
2330	3	0	0	0	0
2345	3	0	0	0	0
07-19	1122	0	0	0	0
06-22	1256	0	0	0	0
06-00	1277	0	0	0	0
00-00	1303	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Fri

Time	Total				
		110 115	115 120	120 125	125 130
0000	0	0	0	0	0
0015	1	0	0	0	0
0030	0	0	0	0	0
0045	1	0	0	0	0
0100	1	0	0	0	0
0115	0	0	0	0	0
0130	1	0	0	0	0
0145	0	0	0	0	0
0200	1	0	0	0	0
0215	0	0	0	0	0
0230	0	0	0	0	0
0245	0	0	0	0	0
0300	1	0	0	0	0
0315	1	0	0	0	0
0330	2	0	0	0	0
0345	0	0	0	0	0
0400	3	0	0	0	0
0415	0	0	0	0	0
0430	1	0	0	0	0
0445	0	0	0	0	0
0500	0	0	0	0	0
0515	1	0	0	0	0
0530	2	0	0	0	0
0545	3	0	0	0	0
0600	8	0	0	0	0
0615	10	0	0	0	0
0630	7	0	0	0	0
0645	14	0	0	0	0
0700	10	0	0	0	0
0715	9	0	0	0	0
0730	14	0	0	0	0
0745	20	0	0	0	0
0800	24	0	0	0	0
0815	37	0	0	0	0
0830	38	0	0	0	0
0845	19	0	0	0	0
0900	16	0	0	0	0
0915	22	0	0	0	0
0930	22	0	0	0	0
0945	9	0	0	0	0
1000	20	0	0	0	0
1015	25	0	0	0	0
1030	16	0	0	0	0
1045	16	0	0	0	0
1100	28	0	0	0	0
1115	19	0	0	0	0
1130	14	0	0	0	0
1145	23	0	0	0	0
1200	21	0	0	0	0
1215	18	0	0	0	0
1230	21	0	0	0	0
1245	19	0	0	0	0
1300	20	0	0	0	0
1315	11	0	0	0	0
1330	26	0	0	0	0
1345	22	0	0	0	0
1400	21	0	0	0	0
1415	17	0	0	0	0
1430	26	0	0	0	0
1445	40	0	0	0	0
1500	20	0	0	0	0
1515	32	0	0	0	0
1530	26	0	0	0	0
1545	22	0	0	0	0
1600	29	0	0	0	0
1615	16	0	0	0	0
1630	22	0	0	0	0
1645	28	0	0	0	0
1700	34	0	0	0	0
1715	33	0	0	0	0
1730	40	0	0	0	0
1745	29	0	0	0	0
1800	20	0	0	0	0
1815	16	0	0	0	0
1830	16	0	0	0	0
1845	22	0	0	0	0
1900	13	0	0	0	0
1915	9	0	0	0	0
1930	8	0	0	0	0
1945	11	0	0	0	0
2000	6	0	0	0	0
2015	10	0	0	0	0
2030	10	0	0	0	0
2045	4	0	0	0	0
2100	3	0	0	0	0
2115	8	0	0	0	0
2130	8	0	0	0	0
2145	5	0	0	0	0
2200	5	0	0	0	0
2215	6	0	0	0	0
2230	3	0	0	0	0
2245	8	0	0	0	0
2300	4	0	0	0	0
2315	4	0	0	0	0
2330	2	0	0	0	0
2345	4	0	0	0	0
07-19	1068	0	0	0	0
06-22	1202	0	0	0	0
06-00	1238	0	0	0	0
00-00	1257	0	0	0	0



Site
Location
Direction

September - 6
Automatic

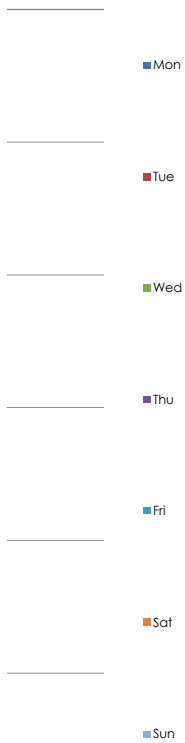
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
0000	5	0	0	0	0
0100	3	0	0	0	0
0200	1	0	0	0	0
0300	2	0	0	0	0
0400	2	0	0	0	0
0500	10	0	0	0	0
0600	29	0	0	0	0
0700	40	0	0	0	0
0800	82	0	0	0	0
0900	54	0	0	0	0
1000	64	0	0	0	0
1100	73	0	0	0	0
1200	77	0	0	0	0
1300	78	0	0	0	0
1400	91	0	0	0	0
1500	95	0	0	0	0
1600	95	0	0	0	0
1700	124	0	0	0	0
1800	80	0	0	0	0
1900	43	0	0	0	0
2000	29	0	0	0	0
2100	18	0	0	0	0
2200	15	0	0	0	0
2300	7	0	0	0	0
07-19	952	0	0	0	0
06-22	1072	0	0	0	0
06-00	1094	0	0	0	0
00-00	1117	0	0	0	0

Virtual We

Time	Total	110	115	120	125
		115	120	125	130
Mon	1162	0	0	0	0
Tue	1301	0	0	0	0
Wed	1333	0	0	0	0
Thu	1303	0	0	0	0
Fri	1257	0	0	0	0
Sat	776	0	0	0	0
Sun	688	0	0	0	0
5 Day Ave.	1271	0	0	0	0
7 Day Ave.	1117	0	0	0	0
Grand Total	7820	0	0	0	0

Summary Graphs



135	140
130	135

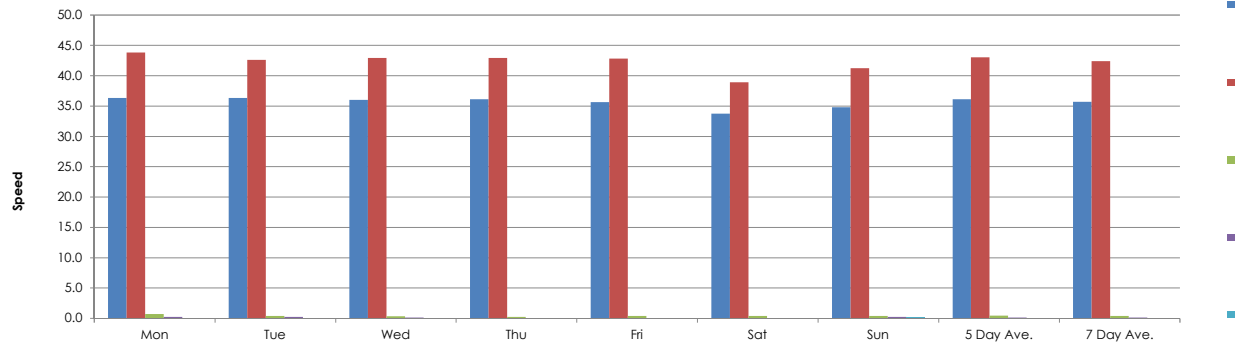
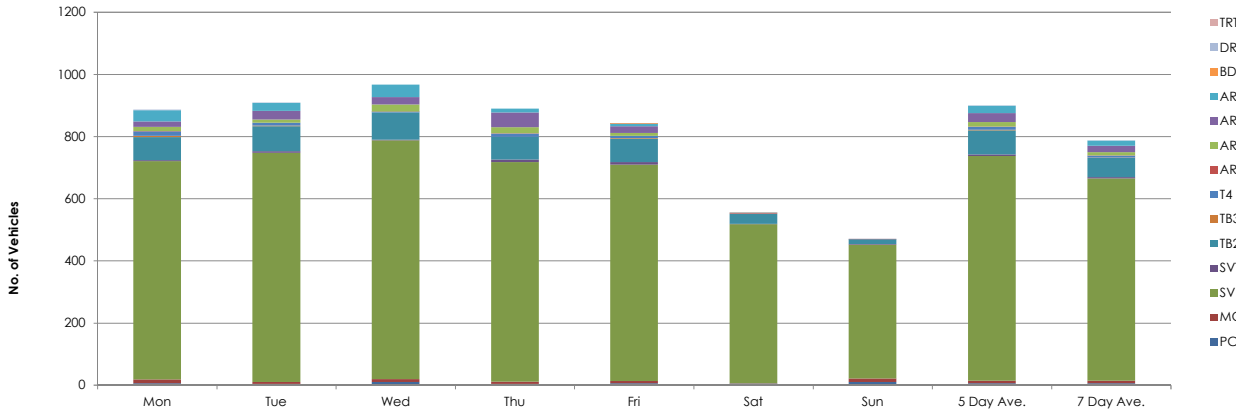
Virtual Day (7)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DFT		
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT							
0000	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.0	0	0.0	0
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
0300	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
0400	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.3	0	0.0	0
0500	7	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1.9	0	0.0	0
0600	25	0	1	20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0.6	0
0700	53	0	0	42	0	4	0	0	0	1	2	2	0	0	0	0	0	0	0.0	0	0.0	0
0800	73	1	1	59	0	7	0	1	0	1	2	1	0	0	0	0	0	1	0.8	0	0.2	0
0900	55	0	0	41	0	6	0	1	0	2	2	2	0	0	0	0	0	0	0.0	0	0.0	0
1000	46	0	0	33	1	7	0	1	0	1	1	2	0	0	0	0	0	0	0.0	0	0.0	0
1100	49	0	0	40	0	3	0	0	0	1	2	1	0	0	0	0	0	0	0.0	0	0.0	0
1200	49	0	1	39	1	4	0	2	0	1	1	2	0	0	0	0	0	0	0.3	0	0.3	0
1300	54	1	1	41	0	5	0	0	0	1	3	1	0	0	0	0	0	0	0.0	0	0.0	0
1400	50	0	1	39	0	3	0	1	0	1	2	2	0	0	0	0	0	0	0.0	0	0.0	0
1500	71	0	1	57	0	6	0	0	0	1	3	2	0	0	0	0	0	0.0	0	0.0	0	
1600	60	0	1	51	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0.2	0	0.0	0
1700	59	1	1	54	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0.0	0
1800	50	1	1	46	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0.3	0
1900	31	0	0	29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0.5	0
2000	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	0	0.9	0
2100	15	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
2200	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.4	0	0.0	0
2300	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
07-19	670	6	7	543	4	56	1	6	1	11	20	17	0	1	0	0	1	0.2	0	0.1	0	
06-22	757	6	8	622	4	61	1	6	1	11	20	17	0	1	0	0	2	0.3	1	0.1	0	
06-00	770	6	8	634	4	61	1	6	1	11	20	17	0	1	0	0	3	0.3	1	0.1	0	
00-00	789	6	8	651	4	62	1	6	1	11	20	17	0	1	0	0	3	0.4	1	0.1	0	

Virtual Week (1)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DFT		
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT							
Mon	887	6	12	703	3	74	4	15	1	13	18	36	0	2	0	0	0	6	0.7	2	0.2	0
Tue	909	4	6	738	5	80	2	9	0	11	28	25	0	1	0	0	0	4	0.4	2	0.2	0
Wed	967	10	9	769	2	87	0	3	1	22	24	40	0	0	0	0	0	3	0.3	1	0.1	0
Thu	890	4	7	707	8	73	0	10	1	20	47	13	0	0	0	0	0	2	0.2	0	0.0	0
Fri	843	6	7	697	8	75	2	7	0	9	22	8	1	1	0	0	0	3	0.4	0	0.0	0
Sat	556	5	1	512	1	33	0	0	2	1	1	0	0	0	0	0	0	2	0.4	0	0.0	0
Sun	471	10	11	431	2	15	0	1	1	0	0	0	0	0	0	0	0	2	0.4	1	0.2	1
5 Day Ave.	899	6	8	723	5	78	2	9	1	15	28	24	0	1	0	0	4	0.4	1	0.1	0	
7 Day Ave.	789	6	8	651	4	62	1	6	1	11	20	17	0	1	0	0	3	0.4	1	0.1	0	
Grand Total	5523	45	53	4557	29	437	8	45	6	76	140	122	1	4	0	0	22	0.4	6	0.1	1	

Summary Graphs



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sat	
	Total	>SL2% 75 Dff
0000	1	0.0
0015	3	0.0
0030	2	0.0
0045	1	0.0
0100	1	0.0
0115	2	0.0
0130	1	0.0
0145	1	0.0
0200	0	0.0
0215	0	0.0
0230	1	0.0
0245	1	0.0
0300	0	0.0
0315	0	0.0
0330	1	0.0
0345	0	0.0
0400	1	0.0
0415	0	0.0
0430	2	0.0
0445	0	0.0
0500	1	0.0
0515	1	0.0
0530	2	0.0
0545	1	0.0
0600	4	0.0
0615	2	0.0
0630	1	0.0
0645	6	0.0
0700	2	0.0
0715	5	0.0
0730	2	0.0
0745	4	0.0
0800	8	0.0
0815	4	0.0
0830	6	0.0
0845	6	0.0
0900	18	0.0
0915	8	0.0
0930	15	0.0
0945	10	0.0
1000	8	0.0
1015	7	0.0
1030	11	0.0
1045	12	0.0
1100	12	0.0
1115	6	0.0
1130	16	0.0
1145	17	0.0
1200	14	0.0
1215	7	0.0
1230	10	0.0
1245	14	0.0
1300	15	0.0
1315	11	0.0
1330	7	0.0
1345	9	0.0
1400	10	0.0
1415	9	0.0
1430	8	0.0
1445	5	0.0
1500	7	0.0
1515	7	0.0
1530	20	0.0
1545	8	0.0
1600	19	0.0
1615	9	0.0
1630	6	0.0
1645	13	0.0
1700	15	0.0
1715	9	0.0
1730	9	0.0
1745	10	0.0
1800	6	0.0
1815	10	0.0
1830	11	0.0
1845	4	0.0
1900	6	0.0
1915	5	0.0
1930	9	0.0
1945	6	0.0
2000	5	0.0
2015	4	0.0
2030	3	0.0
2045	3	0.0
2100	3	0.0
2115	3	0.0
2130	2	0.0
2145	1	0.0
2200	1	0.0
2215	0	0.0
2230	3	0.0
2245	2	0.0
2300	1	0.0
2315	3	0.0
2330	0	0.0
2345	1	0.0
07-19	459	0.0
04-22	522	0.0
04-00	533	0.0
00-00	556	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sun	
	Total	>SL2% 75 Dff
0000	2	0.0
0015	0	0.0
0030	1	0.0
0045	0	0.0
0100	1	0.0
0115	1	0.0
0130	1	0.0
0145	2	0.0
0200	1	0.0
0215	0	0.0
0230	1	0.0
0245	0	0.0
0300	0	0.0
0315	0	0.0
0330	0	0.0
0345	0	0.0
0400	0	0.0
0415	0	0.0
0430	0	0.0
0445	0	0.0
0500	0	0.0
0515	0	0.0
0530	3	0.0
0545	1	0.0
0600	3	0.0
0615	2	0.0
0630	0	0.0
0645	2	0.0
0700	4	0.0
0715	1	0.0
0730	1	0.0
0745	1	0.0
0800	3	0.0
0815	2	0.0
0830	3	0.0
0845	4	0.0
0900	3	0.0
0915	3	0.0
0930	3	0.0
0945	11	0.0
1000	4	0.0
1015	5	0.0
1030	5	0.0
1045	8	0.0
1100	6	0.0
1115	11	0.0
1130	11	0.0
1145	9	0.0
1200	10	0.0
1215	10	10.0
1230	6	0.0
1245	5	0.0
1300	14	0.0
1315	11	0.0
1330	13	0.0
1345	10	0.0
1400	11	0.0
1415	10	0.0
1430	11	0.0
1445	14	0.0
1500	11	0.0
1515	9	0.0
1530	11	0.0
1545	9	0.0
1600	8	0.0
1615	5	0.0
1630	15	0.0
1645	14	0.0
1700	8	0.0
1715	11	0.0
1730	7	0.0
1745	17	0.0
1800	3	0.0
1815	16	0.0
1830	12	0.0
1845	8	0.0
1900	8	0.0
1915	7	0.0
1930	8	0.0
1945	3	0.0
2000	2	0.0
2015	6	0.0
2030	2	0.0
2045	2	0.0
2100	2	0.0
2115	5	0.0
2130	4	0.0
2145	6	0.0
2200	0	0.0
2215	4	0.0
2230	3	0.0
2245	0	0.0
2300	1	0.0
2315	0	0.0
2330	0	0.0
2345	0	0.0
07-19	387	0.3
06-22	449	0.2
06-00	457	0.2
00-00	471	0.2



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Mon	
	Total	>SL2% 75 Dff
0000	0	0.0
0015	0	0.0
0030	0	0.0
0045	0	0.0
0100	1	0.0
0115	1	0.0
0130	0	0.0
0145	0	0.0
0200	0	0.0
0215	1	0.0
0230	0	0.0
0245	0	0.0
0300	0	0.0
0315	0	0.0
0330	2	0.0
0345	0	0.0
0400	0	0.0
0415	1	0.0
0430	1	0.0
0445	1	0.0
0500	2	0.0
0515	2	0.0
0530	1	0.0
0545	4	0.0
0600	6	0.0
0615	5	0.0
0630	2	0.0
0645	15	0.0
0700	10	0.0
0715	12	0.0
0730	17	0.0
0745	27	0.0
0800	18	0.0
0815	18	0.0
0830	19	0.0
0845	25	0.0
0900	26	0.0
0915	9	0.0
0930	13	0.0
0945	13	0.0
1000	14	0.0
1015	11	0.0
1030	16	0.0
1045	19	0.0
1100	14	0.0
1115	16	0.0
1130	10	0.0
1145	8	0.0
1200	22	0.0
1215	12	0.0
1230	7	0.0
1245	21	0.0
1300	13	0.0
1315	13	0.0
1330	17	0.0
1345	20	0.0
1400	11	0.0
1415	15	0.0
1430	11	0.0
1445	15	0.0
1500	18	0.0
1515	23	0.0
1530	17	0.0
1545	28	0.0
1600	19	0.0
1615	16	0.0
1630	13	0.0
1645	20	0.0
1700	15	0.0
1715	18	0.0
1730	11	0.0
1745	13	0.0
1800	14	0.0
1815	19	0.0
1830	9	0.0
1845	16	0.0
1900	9	0.0
1915	11	0.0
1930	5	0.0
1945	7	0.0
2000	3	0.0
2015	9	0.0
2030	4	0.0
2045	3	0.0
2100	4	0.0
2115	5	0.0
2130	5	0.0
2145	7	0.0
2200	0	0.0
2215	2	0.0
2230	1	0.0
2245	1	0.0
2300	1	0.0
2315	2	0.0
2330	2	0.0
2345	0	0.0
07-19	761	0.0
06-22	861	0.0
06-00	870	0.0
00-00	887	0.0



Time	Tue	
	Total	>SL2% 75 Dff
0000	1	0.0
0015	0	0.0
0030	0	0.0
0045	1	0.0
0100	0	0.0
0115	0	0.0
0130	1	0.0
0145	1	0.0
0200	0	0.0
0215	0	0.0
0230	1	0.0
0245	0	0.0
0300	0	0.0
0315	1	0.0
0330	0	0.0
0345	0	0.0
0400	0	0.0
0415	2	0.0
0430	2	0.0
0445	1	0.0
0500	1	0.0
0515	3	0.0
0530	2	0.0
0545	7	0.0
0600	4	0.0
0615	5	0.0
0630	7	0.0
0645	19	0.0
0700	10	0.0
0715	16	0.0
0730	15	0.0
0745	24	0.0
0800	21	0.0
0815	23	0.0
0830	24	0.0
0845	32	0.0
0900	26	0.0
0915	19	0.0
0930	10	0.0
0945	7	0.0
1000	13	0.0
1015	15	0.0
1030	14	0.0
1045	12	0.0
1100	9	0.0
1115	18	0.0
1130	17	0.0
1145	11	0.0
1200	11	0.0
1215	15	0.0
1230	17	0.0
1245	14	0.0
1300	20	0.0
1315	15	0.0
1330	15	0.0
1345	11	0.0
1400	16	0.0
1415	14	0.0
1430	18	0.0
1445	8	0.0
1500	11	0.0
1515	21	0.0
1530	19	0.0
1545	19	0.0
1600	12	0.0
1615	18	0.0
1630	12	0.0
1645	25	0.0
1700	17	0.0
1715	13	0.0
1730	23	0.0
1745	17	0.0
1800	8	0.0
1815	13	0.0
1830	17	0.0
1845	19	0.0
1900	15	0.0
1915	7	0.0
1930	8	0.0
1945	7	0.0
2000	2	0.0
2015	4	0.0
2030	3	0.0
2045	2	0.0
2100	6	0.0
2115	2	0.0
2130	3	0.0
2145	3	0.0
2200	2	0.0
2215	2	0.0
2230	4	0.0
2245	5	0.0
2300	0	0.0
2315	0	0.0
2330	0	0.0
2345	1	0.0
07-19	774	0.0
06-22	871	0.0
06-00	885	0.0
00-00	909	0.0

Site / Tilbury
 Location er 2016
 Direction c Count

Wed

Time	Total	>SL2% 75 Dff
0000	1	0.0
0015	1	0.0
0030	1	0.0
0045	1	0.0
0100	0	0.0
0115	0	0.0
0130	0	0.0
0145	0	0.0
0200	0	0.0
0215	0	0.0
0230	2	0.0
0245	0	0.0
0300	0	0.0
0315	0	0.0
0330	1	0.0
0345	1	0.0
0400	1	0.0
0415	0	0.0
0430	1	0.0
0445	1	0.0
0500	1	0.0
0515	0	0.0
0530	1	0.0
0545	4	0.0
0600	6	0.0
0615	6	0.0
0630	8	0.0
0645	14	0.0
0700	15	0.0
0715	15	0.0
0730	30	0.0
0745	21	0.0
0800	28	0.0
0815	17	0.0
0830	30	0.0
0845	36	0.0
0900	19	0.0
0915	16	0.0
0930	7	0.0
0945	22	0.0
1000	6	0.0
1015	13	0.0
1030	16	0.0
1045	12	0.0
1100	11	0.0
1115	11	0.0
1130	13	0.0
1145	18	0.0
1200	20	0.0
1215	13	0.0
1230	14	0.0
1245	14	0.0
1300	11	0.0
1315	21	0.0
1330	17	0.0
1345	11	0.0
1400	16	0.0
1415	13	0.0
1430	15	0.0
1445	14	0.0
1500	25	0.0
1515	27	0.0
1530	22	0.0
1545	28	0.0
1600	24	0.0
1615	15	0.0
1630	16	0.0
1645	11	0.0
1700	22	0.0
1715	15	0.0
1730	21	0.0
1745	20	0.0
1800	9	0.0
1815	14	0.0
1830	14	0.0
1845	13	0.0
1900	14	0.0
1915	5	0.0
1930	7	0.0
1945	5	0.0
2000	6	0.0
2015	11	0.0
2030	3	0.0
2045	5	0.0
2100	4	0.0
2115	5	0.0
2130	6	0.0
2145	2	0.0
2200	1	0.0
2215	3	0.0
2230	3	0.0
2245	2	0.0
2300	1	0.0
2315	2	0.0
2330	0	0.0
2345	0	0.0
07-19	831	0.0
06-22	938	0.0
06-00	950	0.0
00-00	967	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 75 Dff
0000	0	0.0
0015	0	0.0
0030	0	0.0
0045	1	0.0
0100	0	0.0
0115	0	0.0
0130	1	0.0
0145	0	0.0
0200	0	0.0
0215	0	0.0
0230	1	0.0
0245	0	0.0
0300	0	0.0
0315	0	0.0
0330	2	0.0
0345	0	0.0
0400	0	0.0
0415	2	0.0
0430	3	0.0
0445	2	0.0
0500	1	0.0
0515	0	0.0
0530	3	0.0
0545	7	0.0
0600	4	0.0
0615	4	0.0
0630	10	0.0
0645	11	0.0
0700	11	0.0
0715	21	0.0
0730	21	0.0
0745	27	0.0
0800	20	0.0
0815	16	0.0
0830	24	0.0
0845	28	0.0
0900	17	0.0
0915	17	0.0
0930	10	0.0
0945	10	0.0
1000	8	0.0
1015	7	0.0
1030	16	0.0
1045	20	0.0
1100	10	0.0
1115	8	0.0
1130	12	0.0
1145	16	0.0
1200	8	0.0
1215	14	0.0
1230	7	0.0
1245	13	0.0
1300	11	0.0
1315	15	0.0
1330	17	0.0
1345	12	0.0
1400	11	0.0
1415	16	0.0
1430	10	0.0
1445	13	0.0
1500	18	0.0
1515	25	0.0
1530	22	0.0
1545	24	0.0
1600	21	0.0
1615	18	0.0
1630	18	0.0
1645	21	0.0
1700	14	0.0
1715	13	0.0
1730	14	0.0
1745	19	0.0
1800	21	0.0
1815	22	0.0
1830	14	0.0
1845	12	0.0
1900	10	0.0
1915	4	0.0
1930	9	0.0
1945	8	0.0
2000	5	0.0
2015	6	0.0
2030	3	0.0
2045	2	0.0
2100	2	0.0
2115	4	0.0
2130	2	0.0
2145	4	0.0
2200	5	0.0
2215	1	0.0
2230	3	0.0
2245	3	0.0
2300	4	0.0
2315	0	0.0
2330	1	0.0
2345	0	0.0
07-19	762	0.0
06-22	850	0.0
06-00	867	0.0
00-00	890	0.0



Fri

Time	Total	>SL2% 75 Dff
0000	1	0.0
0015	1	0.0
0030	0	0.0
0045	1	0.0
0100	0	0.0
0115	0	0.0
0130	1	0.0
0145	1	0.0
0200	0	0.0
0215	2	0.0
0230	2	0.0
0245	0	0.0
0300	1	0.0
0315	0	0.0
0330	1	0.0
0345	1	0.0
0400	0	0.0
0415	0	0.0
0430	0	0.0
0445	2	0.0
0500	0	0.0
0515	0	0.0
0530	1	0.0
0545	3	0.0
0600	4	0.0
0615	3	0.0
0630	6	0.0
0645	15	0.0
0700	8	0.0
0715	12	0.0
0730	11	0.0
0745	25	0.0
0800	25	0.0
0815	21	0.0
0830	17	0.0
0845	35	0.0
0900	21	0.0
0915	21	0.0
0930	17	0.0
0945	13	0.0
1000	14	0.0
1015	14	0.0
1030	10	0.0
1045	15	0.0
1100	16	0.0
1115	16	0.0
1130	11	0.0
1145	8	0.0
1200	15	0.0
1215	14	0.0
1230	5	0.0
1245	12	0.0
1300	12	0.0
1315	16	0.0
1330	10	0.0
1345	11	0.0
1400	15	0.0
1415	18	0.0
1430	10	0.0
1445	16	0.0
1500	13	0.0
1515	21	0.0
1530	20	0.0
1545	14	0.0
1600	15	0.0
1615	10	0.0
1630	15	0.0
1645	15	0.0
1700	15	0.0
1715	14	0.0
1730	17	0.0
1745	17	0.0
1800	15	0.0
1815	17	0.0
1830	7	0.0
1845	8	0.0
1900	11	0.0
1915	12	0.0
1930	6	0.0
1945	8	0.0
2000	5	0.0
2015	2	0.0
2030	4	0.0
2045	4	0.0
2100	2	0.0
2115	4	0.0
2130	1	0.0
2145	6	0.0
2200	1	0.0
2215	2	0.0
2230	3	0.0
2245	1	0.0
2300	1	0.0
2315	1	0.0
2330	3	0.0
2345	3	0.0
07-19	717	0.0
04-22	810	0.0
04-00	825	0.0
00-00	843	0.0

Virtual Da

Time	Total	>SL2% 75 DFT
0000	3	0.0
0100	2	0.0
0200	2	0.0
0300	2	0.0
0400	3	0.0
0500	7	0.0
0600	25	0.0
0700	53	0.0
0800	73	0.0
0900	55	0.0
1000	46	0.0
1100	49	0.0
1200	49	0.3
1300	54	0.0
1400	50	0.0
1500	71	0.0
1600	60	0.0
1700	59	0.0
1800	50	0.0
1900	31	0.0
2000	16	0.0
2100	15	0.0
2200	8	0.0
2300	4	0.0
07-19	670	0.0
06-22	757	0.0
06-00	770	0.0
00-00	789	0.0

Virtual We

Time	Total	>SL2% 75 DFT
Mon	887	0.0
Tue	909	0.0
Wed	967	0.0
Thu	890	0.0
Fri	843	0.0
Sat	556	0.0
Sun	471	0.2
5 Day Ave.	899	0.0
7 Day Ave.	789	0.0
Grand Total	5523	0.0

Summary Graphs

|
 :T
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 :T6
 :T5
 :T4
 :T3

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 Mean

 85%ile

 >PSL%

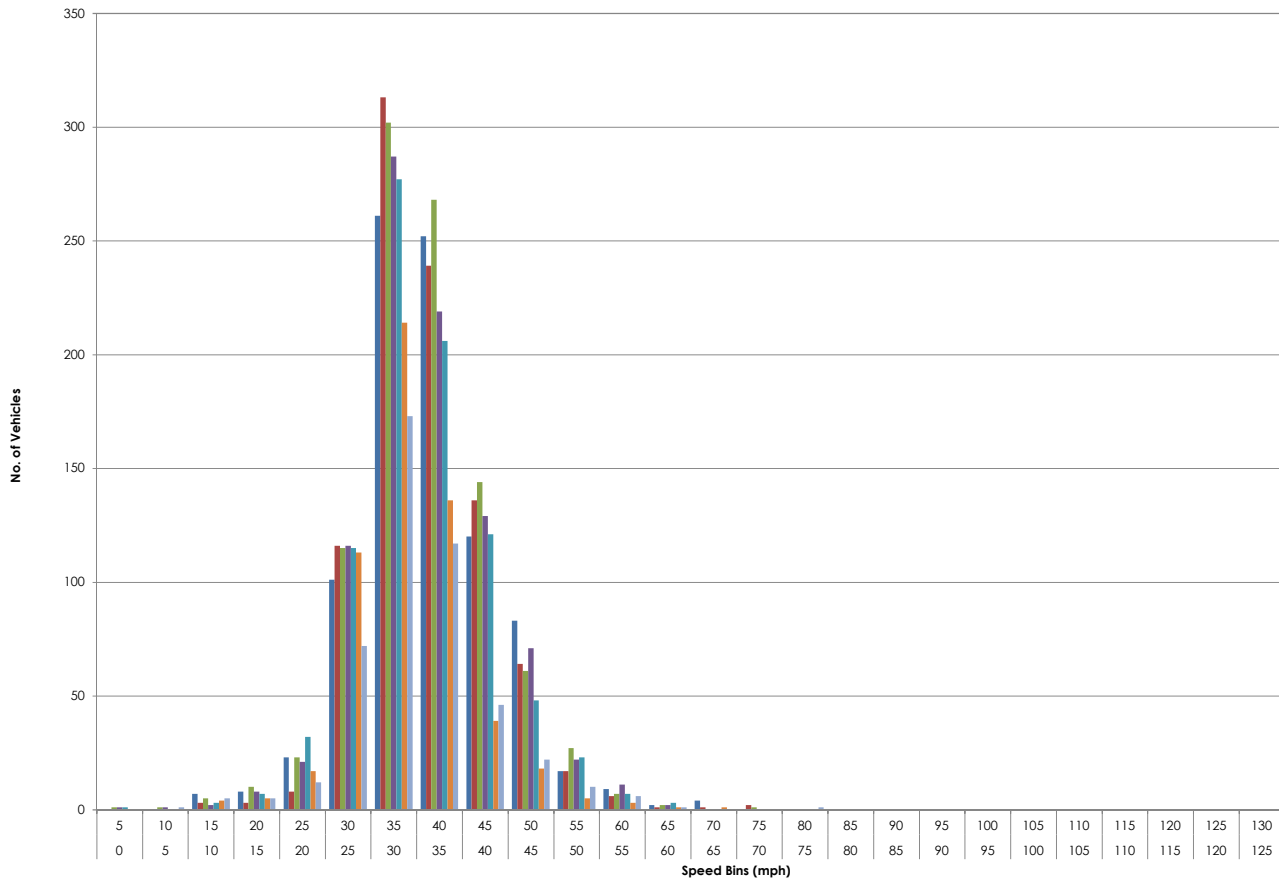
 >SL1%

 >SL2%

Time	Virtual Da			Virtual Day (7)																					
	Total	Mean	Vpp 85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110
0000	3	35.1	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	34.2	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	35.3	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	38.8	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	41.8	-	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	42.6	-	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0600	25	39.4	48.8	0	0	0	0	1	3	5	6	5	3	2	1	0	0	0	0	0	0	0	0	0	0
0700	53	38.5	46.2	0	0	0	0	1	4	11	14	11	8	2	1	0	0	0	0	0	0	0	0	0	0
0800	73	36.6	44.0	0	0	0	1	2	8	22	20	10	7	2	1	0	0	0	0	0	0	0	0	0	0
0900	55	36.3	43.0	0	0	0	1	2	4	17	16	8	5	1	1	0	0	0	0	0	0	0	0	0	0
1000	46	36.0	41.8	0	0	0	0	1	6	15	14	8	3	1	0	0	0	0	0	0	0	0	0	0	0
1100	49	35.3	41.0	0	0	0	0	1	7	16	13	7	2	1	0	0	0	0	0	0	0	0	0	0	0
1200	49	35.8	42.4	0	0	0	0	1	7	15	14	7	3	1	1	0	0	0	0	0	0	0	0	0	0
1300	54	35.5	42.1	0	0	0	1	2	6	19	14	8	3	1	0	0	0	0	0	0	0	0	0	0	0
1400	50	34.8	41.0	0	0	0	1	2	6	19	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0
1500	71	34.9	40.5	0	0	0	0	1	12	27	18	7	4	1	0	0	0	0	0	0	0	0	0	0	0
1600	60	35.5	41.3	0	0	0	0	1	9	22	17	6	2	1	1	0	0	0	0	0	0	0	0	0	0
1700	59	34.8	40.4	0	0	0	1	1	9	24	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0
1800	50	34.1	41.2	0	0	1	0	2	8	20	9	5	3	1	0	0	0	0	0	0	0	0	0	0	0
1900	31	33.4	39.8	0	0	1	0	1	7	11	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	16	34.4	41.6	0	0	0	0	1	4	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	15	34.8	41.2	0	0	1	0	0	2	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	34.6	-	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	34.0	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	670	35.7	42.2	0	0	3	6	16	86	228	178	90	44	14	5	1	0	0	0	0	0	0	0	0	0
06-22	757	35.7	42.4	0	0	4	6	19	101	254	198	100	49	16	6	1	0	0	0	0	0	0	0	0	0
06-00	770	35.6	42.4	0	0	4	6	19	105	258	200	101	50	17	6	1	1	0	0	0	0	0	0	0	0
00-00	789	35.7	42.4	0	0	4	7	19	107	261	205	105	52	17	7	2	1	0	0	0	0	0	0	0	0

Time	Virtual We			Virtual Week (1)																					
	Total	Mean	Vpp 85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110
Mon	887	36.3	43.8	0	0	7	8	23	101	261	252	120	83	17	9	2	4	0	0	0	0	0	0	0	0
Tue	909	36.3	42.6	0	0	3	3	8	116	313	239	136	64	17	6	1	1	2	0	0	0	0	0	0	0
Wed	967	36.0	42.9	1	1	5	10	23	115	302	268	144	61	27	7	2	0	1	0	0	0	0	0	0	0
Thu	890	36.1	42.9	1	1	2	8	21	116	287	219	129	71	22	11	2	0	0	0	0	0	0	0	0	0
Fri	843	35.6	42.8	1	0	3	7	32	115	277	206	121	48	23	7	3	0	0	0	0	0	0	0	0	0
Sat	556	33.7	38.9	0	0	4	5	17	113	214	136	39	18	5	3	1	1	0	0	0	0	0	0	0	0
Sun	471	34.8	41.2	0	1	5	5	12	72	173	117	46	22	10	6	1	0	0	1	0	0	0	0	0	0
5 Day Ave.	899	36.1	43.0	1	0	4	7	21	113	288	237	130	65	21	8	2	1	1	0	0	0	0	0	0	0
7 Day Ave.	789	35.7	42.4	0	0	4	7	19	107	261	205	105	52	17	7	2	1	0	0	0	0	0	0	0	0
Grand Total	5523	35.7	42.4	3	3	29	46	136	748	1827	1437	735	367	121	49	12	6	3	1	0	0	0	0	0	0

Summary Graphs



Site
Location
Direction

September - 1
Automatic

Time	Sat				
	Total	110	115	120	125
		115	120	125	130
0000	1	0	0	0	0
0015	3	0	0	0	0
0030	2	0	0	0	0
0045	1	0	0	0	0
0100	1	0	0	0	0
0115	2	0	0	0	0
0130	1	0	0	0	0
0145	1	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	1	0	0	0	0
0245	1	0	0	0	0
0300	0	0	0	0	0
0315	0	0	0	0	0
0330	1	0	0	0	0
0345	0	0	0	0	0
0400	1	0	0	0	0
0415	0	0	0	0	0
0430	2	0	0	0	0
0445	0	0	0	0	0
0500	1	0	0	0	0
0515	1	0	0	0	0
0530	2	0	0	0	0
0545	1	0	0	0	0
0600	4	0	0	0	0
0615	2	0	0	0	0
0630	1	0	0	0	0
0645	6	0	0	0	0
0700	2	0	0	0	0
0715	5	0	0	0	0
0730	2	0	0	0	0
0745	4	0	0	0	0
0800	8	0	0	0	0
0815	4	0	0	0	0
0830	6	0	0	0	0
0845	6	0	0	0	0
0900	18	0	0	0	0
0915	8	0	0	0	0
0930	15	0	0	0	0
0945	10	0	0	0	0
1000	8	0	0	0	0
1015	7	0	0	0	0
1030	11	0	0	0	0
1045	12	0	0	0	0
1100	12	0	0	0	0
1115	6	0	0	0	0
1130	16	0	0	0	0
1145	17	0	0	0	0
1200	14	0	0	0	0
1215	7	0	0	0	0
1230	10	0	0	0	0
1245	14	0	0	0	0
1300	15	0	0	0	0
1315	11	0	0	0	0
1330	7	0	0	0	0
1345	9	0	0	0	0
1400	10	0	0	0	0
1415	9	0	0	0	0
1430	8	0	0	0	0
1445	5	0	0	0	0
1500	7	0	0	0	0
1515	7	0	0	0	0
1530	20	0	0	0	0
1545	8	0	0	0	0
1600	19	0	0	0	0
1615	9	0	0	0	0
1630	6	0	0	0	0
1645	13	0	0	0	0
1700	15	0	0	0	0
1715	9	0	0	0	0
1730	9	0	0	0	0
1745	10	0	0	0	0
1800	6	0	0	0	0
1815	10	0	0	0	0
1830	11	0	0	0	0
1845	4	0	0	0	0
1900	6	0	0	0	0
1915	5	0	0	0	0
1930	9	0	0	0	0
1945	6	0	0	0	0
2000	5	0	0	0	0
2015	4	0	0	0	0
2030	3	0	0	0	0
2045	3	0	0	0	0
2100	3	0	0	0	0
2115	3	0	0	0	0
2130	2	0	0	0	0
2145	1	0	0	0	0
2200	1	0	0	0	0
2215	0	0	0	0	0
2230	3	0	0	0	0
2245	2	0	0	0	0
2300	1	0	0	0	0
2315	3	0	0	0	0
2330	0	0	0	0	0
2345	1	0	0	0	0
07-19	459	0	0	0	0
04-22	522	0	0	0	0
04-00	533	0	0	0	0
00-00	556	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Sun				
	Total	110	115	120	125
		115	120	125	130
0000	2	0	0	0	0
0015	0	0	0	0	0
0030	1	0	0	0	0
0045	0	0	0	0	0
0100	1	0	0	0	0
0115	1	0	0	0	0
0130	1	0	0	0	0
0145	2	0	0	0	0
0200	1	0	0	0	0
0215	0	0	0	0	0
0230	1	0	0	0	0
0245	0	0	0	0	0
0300	0	0	0	0	0
0315	0	0	0	0	0
0330	0	0	0	0	0
0345	0	0	0	0	0
0400	0	0	0	0	0
0415	0	0	0	0	0
0430	0	0	0	0	0
0445	0	0	0	0	0
0500	0	0	0	0	0
0515	0	0	0	0	0
0530	3	0	0	0	0
0545	1	0	0	0	0
0600	3	0	0	0	0
0615	2	0	0	0	0
0630	0	0	0	0	0
0645	2	0	0	0	0
0700	4	0	0	0	0
0715	1	0	0	0	0
0730	1	0	0	0	0
0745	1	0	0	0	0
0800	3	0	0	0	0
0815	2	0	0	0	0
0830	3	0	0	0	0
0845	4	0	0	0	0
0900	3	0	0	0	0
0915	3	0	0	0	0
0930	3	0	0	0	0
0945	11	0	0	0	0
1000	4	0	0	0	0
1015	5	0	0	0	0
1030	5	0	0	0	0
1045	8	0	0	0	0
1100	6	0	0	0	0
1115	11	0	0	0	0
1130	11	0	0	0	0
1145	9	0	0	0	0
1200	10	0	0	0	0
1215	10	0	0	0	0
1230	6	0	0	0	0
1245	5	0	0	0	0
1300	14	0	0	0	0
1315	11	0	0	0	0
1330	13	0	0	0	0
1345	10	0	0	0	0
1400	11	0	0	0	0
1415	10	0	0	0	0
1430	11	0	0	0	0
1445	14	0	0	0	0
1500	11	0	0	0	0
1515	9	0	0	0	0
1530	11	0	0	0	0
1545	9	0	0	0	0
1600	8	0	0	0	0
1615	5	0	0	0	0
1630	15	0	0	0	0
1645	14	0	0	0	0
1700	8	0	0	0	0
1715	11	0	0	0	0
1730	7	0	0	0	0
1745	17	0	0	0	0
1800	3	0	0	0	0
1815	16	0	0	0	0
1830	12	0	0	0	0
1845	8	0	0	0	0
1900	8	0	0	0	0
1915	7	0	0	0	0
1930	8	0	0	0	0
1945	3	0	0	0	0
2000	2	0	0	0	0
2015	6	0	0	0	0
2030	2	0	0	0	0
2045	2	0	0	0	0
2100	2	0	0	0	0
2115	5	0	0	0	0
2130	4	0	0	0	0
2145	6	0	0	0	0
2200	0	0	0	0	0
2215	4	0	0	0	0
2230	3	0	0	0	0
2245	0	0	0	0	0
2300	1	0	0	0	0
2315	0	0	0	0	0
2330	0	0	0	0	0
2345	0	0	0	0	0
07-19	387	0	0	0	0
06-22	449	0	0	0	0
06-00	457	0	0	0	0
00-00	471	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Mon				
	Total	110	115	120	125
		115	120	125	130
0000	0	0	0	0	0
0015	0	0	0	0	0
0030	0	0	0	0	0
0045	0	0	0	0	0
0100	1	0	0	0	0
0115	1	0	0	0	0
0130	0	0	0	0	0
0145	0	0	0	0	0
0200	0	0	0	0	0
0215	1	0	0	0	0
0230	0	0	0	0	0
0245	0	0	0	0	0
0300	0	0	0	0	0
0315	0	0	0	0	0
0330	2	0	0	0	0
0345	0	0	0	0	0
0400	0	0	0	0	0
0415	1	0	0	0	0
0430	1	0	0	0	0
0445	1	0	0	0	0
0500	2	0	0	0	0
0515	2	0	0	0	0
0530	1	0	0	0	0
0545	4	0	0	0	0
0600	6	0	0	0	0
0615	5	0	0	0	0
0630	2	0	0	0	0
0645	15	0	0	0	0
0700	10	0	0	0	0
0715	12	0	0	0	0
0730	17	0	0	0	0
0745	27	0	0	0	0
0800	18	0	0	0	0
0815	18	0	0	0	0
0830	19	0	0	0	0
0845	25	0	0	0	0
0900	26	0	0	0	0
0915	9	0	0	0	0
0930	13	0	0	0	0
0945	13	0	0	0	0
1000	14	0	0	0	0
1015	11	0	0	0	0
1030	16	0	0	0	0
1045	19	0	0	0	0
1100	14	0	0	0	0
1115	16	0	0	0	0
1130	10	0	0	0	0
1145	8	0	0	0	0
1200	22	0	0	0	0
1215	12	0	0	0	0
1230	7	0	0	0	0
1245	21	0	0	0	0
1300	13	0	0	0	0
1315	13	0	0	0	0
1330	17	0	0	0	0
1345	20	0	0	0	0
1400	11	0	0	0	0
1415	15	0	0	0	0
1430	11	0	0	0	0
1445	15	0	0	0	0
1500	18	0	0	0	0
1515	23	0	0	0	0
1530	17	0	0	0	0
1545	28	0	0	0	0
1600	19	0	0	0	0
1615	16	0	0	0	0
1630	13	0	0	0	0
1645	20	0	0	0	0
1700	15	0	0	0	0
1715	18	0	0	0	0
1730	11	0	0	0	0
1745	13	0	0	0	0
1800	14	0	0	0	0
1815	19	0	0	0	0
1830	9	0	0	0	0
1845	16	0	0	0	0
1900	9	0	0	0	0
1915	11	0	0	0	0
1930	5	0	0	0	0
1945	7	0	0	0	0
2000	3	0	0	0	0
2015	9	0	0	0	0
2030	4	0	0	0	0
2045	3	0	0	0	0
2100	4	0	0	0	0
2115	5	0	0	0	0
2130	5	0	0	0	0
2145	7	0	0	0	0
2200	0	0	0	0	0
2215	2	0	0	0	0
2230	1	0	0	0	0
2245	1	0	0	0	0
2300	1	0	0	0	0
2315	2	0	0	0	0
2330	2	0	0	0	0
2345	0	0	0	0	0
07-19	761	0	0	0	0
06-22	861	0	0	0	0
06-00	870	0	0	0	0
00-00	887	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Tue				
	Total	110	115	120	125
		115	120	125	130
0000	1	0	0	0	0
0015	0	0	0	0	0
0030	0	0	0	0	0
0045	1	0	0	0	0
0100	0	0	0	0	0
0115	0	0	0	0	0
0130	1	0	0	0	0
0145	1	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	1	0	0	0	0
0245	0	0	0	0	0
0300	0	0	0	0	0
0315	1	0	0	0	0
0330	0	0	0	0	0
0345	0	0	0	0	0
0400	0	0	0	0	0
0415	2	0	0	0	0
0430	2	0	0	0	0
0445	1	0	0	0	0
0500	1	0	0	0	0
0515	3	0	0	0	0
0530	2	0	0	0	0
0545	7	0	0	0	0
0600	4	0	0	0	0
0615	5	0	0	0	0
0630	7	0	0	0	0
0645	19	0	0	0	0
0700	10	0	0	0	0
0715	16	0	0	0	0
0730	15	0	0	0	0
0745	24	0	0	0	0
0800	21	0	0	0	0
0815	23	0	0	0	0
0830	24	0	0	0	0
0845	32	0	0	0	0
0900	26	0	0	0	0
0915	19	0	0	0	0
0930	10	0	0	0	0
0945	7	0	0	0	0
1000	13	0	0	0	0
1015	15	0	0	0	0
1030	14	0	0	0	0
1045	12	0	0	0	0
1100	9	0	0	0	0
1115	18	0	0	0	0
1130	17	0	0	0	0
1145	11	0	0	0	0
1200	11	0	0	0	0
1215	15	0	0	0	0
1230	17	0	0	0	0
1245	14	0	0	0	0
1300	20	0	0	0	0
1315	15	0	0	0	0
1330	15	0	0	0	0
1345	11	0	0	0	0
1400	16	0	0	0	0
1415	14	0	0	0	0
1430	18	0	0	0	0
1445	8	0	0	0	0
1500	11	0	0	0	0
1515	21	0	0	0	0
1530	19	0	0	0	0
1545	19	0	0	0	0
1600	12	0	0	0	0
1615	18	0	0	0	0
1630	12	0	0	0	0
1645	25	0	0	0	0
1700	17	0	0	0	0
1715	13	0	0	0	0
1730	23	0	0	0	0
1745	17	0	0	0	0
1800	8	0	0	0	0
1815	13	0	0	0	0
1830	17	0	0	0	0
1845	19	0	0	0	0
1900	15	0	0	0	0
1915	7	0	0	0	0
1930	8	0	0	0	0
1945	7	0	0	0	0
2000	2	0	0	0	0
2015	4	0	0	0	0
2030	3	0	0	0	0
2045	2	0	0	0	0
2100	6	0	0	0	0
2115	2	0	0	0	0
2130	3	0	0	0	0
2145	3	0	0	0	0
2200	2	0	0	0	0
2215	2	0	0	0	0
2230	4	0	0	0	0
2245	5	0	0	0	0
2300	0	0	0	0	0
2315	0	0	0	0	0
2330	0	0	0	0	0
2345	1	0	0	0	0
07-19	774	0	0	0	0
06-22	871	0	0	0	0
06-00	885	0	0	0	0
00-00	909	0	0	0	0

Wed

Time	Total	110	115	120	125
		115	120	125	130
0000	1	0	0	0	0
0015	1	0	0	0	0
0030	1	0	0	0	0
0045	1	0	0	0	0
0100	0	0	0	0	0
0115	0	0	0	0	0
0130	0	0	0	0	0
0145	0	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	2	0	0	0	0
0245	0	0	0	0	0
0300	0	0	0	0	0
0315	0	0	0	0	0
0330	1	0	0	0	0
0345	1	0	0	0	0
0400	1	0	0	0	0
0415	0	0	0	0	0
0430	1	0	0	0	0
0445	1	0	0	0	0
0500	1	0	0	0	0
0515	0	0	0	0	0
0530	1	0	0	0	0
0545	4	0	0	0	0
0600	6	0	0	0	0
0615	6	0	0	0	0
0630	8	0	0	0	0
0645	14	0	0	0	0
0700	15	0	0	0	0
0715	15	0	0	0	0
0730	30	0	0	0	0
0745	21	0	0	0	0
0800	28	0	0	0	0
0815	17	0	0	0	0
0830	30	0	0	0	0
0845	36	0	0	0	0
0900	19	0	0	0	0
0915	16	0	0	0	0
0930	7	0	0	0	0
0945	22	0	0	0	0
1000	6	0	0	0	0
1015	13	0	0	0	0
1030	16	0	0	0	0
1045	12	0	0	0	0
1100	11	0	0	0	0
1115	11	0	0	0	0
1130	13	0	0	0	0
1145	18	0	0	0	0
1200	20	0	0	0	0
1215	13	0	0	0	0
1230	14	0	0	0	0
1245	14	0	0	0	0
1300	11	0	0	0	0
1315	21	0	0	0	0
1330	17	0	0	0	0
1345	11	0	0	0	0
1400	16	0	0	0	0
1415	13	0	0	0	0
1430	15	0	0	0	0
1445	14	0	0	0	0
1500	25	0	0	0	0
1515	27	0	0	0	0
1530	22	0	0	0	0
1545	28	0	0	0	0
1600	24	0	0	0	0
1615	15	0	0	0	0
1630	16	0	0	0	0
1645	11	0	0	0	0
1700	22	0	0	0	0
1715	15	0	0	0	0
1730	21	0	0	0	0
1745	20	0	0	0	0
1800	9	0	0	0	0
1815	14	0	0	0	0
1830	14	0	0	0	0
1845	13	0	0	0	0
1900	14	0	0	0	0
1915	5	0	0	0	0
1930	7	0	0	0	0
1945	5	0	0	0	0
2000	6	0	0	0	0
2015	11	0	0	0	0
2030	3	0	0	0	0
2045	5	0	0	0	0
2100	4	0	0	0	0
2115	5	0	0	0	0
2130	6	0	0	0	0
2145	2	0	0	0	0
2200	1	0	0	0	0
2215	3	0	0	0	0
2230	3	0	0	0	0
2245	2	0	0	0	0
2300	1	0	0	0	0
2315	2	0	0	0	0
2330	0	0	0	0	0
2345	0	0	0	0	0
07-19	831	0	0	0	0
06-22	938	0	0	0	0
06-00	950	0	0	0	0
00-00	967	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Thu

Time	Total	110	115	120	125
		115	120	125	130
0000	0	0	0	0	0
0015	0	0	0	0	0
0030	0	0	0	0	0
0045	1	0	0	0	0
0100	0	0	0	0	0
0115	0	0	0	0	0
0130	1	0	0	0	0
0145	0	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	1	0	0	0	0
0245	0	0	0	0	0
0300	0	0	0	0	0
0315	0	0	0	0	0
0330	2	0	0	0	0
0345	0	0	0	0	0
0400	0	0	0	0	0
0415	2	0	0	0	0
0430	3	0	0	0	0
0445	2	0	0	0	0
0500	1	0	0	0	0
0515	0	0	0	0	0
0530	3	0	0	0	0
0545	7	0	0	0	0
0600	4	0	0	0	0
0615	4	0	0	0	0
0630	10	0	0	0	0
0645	11	0	0	0	0
0700	11	0	0	0	0
0715	21	0	0	0	0
0730	21	0	0	0	0
0745	27	0	0	0	0
0800	20	0	0	0	0
0815	16	0	0	0	0
0830	24	0	0	0	0
0845	28	0	0	0	0
0900	17	0	0	0	0
0915	17	0	0	0	0
0930	10	0	0	0	0
0945	10	0	0	0	0
1000	8	0	0	0	0
1015	7	0	0	0	0
1030	16	0	0	0	0
1045	20	0	0	0	0
1100	10	0	0	0	0
1115	8	0	0	0	0
1130	12	0	0	0	0
1145	16	0	0	0	0
1200	8	0	0	0	0
1215	14	0	0	0	0
1230	7	0	0	0	0
1245	13	0	0	0	0
1300	11	0	0	0	0
1315	15	0	0	0	0
1330	17	0	0	0	0
1345	12	0	0	0	0
1400	11	0	0	0	0
1415	16	0	0	0	0
1430	10	0	0	0	0
1445	13	0	0	0	0
1500	18	0	0	0	0
1515	25	0	0	0	0
1530	22	0	0	0	0
1545	24	0	0	0	0
1600	21	0	0	0	0
1615	18	0	0	0	0
1630	18	0	0	0	0
1645	21	0	0	0	0
1700	14	0	0	0	0
1715	13	0	0	0	0
1730	14	0	0	0	0
1745	19	0	0	0	0
1800	21	0	0	0	0
1815	22	0	0	0	0
1830	14	0	0	0	0
1845	12	0	0	0	0
1900	10	0	0	0	0
1915	4	0	0	0	0
1930	9	0	0	0	0
1945	8	0	0	0	0
2000	5	0	0	0	0
2015	6	0	0	0	0
2030	3	0	0	0	0
2045	2	0	0	0	0
2100	2	0	0	0	0
2115	4	0	0	0	0
2130	2	0	0	0	0
2145	4	0	0	0	0
2200	5	0	0	0	0
2215	1	0	0	0	0
2230	3	0	0	0	0
2245	3	0	0	0	0
2300	4	0	0	0	0
2315	0	0	0	0	0
2330	1	0	0	0	0
2345	0	0	0	0	0
07-19	762	0	0	0	0
06-22	850	0	0	0	0
06-00	867	0	0	0	0
00-00	890	0	0	0	0



Site
Location
Direction

September - 1
Automatic

Fri

Time	Total	110	115	120	125
		115	120	125	130
0000	1	0	0	0	0
0015	1	0	0	0	0
0030	0	0	0	0	0
0045	1	0	0	0	0
0100	0	0	0	0	0
0115	0	0	0	0	0
0130	1	0	0	0	0
0145	1	0	0	0	0
0200	0	0	0	0	0
0215	2	0	0	0	0
0230	2	0	0	0	0
0245	0	0	0	0	0
0300	1	0	0	0	0
0315	0	0	0	0	0
0330	1	0	0	0	0
0345	1	0	0	0	0
0400	0	0	0	0	0
0415	0	0	0	0	0
0430	0	0	0	0	0
0445	2	0	0	0	0
0500	0	0	0	0	0
0515	0	0	0	0	0
0530	1	0	0	0	0
0545	3	0	0	0	0
0600	4	0	0	0	0
0615	3	0	0	0	0
0630	6	0	0	0	0
0645	15	0	0	0	0
0700	8	0	0	0	0
0715	12	0	0	0	0
0730	11	0	0	0	0
0745	25	0	0	0	0
0800	25	0	0	0	0
0815	21	0	0	0	0
0830	17	0	0	0	0
0845	35	0	0	0	0
0900	21	0	0	0	0
0915	21	0	0	0	0
0930	17	0	0	0	0
0945	13	0	0	0	0
1000	14	0	0	0	0
1015	14	0	0	0	0
1030	10	0	0	0	0
1045	15	0	0	0	0
1100	16	0	0	0	0
1115	16	0	0	0	0
1130	11	0	0	0	0
1145	8	0	0	0	0
1200	15	0	0	0	0
1215	14	0	0	0	0
1230	5	0	0	0	0
1245	12	0	0	0	0
1300	12	0	0	0	0
1315	16	0	0	0	0
1330	10	0	0	0	0
1345	11	0	0	0	0
1400	15	0	0	0	0
1415	18	0	0	0	0
1430	10	0	0	0	0
1445	16	0	0	0	0
1500	13	0	0	0	0
1515	21	0	0	0	0
1530	20	0	0	0	0
1545	14	0	0	0	0
1600	15	0	0	0	0
1615	10	0	0	0	0
1630	15	0	0	0	0
1645	15	0	0	0	0
1700	15	0	0	0	0
1715	14	0	0	0	0
1730	17	0	0	0	0
1745	17	0	0	0	0
1800	15	0	0	0	0
1815	17	0	0	0	0
1830	7	0	0	0	0
1845	8	0	0	0	0
1900	11	0	0	0	0
1915	12	0	0	0	0
1930	6	0	0	0	0
1945	8	0	0	0	0
2000	5	0	0	0	0
2015	2	0	0	0	0
2030	4	0	0	0	0
2045	4	0	0	0	0
2100	2	0	0	0	0
2115	4	0	0	0	0
2130	1	0	0	0	0
2145	6	0	0	0	0
2200	1	0	0	0	0
2215	2	0	0	0	0
2230	3	0	0	0	0
2245	1	0	0	0	0
2300	1	0	0	0	0
2315	1	0	0	0	0
2330	3	0	0	0	0
2345	3	0	0	0	0
07-19	717	0	0	0	0
04-22	810	0	0	0	0
04-00	825	0	0	0	0
00-00	843	0	0	0	0



Site
Location
Direction

September - 6
Automatic

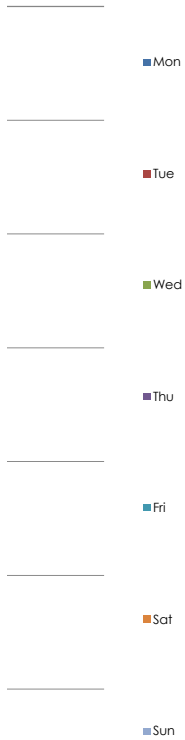
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
0000	3	0	0	0	0
0100	2	0	0	0	0
0200	2	0	0	0	0
0300	2	0	0	0	0
0400	3	0	0	0	0
0500	7	0	0	0	0
0600	25	0	0	0	0
0700	53	0	0	0	0
0800	73	0	0	0	0
0900	55	0	0	0	0
1000	46	0	0	0	0
1100	49	0	0	0	0
1200	49	0	0	0	0
1300	54	0	0	0	0
1400	50	0	0	0	0
1500	71	0	0	0	0
1600	60	0	0	0	0
1700	59	0	0	0	0
1800	50	0	0	0	0
1900	31	0	0	0	0
2000	16	0	0	0	0
2100	15	0	0	0	0
2200	8	0	0	0	0
2300	4	0	0	0	0
07-19	670	0	0	0	0
06-22	757	0	0	0	0
06-00	770	0	0	0	0
00-00	789	0	0	0	0

Virtual We

Time	Total	110	115	120	125
		115	120	125	130
Mon	887	0	0	0	0
Tue	909	0	0	0	0
Wed	967	0	0	0	0
Thu	890	0	0	0	0
Fri	843	0	0	0	0
Sat	556	0	0	0	0
Sun	471	0	0	0	0
5 Day Ave.	899	0	0	0	0
7 Day Ave.	789	0	0	0	0
Grand Total	5523	0	0	0	0

Summary Graphs



135	140
130	135

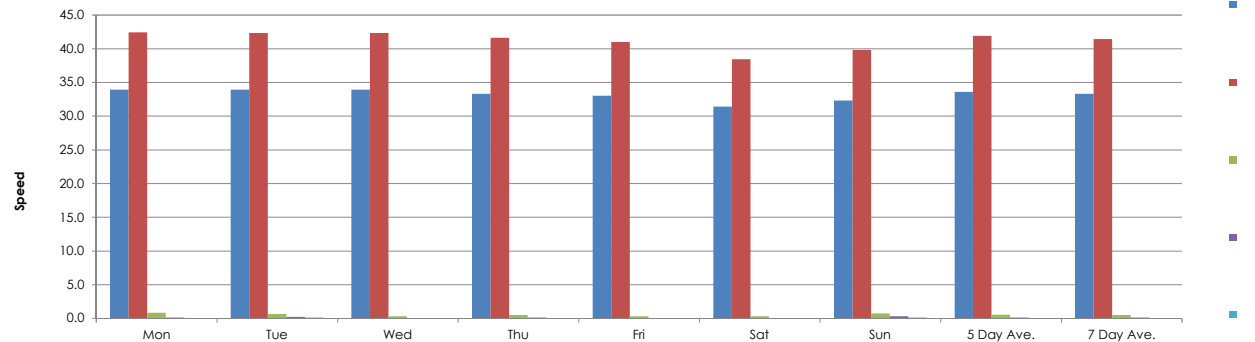
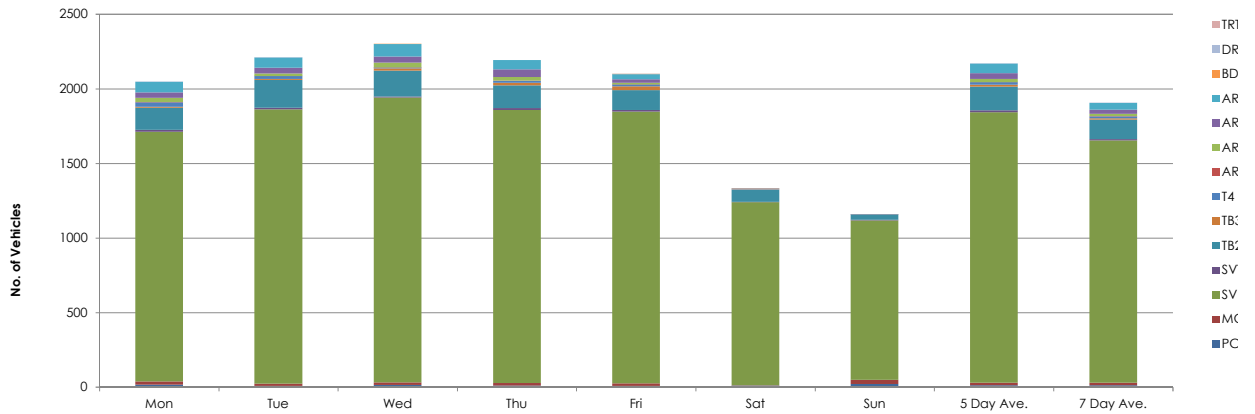
Virtual Day (7)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DFT		
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT							
0000	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5.5	0	0.0	0
0100	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
0200	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
0300	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
0400	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.6	0	0.0	0
0500	17	0	0	15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1.7	0	0.0	0
0600	54	1	1	43	0	4	0	0	0	1	0	2	0	0	0	0	0	0	0.5	0	0.3	0
0700	93	1	0	76	0	7	1	0	0	1	3	3	0	0	0	0	0	0	0.2	0	0.2	0
0800	155	1	1	129	1	12	2	1	0	2	3	4	0	0	0	0	0	1	0.4	0	0.1	0
0900	109	0	1	86	0	10	0	1	0	2	3	5	0	0	0	0	0	0	0.1	0	0.1	0
1000	110	1	0	86	1	12	1	2	0	1	1	4	0	0	0	0	1	0.5	0	0.0	0	
1100	122	1	1	101	1	9	1	1	0	1	3	3	0	0	0	0	1	0.6	0	0.0	0	
1200	126	1	1	103	1	9	1	2	0	1	2	4	0	0	0	0	0	0.3	0	0.2	0	
1300	132	1	3	106	0	10	0	2	0	1	3	6	0	0	0	0	0	0.0	0	0.0	0	
1400	141	0	2	114	1	10	1	1	0	2	4	6	0	0	0	0	0	0.2	0	0.0	0	
1500	166	1	3	134	1	15	1	1	0	2	3	5	0	0	0	0	1	0.4	0	0.0	0	
1600	156	0	2	139	1	10	0	0	0	1	2	1	0	0	0	0	0	0.3	0	0.0	0	
1700	183	1	2	169	1	8	1	0	0	0	0	0	0	0	0	0	2	1.0	0	0.2	0	
1800	130	2	1	120	0	5	1	0	0	0	0	0	0	0	0	0	1	1.1	1	0.4	0	
1900	75	1	0	71	0	2	1	0	0	0	0	0	0	0	0	0	0	0.6	0	0.2	0	
2000	45	0	0	44	0	1	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.3	0	
2100	33	0	0	31	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	
2200	23	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	0	0.0	0	
2300	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	
07-19	1622	10	15	1363	8	119	9	12	1	15	27	42	0	1	0	0	7	0.4	2	0.1	0	
06-22	1829	12	17	1552	9	127	10	12	2	15	27	45	0	1	0	0	8	0.5	2	0.1	0	
06-00	1864	12	17	1586	9	128	10	12	2	15	27	45	0	1	0	0	9	0.5	2	0.1	0	
00-00	1906	13	17	1624	9	130	10	12	2	16	27	46	0	1	0	0	10	0.5	2	0.1	0	

Virtual Week (1)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DFT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
Mon	2049	16	23	1674	12	149	6	29	2	29	36	71	0	2	0	16	0.8	3	0.1	0
Tue	2210	9	15	1838	12	185	7	19	1	16	39	68	0	1	0	13	0.6	5	0.2	2
Wed	2300	15	17	1910	6	174	14	7	1	32	40	83	1	0	0	7	0.3	1	0.0	0
Thu	2193	10	18	1829	13	153	17	14	2	23	51	63	0	0	0	12	0.5	2	0.1	0
Fri	2100	9	17	1821	10	133	27	12	1	11	24	33	1	1	0	7	0.3	0	0.0	0
Sat	1332	10	2	1227	4	80	2	2	3	1	1	0	0	0	0	4	0.3	0	0.0	0
Sun	1159	21	27	1069	5	34	0	1	1	0	0	1	0	0	0	8	0.7	3	0.3	1
5 Day Ave.	2170	12	18	1814	11	159	14	16	1	22	38	64	0	1	0	11	0.5	2	0.1	0
7 Day Ave.	1906	13	17	1624	9	130	10	12	2	16	27	46	0	1	0	10	0.5	2	0.1	0
Grand Total	13343	90	119	11368	62	908	73	84	11	112	191	319	2	4	0	67	0.5	14	0.1	3

Summary Graphs



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sat	
	Total	>SL2% 75 Dff
0000	4	0.0
0015	8	0.0
0030	5	0.0
0045	3	0.0
0100	3	0.0
0115	4	0.0
0130	4	0.0
0145	3	0.0
0200	0	0.0
0215	0	0.0
0230	1	0.0
0245	1	0.0
0300	0	0.0
0315	1	0.0
0330	2	0.0
0345	0	0.0
0400	1	0.0
0415	0	0.0
0430	4	0.0
0445	0	0.0
0500	3	0.0
0515	3	0.0
0530	4	0.0
0545	5	0.0
0600	5	0.0
0615	3	0.0
0630	3	0.0
0645	12	0.0
0700	5	0.0
0715	8	0.0
0730	5	0.0
0745	7	0.0
0800	19	0.0
0815	11	0.0
0830	18	0.0
0845	14	0.0
0900	26	0.0
0915	17	0.0
0930	20	0.0
0945	23	0.0
1000	23	0.0
1015	22	0.0
1030	32	0.0
1045	24	0.0
1100	30	0.0
1115	18	0.0
1130	35	0.0
1145	28	0.0
1200	31	0.0
1215	22	0.0
1230	31	0.0
1245	30	0.0
1300	36	0.0
1315	33	0.0
1330	20	0.0
1345	21	0.0
1400	26	0.0
1415	25	0.0
1430	24	0.0
1445	23	0.0
1500	20	0.0
1515	26	0.0
1530	31	0.0
1545	20	0.0
1600	36	0.0
1615	22	0.0
1630	16	0.0
1645	25	0.0
1700	34	0.0
1715	20	0.0
1730	23	0.0
1745	21	0.0
1800	23	0.0
1815	23	0.0
1830	23	0.0
1845	17	0.0
1900	15	0.0
1915	14	0.0
1930	16	0.0
1945	10	0.0
2000	12	0.0
2015	11	0.0
2030	9	0.0
2045	6	0.0
2100	5	0.0
2115	8	0.0
2130	8	0.0
2145	6	0.0
2200	4	0.0
2215	3	0.0
2230	8	0.0
2245	7	0.0
2300	5	0.0
2315	5	0.0
2330	4	0.0
2345	7	0.0
07-19	1087	0.0
06-22	1230	0.0
06-00	1273	0.0
00-00	1332	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sun	
	Total	>SL2% 75 Dff
0000	4	0.0
0015	4	0.0
0030	2	0.0
0045	1	0.0
0100	1	0.0
0115	3	0.0
0130	2	0.0
0145	3	0.0
0200	1	0.0
0215	0	0.0
0230	1	0.0
0245	0	0.0
0300	0	0.0
0315	0	0.0
0330	1	0.0
0345	0	0.0
0400	1	0.0
0415	0	0.0
0430	0	0.0
0445	1	0.0
0500	0	0.0
0515	0	0.0
0530	3	0.0
0545	6	0.0
0600	4	0.0
0615	2	0.0
0630	1	0.0
0645	3	0.0
0700	5	0.0
0715	3	0.0
0730	2	0.0
0745	1	0.0
0800	4	0.0
0815	5	0.0
0830	7	0.0
0845	6	0.0
0900	7	0.0
0915	9	0.0
0930	13	0.0
0945	20	0.0
1000	13	0.0
1015	21	0.0
1030	19	0.0
1045	17	0.0
1100	24	0.0
1115	27	0.0
1130	30	0.0
1145	21	0.0
1200	30	0.0
1215	32	3.1
1230	19	0.0
1245	22	0.0
1300	29	0.0
1315	34	0.0
1330	30	0.0
1345	28	0.0
1400	29	0.0
1415	32	0.0
1430	31	0.0
1445	29	0.0
1500	21	0.0
1515	25	0.0
1530	33	0.0
1545	23	0.0
1600	23	0.0
1615	21	0.0
1630	32	0.0
1645	26	0.0
1700	15	0.0
1715	25	0.0
1730	15	0.0
1745	31	0.0
1800	13	0.0
1815	26	0.0
1830	24	0.0
1845	16	0.0
1900	19	0.0
1915	15	0.0
1930	15	0.0
1945	11	0.0
2000	11	0.0
2015	10	0.0
2030	7	0.0
2045	6	0.0
2100	5	0.0
2115	10	0.0
2130	8	0.0
2145	8	0.0
2200	1	0.0
2215	9	0.0
2230	4	0.0
2245	2	0.0
2300	1	0.0
2315	3	0.0
2330	0	0.0
2345	2	0.0
07-19	968	0.1
06-22	1103	0.1
06-00	1125	0.1
00-00	1159	0.1



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Mon	
	Total	>SL2% 75 Dff
0000	1	0.0
0015	1	0.0
0030	0	0.0
0045	1	0.0
0100	1	0.0
0115	1	0.0
0130	0	0.0
0145	0	0.0
0200	0	0.0
0215	1	0.0
0230	2	0.0
0245	0	0.0
0300	0	0.0
0315	0	0.0
0330	2	0.0
0345	0	0.0
0400	0	0.0
0415	2	0.0
0430	1	0.0
0445	1	0.0
0500	6	0.0
0515	5	0.0
0530	4	0.0
0545	8	0.0
0600	14	0.0
0615	10	0.0
0630	9	0.0
0645	26	0.0
0700	15	0.0
0715	27	0.0
0730	31	0.0
0745	37	0.0
0800	41	0.0
0815	43	0.0
0830	46	0.0
0845	49	0.0
0900	39	0.0
0915	26	0.0
0930	38	0.0
0945	26	0.0
1000	22	0.0
1015	25	0.0
1030	36	0.0
1045	30	0.0
1100	31	0.0
1115	29	0.0
1130	27	0.0
1145	24	0.0
1200	38	0.0
1215	32	0.0
1230	29	0.0
1245	40	0.0
1300	28	0.0
1315	30	0.0
1330	27	0.0
1345	38	0.0
1400	37	0.0
1415	40	0.0
1430	37	0.0
1445	43	0.0
1500	50	0.0
1515	42	0.0
1530	42	0.0
1545	60	0.0
1600	38	0.0
1615	48	0.0
1630	38	0.0
1645	45	0.0
1700	52	0.0
1715	52	0.0
1730	51	0.0
1745	44	0.0
1800	37	0.0
1815	46	0.0
1830	27	0.0
1845	30	0.0
1900	22	0.0
1915	20	0.0
1930	20	0.0
1945	13	0.0
2000	7	0.0
2015	21	0.0
2030	15	0.0
2045	8	0.0
2100	9	0.0
2115	10	0.0
2130	11	0.0
2145	11	0.0
2200	6	0.0
2215	2	0.0
2230	5	0.0
2245	2	0.0
2300	3	0.0
2315	2	0.0
2330	3	0.0
2345	0	0.0
07-19	1763	0.0
06-22	1989	0.0
06-00	2012	0.0
00-00	2049	0.0



Time	Tue	
	Total	>SL2% 75 Dff
0000	2	0.0
0015	0	0.0
0030	0	0.0
0045	1	0.0
0100	2	0.0
0115	4	0.0
0130	1	0.0
0145	1	0.0
0200	0	0.0
0215	0	0.0
0230	1	0.0
0245	1	0.0
0300	0	0.0
0315	2	0.0
0330	3	0.0
0345	0	0.0
0400	0	0.0
0415	2	0.0
0430	3	0.0
0445	1	0.0
0500	3	0.0
0515	4	0.0
0530	4	0.0
0545	12	0.0
0600	13	0.0
0615	20	0.0
0630	14	0.0
0645	32	0.0
0700	23	0.0
0715	31	0.0
0730	27	0.0
0745	46	0.0
0800	40	0.0
0815	51	0.0
0830	50	0.0
0845	46	0.0
0900	35	0.0
0915	31	0.0
0930	21	0.0
0945	28	0.0
1000	24	0.0
1015	32	0.0
1030	38	0.0
1045	34	0.0
1100	27	0.0
1115	36	0.0
1130	35	0.0
1145	37	0.0
1200	25	0.0
1215	38	0.0
1230	39	0.0
1245	38	0.0
1300	54	0.0
1315	35	0.0
1330	41	0.0
1345	30	0.0
1400	32	0.0
1415	27	0.0
1430	57	0.0
1445	31	0.0
1500	32	0.0
1515	48	0.0
1530	45	0.0
1545	41	0.0
1600	37	0.0
1615	48	0.0
1630	35	0.0
1645	54	0.0
1700	58	0.0
1715	50	2.0
1730	71	0.0
1745	59	0.0
1800	43	0.0
1815	42	2.4
1830	36	0.0
1845	38	0.0
1900	38	0.0
1915	27	0.0
1930	16	0.0
1945	14	0.0
2000	12	0.0
2015	14	0.0
2030	5	0.0
2045	12	0.0
2100	14	0.0
2115	8	0.0
2130	6	0.0
2145	10	0.0
2200	6	0.0
2215	3	0.0
2230	11	0.0
2245	7	0.0
2300	1	0.0
2315	2	0.0
2330	0	0.0
2345	2	0.0
07-19	1876	0.1
06-22	2131	0.1
06-00	2163	0.1
00-00	2210	0.1

Site / Tilbury
 Location er 2016
 Direction c Count

Wed

Time	Total	>SL2% 75 Dff
0000	2	0.0
0015	3	0.0
0030	2	0.0
0045	1	0.0
0100	1	0.0
0115	0	0.0
0130	1	0.0
0145	0	0.0
0200	0	0.0
0215	0	0.0
0230	2	0.0
0245	2	0.0
0300	0	0.0
0315	1	0.0
0330	1	0.0
0345	1	0.0
0400	2	0.0
0415	0	0.0
0430	1	0.0
0445	1	0.0
0500	2	0.0
0515	1	0.0
0530	3	0.0
0545	8	0.0
0600	16	0.0
0615	13	0.0
0630	13	0.0
0645	30	0.0
0700	23	0.0
0715	24	0.0
0730	48	0.0
0745	39	0.0
0800	54	0.0
0815	41	0.0
0830	58	0.0
0845	60	0.0
0900	39	0.0
0915	32	0.0
0930	19	0.0
0945	34	0.0
1000	21	0.0
1015	32	0.0
1030	24	0.0
1045	31	0.0
1100	37	0.0
1115	33	0.0
1130	27	0.0
1145	43	0.0
1200	34	0.0
1215	35	0.0
1230	29	0.0
1245	37	0.0
1300	27	0.0
1315	43	0.0
1330	40	0.0
1345	34	0.0
1400	42	0.0
1415	38	0.0
1430	37	0.0
1445	44	0.0
1500	47	0.0
1515	74	0.0
1530	52	0.0
1545	58	0.0
1600	57	0.0
1615	39	0.0
1630	48	0.0
1645	43	0.0
1700	75	0.0
1715	60	0.0
1730	70	0.0
1745	60	0.0
1800	48	0.0
1815	42	0.0
1830	35	0.0
1845	26	0.0
1900	27	0.0
1915	21	0.0
1930	20	0.0
1945	11	0.0
2000	15	0.0
2015	22	0.0
2030	9	0.0
2045	10	0.0
2100	9	0.0
2115	11	0.0
2130	7	0.0
2145	6	0.0
2200	7	0.0
2215	6	0.0
2230	7	0.0
2245	5	0.0
2300	3	0.0
2315	3	0.0
2330	0	0.0
2345	1	0.0
07-19	1993	0.0
06-22	2233	0.0
06-00	2265	0.0
00-00	2300	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 75 Dff
0000	1	0.0
0015	1	0.0
0030	1	0.0
0045	2	0.0
0100	0	0.0
0115	0	0.0
0130	2	0.0
0145	0	0.0
0200	0	0.0
0215	0	0.0
0230	1	0.0
0245	1	0.0
0300	0	0.0
0315	2	0.0
0330	2	0.0
0345	0	0.0
0400	1	0.0
0415	2	0.0
0430	4	0.0
0445	2	0.0
0500	3	0.0
0515	1	0.0
0530	10	0.0
0545	13	0.0
0600	15	0.0
0615	13	0.0
0630	14	0.0
0645	23	0.0
0700	23	0.0
0715	28	0.0
0730	40	0.0
0745	42	0.0
0800	48	0.0
0815	53	0.0
0830	48	0.0
0845	58	0.0
0900	40	0.0
0915	25	0.0
0930	27	0.0
0945	25	0.0
1000	24	0.0
1015	27	0.0
1030	34	0.0
1045	35	0.0
1100	29	0.0
1115	26	0.0
1130	28	0.0
1145	38	0.0
1200	27	0.0
1215	34	0.0
1230	33	0.0
1245	32	0.0
1300	27	0.0
1315	32	0.0
1330	38	0.0
1345	42	0.0
1400	31	0.0
1415	29	0.0
1430	46	0.0
1445	36	0.0
1500	42	0.0
1515	44	0.0
1530	57	0.0
1545	58	0.0
1600	55	0.0
1615	47	0.0
1630	53	0.0
1645	55	0.0
1700	44	0.0
1715	48	0.0
1730	59	0.0
1745	45	0.0
1800	55	0.0
1815	44	0.0
1830	45	0.0
1845	28	0.0
1900	27	0.0
1915	17	0.0
1930	23	0.0
1945	15	0.0
2000	16	0.0
2015	16	0.0
2030	11	0.0
2045	8	0.0
2100	3	0.0
2115	7	0.0
2130	3	0.0
2145	11	0.0
2200	10	0.0
2215	7	0.0
2230	4	0.0
2245	6	0.0
2300	4	0.0
2315	0	0.0
2330	4	0.0
2345	3	0.0
07-19	1884	0.0
06-22	2106	0.0
06-00	2144	0.0
00-00	2193	0.0



Fri

Time	Total	>SL2% 75 Dff
0000	1	0.0
0015	2	0.0
0030	0	0.0
0045	2	0.0
0100	1	0.0
0115	0	0.0
0130	2	0.0
0145	1	0.0
0200	1	0.0
0215	2	0.0
0230	2	0.0
0245	0	0.0
0300	2	0.0
0315	1	0.0
0330	3	0.0
0345	1	0.0
0400	3	0.0
0415	0	0.0
0430	1	0.0
0445	2	0.0
0500	0	0.0
0515	1	0.0
0530	3	0.0
0545	6	0.0
0600	12	0.0
0615	13	0.0
0630	13	0.0
0645	29	0.0
0700	18	0.0
0715	21	0.0
0730	25	0.0
0745	45	0.0
0800	49	0.0
0815	58	0.0
0830	55	0.0
0845	54	0.0
0900	37	0.0
0915	43	0.0
0930	39	0.0
0945	22	0.0
1000	34	0.0
1015	39	0.0
1030	26	0.0
1045	31	0.0
1100	44	0.0
1115	35	0.0
1130	25	0.0
1145	31	0.0
1200	36	0.0
1215	32	0.0
1230	26	0.0
1245	31	0.0
1300	32	0.0
1315	27	0.0
1330	36	0.0
1345	33	0.0
1400	36	0.0
1415	35	0.0
1430	36	0.0
1445	56	0.0
1500	33	0.0
1515	53	0.0
1530	46	0.0
1545	36	0.0
1600	44	0.0
1615	26	0.0
1630	37	0.0
1645	43	0.0
1700	49	0.0
1715	47	0.0
1730	57	0.0
1745	46	0.0
1800	35	0.0
1815	33	0.0
1830	23	0.0
1845	30	0.0
1900	24	0.0
1915	21	0.0
1930	14	0.0
1945	19	0.0
2000	11	0.0
2015	12	0.0
2030	14	0.0
2045	8	0.0
2100	5	0.0
2115	12	0.0
2130	9	0.0
2145	11	0.0
2200	6	0.0
2215	8	0.0
2230	6	0.0
2245	9	0.0
2300	5	0.0
2315	5	0.0
2330	5	0.0
2345	7	0.0
07-19	1785	0.0
06-22	2012	0.0
06-00	2063	0.0
00-00	2100	0.0

Virtual Da

Time	Total	>SL2% 75 DFT
0000	8	0.0
0100	6	0.0
0200	3	0.0
0300	4	0.0
0400	5	0.0
0500	17	0.0
0600	54	0.0
0700	93	0.0
0800	155	0.0
0900	109	0.0
1000	110	0.0
1100	122	0.0
1200	126	0.1
1300	132	0.0
1400	141	0.0
1500	166	0.0
1600	156	0.0
1700	183	0.1
1800	130	0.1
1900	75	0.0
2000	45	0.0
2100	33	0.0
2200	23	0.0
2300	11	0.0
07-19	1622	0.0
06-22	1829	0.0
06-00	1864	0.0
00-00	1906	0.0

Virtual We

Time	Total	>SL2% 75 DFT
Mon	2049	0.0
Tue	2210	0.1
Wed	2300	0.0
Thu	2193	0.0
Fri	2100	0.0
Sat	1332	0.0
Sun	1159	0.1
5 Day Ave.	2170	0.0
7 Day Ave.	1906	0.0
Grand Total	13343	0.0

Summary Graphs

|
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 :T6
 :T5
 :T4
 :T3

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 Mean

 85%ile

 >PSL%

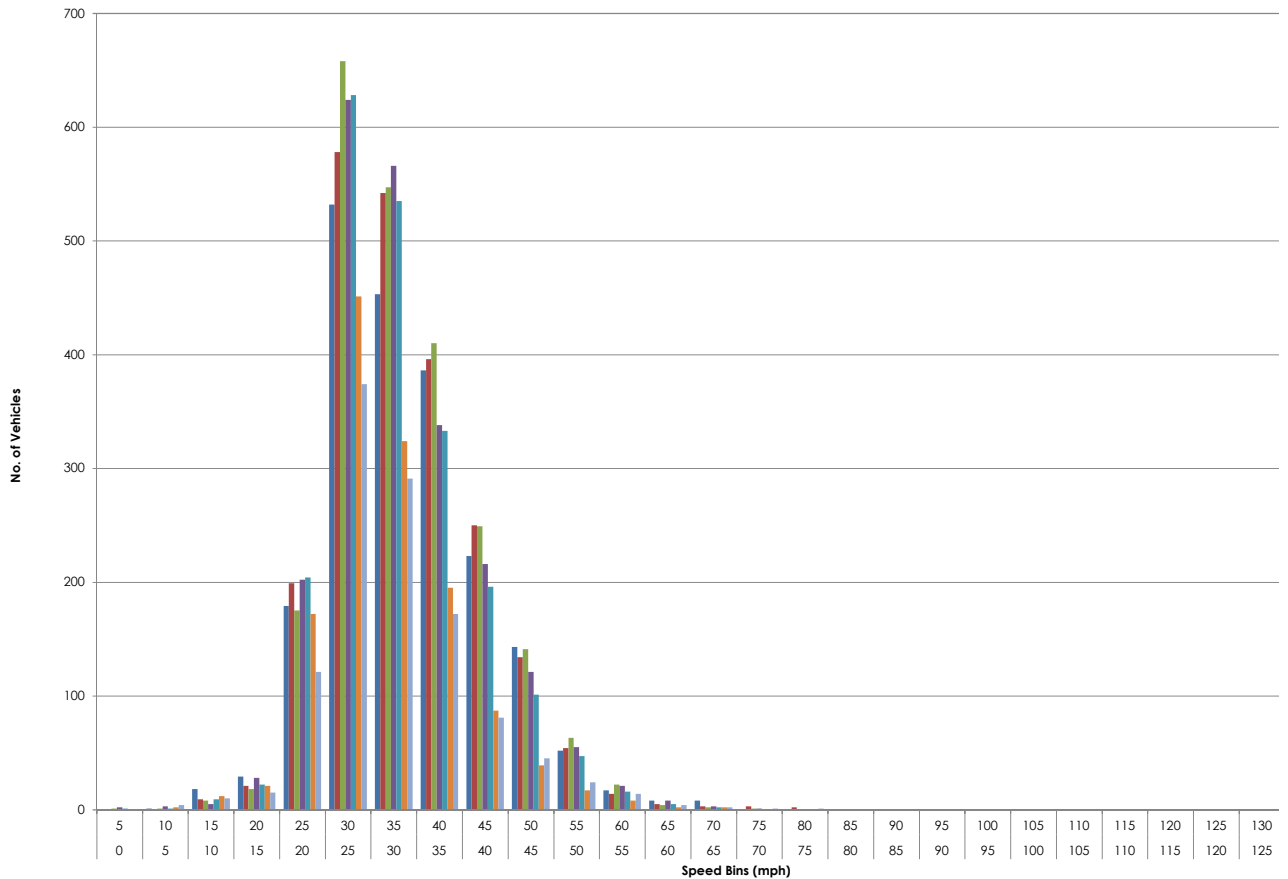
 >SL1%

 >SL2%

Time	Virtual Da			Virtual Day (7)																					
	Total	Mean	Vpp 85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110
0000	8	32.6	-	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	32.8	-	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	34.0	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	33.1	-	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	38.2	-	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	17	35.7	46.5	0	0	0	0	1	5	2	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0
0600	54	33.7	43.8	0	0	1	1	7	12	11	9	7	4	2	1	0	0	0	0	0	0	0	0	0	0
0700	93	34.4	43.8	0	0	0	1	8	25	16	17	14	8	2	1	0	0	0	0	0	0	0	0	0	0
0800	155	32.9	40.9	0	0	0	2	11	51	39	25	13	9	2	1	0	0	0	0	0	0	0	0	0	0
0900	109	33.6	41.7	0	0	1	1	11	26	26	22	11	7	2	1	0	0	0	0	0	0	0	0	0	0
1000	110	33.0	40.9	0	0	1	1	13	29	27	20	12	5	2	1	0	0	0	0	0	0	0	0	0	0
1100	122	32.8	41.0	0	0	1	2	12	35	31	20	13	5	3	0	0	0	0	0	0	0	0	0	0	0
1200	126	33.3	41.3	0	0	0	2	13	36	27	25	13	6	3	1	0	0	0	0	0	0	0	0	0	0
1300	132	33.1	40.8	0	0	1	2	12	36	33	23	16	6	2	1	0	0	0	0	0	0	0	0	0	0
1400	141	32.6	40.0	0	0	0	2	13	42	37	26	15	4	2	0	0	0	0	0	0	0	0	0	0	0
1500	166	32.8	39.8	0	0	1	1	17	47	46	28	12	8	3	1	0	0	0	0	0	0	0	0	0	0
1600	156	33.7	41.9	0	0	0	1	13	45	40	26	16	7	4	2	0	0	0	0	0	0	0	0	0	0
1700	183	34.6	44.6	0	0	1	2	10	50	48	27	18	14	8	2	1	1	0	0	0	0	0	0	0	0
1800	130	33.7	43.2	0	0	1	1	14	36	33	17	11	8	5	2	1	0	0	0	0	0	0	0	0	0
1900	75	32.0	39.0	0	0	1	1	8	27	18	11	4	3	1	0	0	0	0	0	0	0	0	0	0	0
2000	45	31.5	38.7	0	0	0	0	5	18	9	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0
2100	33	32.4	40.3	0	0	1	0	3	10	8	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	23	31.4	37.3	0	0	0	0	4	9	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	32.6	40.1	0	0	0	0	1	4	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1622	33.4	41.5	0	1	7	19	147	458	403	275	164	89	38	13	4	3	1	0	0	0	0	0	0	0
06-22	1829	33.3	41.4	1	2	10	21	170	525	450	306	180	99	43	15	4	3	1	0	0	0	0	0	0	0
06-00	1864	33.2	41.4	1	2	10	21	175	538	459	310	181	100	44	15	4	3	1	0	0	0	0	0	0	0
00-00	1906	33.3	41.4	1	2	10	22	179	549	465	319	186	103	45	16	5	3	1	0	0	0	0	0	0	0

Time	Virtual We			Virtual Week (1)																					
	Total	Mean	Vpp 85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110
Mon	2049	33.9	42.4	0	1	18	29	179	532	453	386	223	143	52	17	8	8	0	0	0	0	0	0	0	0
Tue	2210	33.9	42.3	0	0	9	21	199	578	542	396	250	134	54	14	5	3	3	2	0	0	0	0	0	0
Wed	2300	33.9	42.3	1	1	8	18	175	658	547	410	249	141	63	22	4	2	1	0	0	0	0	0	0	0
Thu	2193	33.3	41.6	2	3	5	28	202	624	566	338	216	121	55	21	8	3	1	0	0	0	0	0	0	0
Fri	2100	33.0	41.0	1	1	9	22	204	628	535	333	196	101	47	16	5	2	0	0	0	0	0	0	0	0
Sat	1332	31.4	38.4	0	2	12	21	172	451	324	195	87	39	17	8	2	2	0	0	0	0	0	0	0	0
Sun	1159	32.3	39.8	0	4	10	15	121	374	291	172	81	45	24	14	4	2	1	1	0	0	0	0	0	0
5 Day Ave.	2170	33.6	41.9	1	1	10	24	192	604	529	373	227	128	54	18	6	4	1	0	0	0	0	0	0	0
7 Day Ave.	1906	33.3	41.4	1	2	10	22	179	549	465	319	186	103	45	16	5	3	1	0	0	0	0	0	0	0
Grand Total	13343	33.3	41.4	4	12	71	154	1252	3845	3258	2230	1302	724	312	112	36	22	6	3	0	0	0	0	0	0

Summary Graphs



Site
Location
Direction

September - 1
Automatic

Time	Sat				
	Total	110	115	120	125
		115	120	125	130
0000	4	0	0	0	0
0015	8	0	0	0	0
0030	5	0	0	0	0
0045	3	0	0	0	0
0100	3	0	0	0	0
0115	4	0	0	0	0
0130	4	0	0	0	0
0145	3	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	1	0	0	0	0
0245	1	0	0	0	0
0300	0	0	0	0	0
0315	1	0	0	0	0
0330	2	0	0	0	0
0345	0	0	0	0	0
0400	1	0	0	0	0
0415	0	0	0	0	0
0430	4	0	0	0	0
0445	0	0	0	0	0
0500	3	0	0	0	0
0515	3	0	0	0	0
0530	4	0	0	0	0
0545	5	0	0	0	0
0600	5	0	0	0	0
0615	3	0	0	0	0
0630	3	0	0	0	0
0645	12	0	0	0	0
0700	5	0	0	0	0
0715	8	0	0	0	0
0730	5	0	0	0	0
0745	7	0	0	0	0
0800	19	0	0	0	0
0815	11	0	0	0	0
0830	18	0	0	0	0
0845	14	0	0	0	0
0900	26	0	0	0	0
0915	17	0	0	0	0
0930	20	0	0	0	0
0945	23	0	0	0	0
1000	23	0	0	0	0
1015	22	0	0	0	0
1030	32	0	0	0	0
1045	24	0	0	0	0
1100	30	0	0	0	0
1115	18	0	0	0	0
1130	35	0	0	0	0
1145	28	0	0	0	0
1200	31	0	0	0	0
1215	22	0	0	0	0
1230	31	0	0	0	0
1245	30	0	0	0	0
1300	36	0	0	0	0
1315	33	0	0	0	0
1330	20	0	0	0	0
1345	21	0	0	0	0
1400	26	0	0	0	0
1415	25	0	0	0	0
1430	24	0	0	0	0
1445	23	0	0	0	0
1500	20	0	0	0	0
1515	26	0	0	0	0
1530	31	0	0	0	0
1545	20	0	0	0	0
1600	36	0	0	0	0
1615	22	0	0	0	0
1630	16	0	0	0	0
1645	25	0	0	0	0
1700	34	0	0	0	0
1715	20	0	0	0	0
1730	23	0	0	0	0
1745	21	0	0	0	0
1800	23	0	0	0	0
1815	23	0	0	0	0
1830	23	0	0	0	0
1845	17	0	0	0	0
1900	15	0	0	0	0
1915	14	0	0	0	0
1930	16	0	0	0	0
1945	10	0	0	0	0
2000	12	0	0	0	0
2015	11	0	0	0	0
2030	9	0	0	0	0
2045	6	0	0	0	0
2100	5	0	0	0	0
2115	8	0	0	0	0
2130	8	0	0	0	0
2145	6	0	0	0	0
2200	4	0	0	0	0
2215	3	0	0	0	0
2230	8	0	0	0	0
2245	7	0	0	0	0
2300	5	0	0	0	0
2315	5	0	0	0	0
2330	4	0	0	0	0
2345	7	0	0	0	0
07-19	1087	0	0	0	0
06-22	1230	0	0	0	0
06-00	1273	0	0	0	0
00-00	1332	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Sun				
	Total	110	115	120	125
		115	120	125	130
0000	4	0	0	0	0
0015	4	0	0	0	0
0030	2	0	0	0	0
0045	1	0	0	0	0
0100	1	0	0	0	0
0115	3	0	0	0	0
0130	2	0	0	0	0
0145	3	0	0	0	0
0200	1	0	0	0	0
0215	0	0	0	0	0
0230	1	0	0	0	0
0245	0	0	0	0	0
0300	0	0	0	0	0
0315	0	0	0	0	0
0330	1	0	0	0	0
0345	0	0	0	0	0
0400	1	0	0	0	0
0415	0	0	0	0	0
0430	0	0	0	0	0
0445	1	0	0	0	0
0500	0	0	0	0	0
0515	0	0	0	0	0
0530	3	0	0	0	0
0545	6	0	0	0	0
0600	4	0	0	0	0
0615	2	0	0	0	0
0630	1	0	0	0	0
0645	3	0	0	0	0
0700	5	0	0	0	0
0715	3	0	0	0	0
0730	2	0	0	0	0
0745	1	0	0	0	0
0800	4	0	0	0	0
0815	5	0	0	0	0
0830	7	0	0	0	0
0845	6	0	0	0	0
0900	7	0	0	0	0
0915	9	0	0	0	0
0930	13	0	0	0	0
0945	20	0	0	0	0
1000	13	0	0	0	0
1015	21	0	0	0	0
1030	19	0	0	0	0
1045	17	0	0	0	0
1100	24	0	0	0	0
1115	27	0	0	0	0
1130	30	0	0	0	0
1145	21	0	0	0	0
1200	30	0	0	0	0
1215	32	0	0	0	0
1230	19	0	0	0	0
1245	22	0	0	0	0
1300	29	0	0	0	0
1315	34	0	0	0	0
1330	30	0	0	0	0
1345	28	0	0	0	0
1400	29	0	0	0	0
1415	32	0	0	0	0
1430	31	0	0	0	0
1445	29	0	0	0	0
1500	21	0	0	0	0
1515	25	0	0	0	0
1530	33	0	0	0	0
1545	23	0	0	0	0
1600	23	0	0	0	0
1615	21	0	0	0	0
1630	32	0	0	0	0
1645	26	0	0	0	0
1700	15	0	0	0	0
1715	25	0	0	0	0
1730	15	0	0	0	0
1745	31	0	0	0	0
1800	13	0	0	0	0
1815	26	0	0	0	0
1830	24	0	0	0	0
1845	16	0	0	0	0
1900	19	0	0	0	0
1915	15	0	0	0	0
1930	15	0	0	0	0
1945	11	0	0	0	0
2000	11	0	0	0	0
2015	10	0	0	0	0
2030	7	0	0	0	0
2045	6	0	0	0	0
2100	5	0	0	0	0
2115	10	0	0	0	0
2130	8	0	0	0	0
2145	8	0	0	0	0
2200	1	0	0	0	0
2215	9	0	0	0	0
2230	4	0	0	0	0
2245	2	0	0	0	0
2300	1	0	0	0	0
2315	3	0	0	0	0
2330	0	0	0	0	0
2345	2	0	0	0	0
07-19	968	0	0	0	0
06-22	1103	0	0	0	0
06-00	1125	0	0	0	0
00-00	1159	0	0	0	0



Time	Mon				
	Total	110	115	120	125
		115	120	125	130
0000	1	0	0	0	0
0015	1	0	0	0	0
0030	0	0	0	0	0
0045	1	0	0	0	0
0100	1	0	0	0	0
0115	1	0	0	0	0
0130	0	0	0	0	0
0145	0	0	0	0	0
0200	0	0	0	0	0
0215	1	0	0	0	0
0230	2	0	0	0	0
0245	0	0	0	0	0
0300	0	0	0	0	0
0315	0	0	0	0	0
0330	2	0	0	0	0
0345	0	0	0	0	0
0400	0	0	0	0	0
0415	2	0	0	0	0
0430	1	0	0	0	0
0445	1	0	0	0	0
0500	6	0	0	0	0
0515	5	0	0	0	0
0530	4	0	0	0	0
0545	8	0	0	0	0
0600	14	0	0	0	0
0615	10	0	0	0	0
0630	9	0	0	0	0
0645	26	0	0	0	0
0700	15	0	0	0	0
0715	27	0	0	0	0
0730	31	0	0	0	0
0745	37	0	0	0	0
0800	41	0	0	0	0
0815	43	0	0	0	0
0830	46	0	0	0	0
0845	49	0	0	0	0
0900	39	0	0	0	0
0915	26	0	0	0	0
0930	38	0	0	0	0
0945	26	0	0	0	0
1000	22	0	0	0	0
1015	25	0	0	0	0
1030	36	0	0	0	0
1045	30	0	0	0	0
1100	31	0	0	0	0
1115	29	0	0	0	0
1130	27	0	0	0	0
1145	24	0	0	0	0
1200	38	0	0	0	0
1215	32	0	0	0	0
1230	29	0	0	0	0
1245	40	0	0	0	0
1300	28	0	0	0	0
1315	30	0	0	0	0
1330	27	0	0	0	0
1345	38	0	0	0	0
1400	37	0	0	0	0
1415	40	0	0	0	0
1430	37	0	0	0	0
1445	43	0	0	0	0
1500	50	0	0	0	0
1515	42	0	0	0	0
1530	42	0	0	0	0
1545	60	0	0	0	0
1600	38	0	0	0	0
1615	48	0	0	0	0
1630	38	0	0	0	0
1645	45	0	0	0	0
1700	52	0	0	0	0
1715	52	0	0	0	0
1730	51	0	0	0	0
1745	44	0	0	0	0
1800	37	0	0	0	0
1815	46	0	0	0	0
1830	27	0	0	0	0
1845	30	0	0	0	0
1900	22	0	0	0	0
1915	20	0	0	0	0
1930	20	0	0	0	0
1945	13	0	0	0	0
2000	7	0	0	0	0
2015	21	0	0	0	0
2030	15	0	0	0	0
2045	8	0	0	0	0
2100	9	0	0	0	0
2115	10	0	0	0	0
2130	11	0	0	0	0
2145	11	0	0	0	0
2200	6	0	0	0	0
2215	2	0	0	0	0
2230	5	0	0	0	0
2245	2	0	0	0	0
2300	3	0	0	0	0
2315	2	0	0	0	0
2330	3	0	0	0	0
2345	0	0	0	0	0
07-19	1763	0	0	0	0
06-22	1989	0	0	0	0
06-00	2012	0	0	0	0
00-00	2049	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Time	Tue				
	Total	110	115	120	125
		115	120	125	130
0000	2	0	0	0	0
0015	0	0	0	0	0
0030	0	0	0	0	0
0045	1	0	0	0	0
0100	2	0	0	0	0
0115	4	0	0	0	0
0130	1	0	0	0	0
0145	1	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	1	0	0	0	0
0245	1	0	0	0	0
0300	0	0	0	0	0
0315	2	0	0	0	0
0330	3	0	0	0	0
0345	0	0	0	0	0
0400	0	0	0	0	0
0415	2	0	0	0	0
0430	3	0	0	0	0
0445	1	0	0	0	0
0500	3	0	0	0	0
0515	4	0	0	0	0
0530	4	0	0	0	0
0545	12	0	0	0	0
0600	13	0	0	0	0
0615	20	0	0	0	0
0630	14	0	0	0	0
0645	32	0	0	0	0
0700	23	0	0	0	0
0715	31	0	0	0	0
0730	27	0	0	0	0
0745	46	0	0	0	0
0800	40	0	0	0	0
0815	51	0	0	0	0
0830	50	0	0	0	0
0845	46	0	0	0	0
0900	35	0	0	0	0
0915	31	0	0	0	0
0930	21	0	0	0	0
0945	28	0	0	0	0
1000	24	0	0	0	0
1015	32	0	0	0	0
1030	38	0	0	0	0
1045	34	0	0	0	0
1100	27	0	0	0	0
1115	36	0	0	0	0
1130	35	0	0	0	0
1145	37	0	0	0	0
1200	25	0	0	0	0
1215	38	0	0	0	0
1230	39	0	0	0	0
1245	38	0	0	0	0
1300	54	0	0	0	0
1315	35	0	0	0	0
1330	41	0	0	0	0
1345	30	0	0	0	0
1400	32	0	0	0	0
1415	27	0	0	0	0
1430	57	0	0	0	0
1445	31	0	0	0	0
1500	32	0	0	0	0
1515	48	0	0	0	0
1530	45	0	0	0	0
1545	41	0	0	0	0
1600	37	0	0	0	0
1615	48	0	0	0	0
1630	35	0	0	0	0
1645	54	0	0	0	0
1700	58	0	0	0	0
1715	50	0	0	0	0
1730	71	0	0	0	0
1745	59	0	0	0	0
1800	43	0	0	0	0
1815	42	0	0	0	0
1830	36	0	0	0	0
1845	38	0	0	0	0
1900	38	0	0	0	0
1915	27	0	0	0	0
1930	16	0	0	0	0
1945	14	0	0	0	0
2000	12	0	0	0	0
2015	14	0	0	0	0
2030	5	0	0	0	0
2045	12	0	0	0	0
2100	14	0	0	0	0
2115	8	0	0	0	0
2130	6	0	0	0	0
2145	10	0	0	0	0
2200	6	0	0	0	0
2215	3	0	0	0	0
2230	11	0	0	0	0
2245	7	0	0	0	0
2300	1	0	0	0	0
2315	2	0	0	0	0
2330	0	0	0	0	0
2345	2	0	0	0	0
07-19	1876	0	0	0	0
06-22	2131	0	0	0	0
06-00	2163	0	0	0	0
00-00	2210	0	0	0	0



Wed

Time	Total	110	115	120	125
		115	120	125	130
0000	2	0	0	0	0
0015	3	0	0	0	0
0030	2	0	0	0	0
0045	1	0	0	0	0
0100	1	0	0	0	0
0115	0	0	0	0	0
0130	1	0	0	0	0
0145	0	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	2	0	0	0	0
0245	2	0	0	0	0
0300	0	0	0	0	0
0315	1	0	0	0	0
0330	1	0	0	0	0
0345	1	0	0	0	0
0400	2	0	0	0	0
0415	0	0	0	0	0
0430	1	0	0	0	0
0445	1	0	0	0	0
0500	2	0	0	0	0
0515	1	0	0	0	0
0530	3	0	0	0	0
0545	8	0	0	0	0
0600	16	0	0	0	0
0615	13	0	0	0	0
0630	13	0	0	0	0
0645	30	0	0	0	0
0700	23	0	0	0	0
0715	24	0	0	0	0
0730	48	0	0	0	0
0745	39	0	0	0	0
0800	54	0	0	0	0
0815	41	0	0	0	0
0830	58	0	0	0	0
0845	60	0	0	0	0
0900	39	0	0	0	0
0915	32	0	0	0	0
0930	19	0	0	0	0
0945	34	0	0	0	0
1000	21	0	0	0	0
1015	32	0	0	0	0
1030	24	0	0	0	0
1045	31	0	0	0	0
1100	37	0	0	0	0
1115	33	0	0	0	0
1130	27	0	0	0	0
1145	43	0	0	0	0
1200	34	0	0	0	0
1215	35	0	0	0	0
1230	29	0	0	0	0
1245	37	0	0	0	0
1300	27	0	0	0	0
1315	43	0	0	0	0
1330	40	0	0	0	0
1345	34	0	0	0	0
1400	42	0	0	0	0
1415	38	0	0	0	0
1430	37	0	0	0	0
1445	44	0	0	0	0
1500	47	0	0	0	0
1515	74	0	0	0	0
1530	52	0	0	0	0
1545	58	0	0	0	0
1600	57	0	0	0	0
1615	39	0	0	0	0
1630	48	0	0	0	0
1645	43	0	0	0	0
1700	75	0	0	0	0
1715	60	0	0	0	0
1730	70	0	0	0	0
1745	60	0	0	0	0
1800	48	0	0	0	0
1815	42	0	0	0	0
1830	35	0	0	0	0
1845	26	0	0	0	0
1900	27	0	0	0	0
1915	21	0	0	0	0
1930	20	0	0	0	0
1945	11	0	0	0	0
2000	15	0	0	0	0
2015	22	0	0	0	0
2030	9	0	0	0	0
2045	10	0	0	0	0
2100	9	0	0	0	0
2115	11	0	0	0	0
2130	7	0	0	0	0
2145	6	0	0	0	0
2200	7	0	0	0	0
2215	6	0	0	0	0
2230	7	0	0	0	0
2245	5	0	0	0	0
2300	3	0	0	0	0
2315	3	0	0	0	0
2330	0	0	0	0	0
2345	1	0	0	0	0
07-19	1993	0	0	0	0
06-22	2233	0	0	0	0
06-00	2265	0	0	0	0
00-00	2300	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Thu

Time	Total	110	115	120	125
		115	120	125	130
0000	1	0	0	0	0
0015	1	0	0	0	0
0030	1	0	0	0	0
0045	2	0	0	0	0
0100	0	0	0	0	0
0115	0	0	0	0	0
0130	2	0	0	0	0
0145	0	0	0	0	0
0200	0	0	0	0	0
0215	0	0	0	0	0
0230	1	0	0	0	0
0245	1	0	0	0	0
0300	0	0	0	0	0
0315	2	0	0	0	0
0330	2	0	0	0	0
0345	0	0	0	0	0
0400	1	0	0	0	0
0415	2	0	0	0	0
0430	4	0	0	0	0
0445	2	0	0	0	0
0500	3	0	0	0	0
0515	1	0	0	0	0
0530	10	0	0	0	0
0545	13	0	0	0	0
0600	15	0	0	0	0
0615	13	0	0	0	0
0630	14	0	0	0	0
0645	23	0	0	0	0
0700	23	0	0	0	0
0715	28	0	0	0	0
0730	40	0	0	0	0
0745	42	0	0	0	0
0800	48	0	0	0	0
0815	53	0	0	0	0
0830	48	0	0	0	0
0845	58	0	0	0	0
0900	40	0	0	0	0
0915	25	0	0	0	0
0930	27	0	0	0	0
0945	25	0	0	0	0
1000	24	0	0	0	0
1015	27	0	0	0	0
1030	34	0	0	0	0
1045	35	0	0	0	0
1100	29	0	0	0	0
1115	26	0	0	0	0
1130	28	0	0	0	0
1145	38	0	0	0	0
1200	27	0	0	0	0
1215	34	0	0	0	0
1230	33	0	0	0	0
1245	32	0	0	0	0
1300	27	0	0	0	0
1315	32	0	0	0	0
1330	38	0	0	0	0
1345	42	0	0	0	0
1400	31	0	0	0	0
1415	29	0	0	0	0
1430	46	0	0	0	0
1445	36	0	0	0	0
1500	42	0	0	0	0
1515	44	0	0	0	0
1530	57	0	0	0	0
1545	58	0	0	0	0
1600	55	0	0	0	0
1615	47	0	0	0	0
1630	53	0	0	0	0
1645	55	0	0	0	0
1700	44	0	0	0	0
1715	48	0	0	0	0
1730	59	0	0	0	0
1745	45	0	0	0	0
1800	55	0	0	0	0
1815	44	0	0	0	0
1830	45	0	0	0	0
1845	28	0	0	0	0
1900	27	0	0	0	0
1915	17	0	0	0	0
1930	23	0	0	0	0
1945	15	0	0	0	0
2000	16	0	0	0	0
2015	16	0	0	0	0
2030	11	0	0	0	0
2045	8	0	0	0	0
2100	3	0	0	0	0
2115	7	0	0	0	0
2130	3	0	0	0	0
2145	11	0	0	0	0
2200	10	0	0	0	0
2215	7	0	0	0	0
2230	4	0	0	0	0
2245	6	0	0	0	0
2300	4	0	0	0	0
2315	0	0	0	0	0
2330	4	0	0	0	0
2345	3	0	0	0	0
07-19	1884	0	0	0	0
06-22	2106	0	0	0	0
06-00	2144	0	0	0	0
00-00	2193	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Fri

Time	Total				
		110 115	115 120	120 125	125 130
0000	1	0	0	0	0
0015	2	0	0	0	0
0030	0	0	0	0	0
0045	2	0	0	0	0
0100	1	0	0	0	0
0115	0	0	0	0	0
0130	2	0	0	0	0
0145	1	0	0	0	0
0200	1	0	0	0	0
0215	2	0	0	0	0
0230	2	0	0	0	0
0245	0	0	0	0	0
0300	2	0	0	0	0
0315	1	0	0	0	0
0330	3	0	0	0	0
0345	1	0	0	0	0
0400	3	0	0	0	0
0415	0	0	0	0	0
0430	1	0	0	0	0
0445	2	0	0	0	0
0500	0	0	0	0	0
0515	1	0	0	0	0
0530	3	0	0	0	0
0545	6	0	0	0	0
0600	12	0	0	0	0
0615	13	0	0	0	0
0630	13	0	0	0	0
0645	29	0	0	0	0
0700	18	0	0	0	0
0715	21	0	0	0	0
0730	25	0	0	0	0
0745	45	0	0	0	0
0800	49	0	0	0	0
0815	58	0	0	0	0
0830	55	0	0	0	0
0845	54	0	0	0	0
0900	37	0	0	0	0
0915	43	0	0	0	0
0930	39	0	0	0	0
0945	22	0	0	0	0
1000	34	0	0	0	0
1015	39	0	0	0	0
1030	26	0	0	0	0
1045	31	0	0	0	0
1100	44	0	0	0	0
1115	35	0	0	0	0
1130	25	0	0	0	0
1145	31	0	0	0	0
1200	36	0	0	0	0
1215	32	0	0	0	0
1230	26	0	0	0	0
1245	31	0	0	0	0
1300	32	0	0	0	0
1315	27	0	0	0	0
1330	36	0	0	0	0
1345	33	0	0	0	0
1400	36	0	0	0	0
1415	35	0	0	0	0
1430	36	0	0	0	0
1445	56	0	0	0	0
1500	33	0	0	0	0
1515	53	0	0	0	0
1530	46	0	0	0	0
1545	36	0	0	0	0
1600	44	0	0	0	0
1615	26	0	0	0	0
1630	37	0	0	0	0
1645	43	0	0	0	0
1700	49	0	0	0	0
1715	47	0	0	0	0
1730	57	0	0	0	0
1745	46	0	0	0	0
1800	35	0	0	0	0
1815	33	0	0	0	0
1830	23	0	0	0	0
1845	30	0	0	0	0
1900	24	0	0	0	0
1915	21	0	0	0	0
1930	14	0	0	0	0
1945	19	0	0	0	0
2000	11	0	0	0	0
2015	12	0	0	0	0
2030	14	0	0	0	0
2045	8	0	0	0	0
2100	5	0	0	0	0
2115	12	0	0	0	0
2130	9	0	0	0	0
2145	11	0	0	0	0
2200	6	0	0	0	0
2215	8	0	0	0	0
2230	6	0	0	0	0
2245	9	0	0	0	0
2300	5	0	0	0	0
2315	5	0	0	0	0
2330	5	0	0	0	0
2345	7	0	0	0	0
07-19	1785	0	0	0	0
06-22	2012	0	0	0	0
06-00	2063	0	0	0	0
00-00	2100	0	0	0	0

Site
Location
Direction

September - 6
Automatic

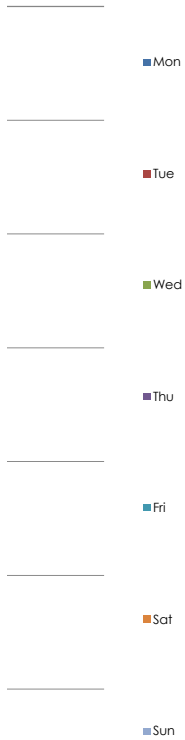
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
0000	8	0	0	0	0
0100	6	0	0	0	0
0200	3	0	0	0	0
0300	4	0	0	0	0
0400	5	0	0	0	0
0500	17	0	0	0	0
0600	54	0	0	0	0
0700	93	0	0	0	0
0800	155	0	0	0	0
0900	109	0	0	0	0
1000	110	0	0	0	0
1100	122	0	0	0	0
1200	126	0	0	0	0
1300	132	0	0	0	0
1400	141	0	0	0	0
1500	166	0	0	0	0
1600	156	0	0	0	0
1700	183	0	0	0	0
1800	130	0	0	0	0
1900	75	0	0	0	0
2000	45	0	0	0	0
2100	33	0	0	0	0
2200	23	0	0	0	0
2300	11	0	0	0	0
07-19	1622	0	0	0	0
06-22	1829	0	0	0	0
06-00	1864	0	0	0	0
00-00	1906	0	0	0	0

Virtual We

Time	Total	110	115	120	125
		115	120	125	130
Mon	2049	0	0	0	0
Tue	2210	0	0	0	0
Wed	2300	0	0	0	0
Thu	2193	0	0	0	0
Fri	2100	0	0	0	0
Sat	1332	0	0	0	0
Sun	1159	0	0	0	0
5 Day Ave.	2170	0	0	0	0
7 Day Ave.	1906	0	0	0	0
Grand Total	13343	0	0	0	0

Summary Graphs



135	140
130	135

Site No.	Location.	Direction.	Speed Limit (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
4	Fort Road, sign post - Att. OSGR: TQ 65238 76154	North	60	01 October 2016	20 October 2016	5125	851	731	33	0.6	10	0.2	0	0.0	34.3	42.5
		South	60	01 October 2016	20 October 2016	4768	791	682	20	0.4	3	0.1	1	0.0	33.4	41.6
		Two way	60	01 October 2016	20 October 2016	9893	1642	1413	53	0.5	13	0.1	1	0.0	33.9	42.1

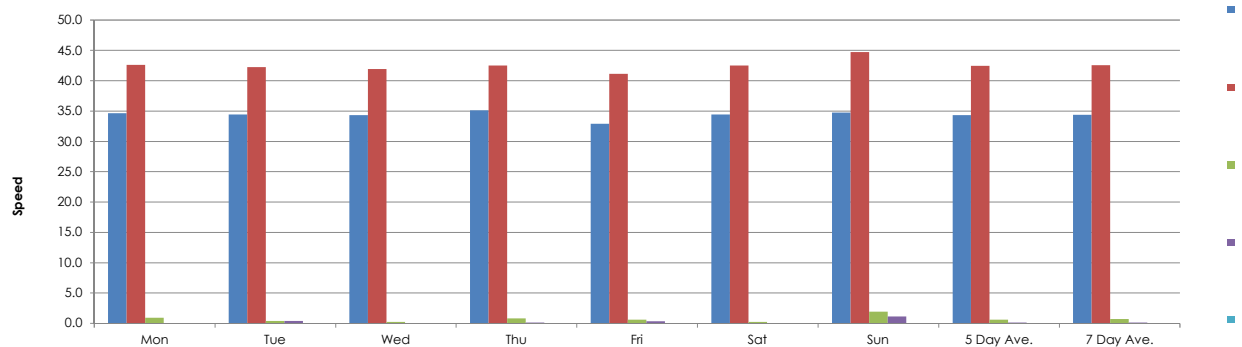
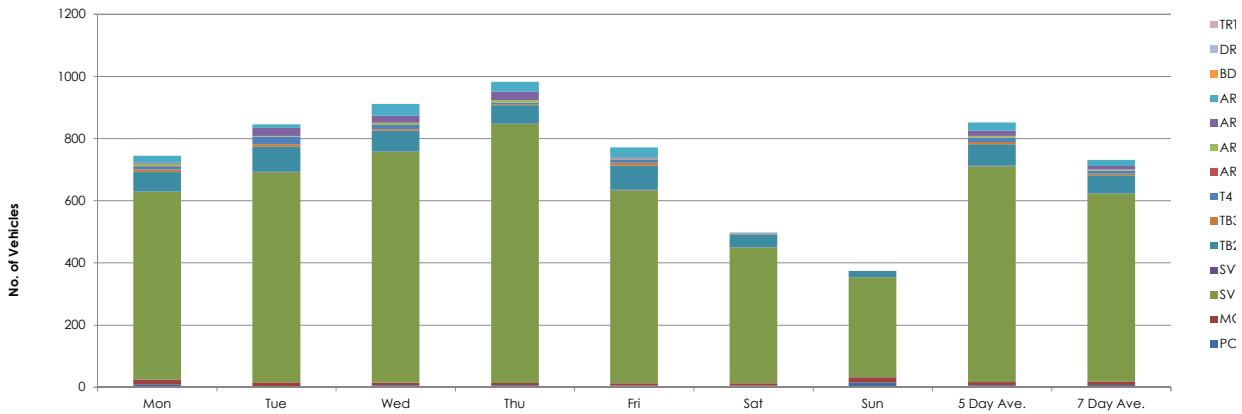
Virtual Day (7)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
00:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	25	0	0	21	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:00	34	1	0	28	0	2	1	1	0	0	0	1	0	0	0	0	0	0	0	0
08:00	40	0	0	33	0	4	0	0	0	0	1	2	0	0	0	0	0	0	0	0
09:00	42	0	0	34	0	3	0	1	0	1	1	2	0	0	0	0	0	0	0	0
10:00	52	1	0	41	0	5	0	1	0	1	1	2	0	0	0	0	0	0	0	0
11:00	51	0	1	40	0	6	1	1	0	0	1	1	0	0	0	0	0	0	0	0
12:00	49	1	0	40	0	5	0	0	0	0	1	2	0	0	0	0	0	0	0	0
13:00	55	0	1	39	0	6	1	1	0	1	3	3	0	0	0	0	0	0	0	0
14:00	58	0	1	47	0	4	0	2	0	0	2	2	0	0	0	1	1.7	0	0.0	0
15:00	64	1	3	50	0	6	0	1	0	0	1	2	0	0	0	1	1.6	0	0.0	0
16:00	52	0	0	47	0	5	0	0	0	0	0	0	0	0	0	1	1.9	1	1.9	0
17:00	75	1	2	68	0	3	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0
18:00	49	1	1	44	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
19:00	25	0	1	22	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
20:00	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
21:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
22:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
23:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
07:00 - 19:00	626	6	9	512	1	51	4	9	0	4	12	18	0	0	0	4	0.6	1	0.2	0
06:00 - 22:00	703	7	10	580	1	56	5	9	0	4	12	19	0	0	0	5	0.7	1	0.1	0
06:00 - 24:00	714	7	10	590	1	57	5	9	0	4	12	19	0	0	0	5	0.7	1	0.1	0
00:00 - 24:00	731	7	11	605	1	58	5	9	0	4	12	19	0	0	0	5	0.7	1	0.1	0

Virtual Week (1)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
Mon	745	9	16	604	0	63	8	11	1	7	4	22	0	0	0	7	0.9	0	0.0	0
Tue	845	3	12	676	2	80	9	24	0	2	26	11	0	0	0	3	0.4	3	0.4	0
Wed	911	6	8	743	1	67	5	13	0	8	22	38	0	0	0	2	0.2	0	0.0	0
Thu	982	6	7	833	3	58	3	5	1	8	27	31	0	0	0	8	0.8	1	0.1	0
Fri	771	5	7	621	2	78	9	10	1	2	4	32	0	0	0	5	0.6	2	0.3	0
Sat	497	5	7	437	1	41	2	1	0	0	1	2	0	0	0	1	0.2	0	0.0	0
Sun	374	15	17	321	1	20	0	0	0	0	0	0	0	0	0	7	1.9	4	1.1	0
5 Day Ave.	851	6	10	695	2	69	7	13	1	5	17	27	0	0	0	5	0.6	1	0.1	0
7 Day Ave.	731	7	11	605	1	58	5	9	0	4	12	19	0	0	0	5	0.7	1	0.1	0
Grand Total	5125	49	74	4235	10	407	36	64	3	27	84	136	0	0	0	33	0.6	10	0.2	0

Summary Graphs



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sat	
	Total	>SL2% 75 Dff
00:00	1	0.0
00:15	1	0.0
00:30	0	0.0
00:45	1	0.0
01:00	1	0.0
01:15	0	0.0
01:30	0	0.0
01:45	0	0.0
02:00	2	0.0
02:15	0	0.0
02:30	0	0.0
02:45	0	0.0
03:00	0	0.0
03:15	0	0.0
03:30	1	0.0
03:45	0	0.0
04:00	1	0.0
04:15	2	0.0
04:30	2	0.0
04:45	0	0.0
05:00	1	0.0
05:15	0	0.0
05:30	0	0.0
05:45	5	0.0
06:00	2	0.0
06:15	6	0.0
06:30	3	0.0
06:45	5	0.0
07:00	6	0.0
07:15	3	0.0
07:30	1	0.0
07:45	5	0.0
08:00	2	0.0
08:15	2	0.0
08:30	3	0.0
08:45	6	0.0
09:00	11	0.0
09:15	10	0.0
09:30	7	0.0
09:45	6	0.0
10:00	14	0.0
10:15	7	0.0
10:30	9	0.0
10:45	7	0.0
11:00	11	0.0
11:15	11	0.0
11:30	14	0.0
11:45	10	0.0
12:00	4	0.0
12:15	7	0.0
12:30	25	0.0
12:45	11	0.0
13:00	14	0.0
13:15	8	0.0
13:30	11	0.0
13:45	7	0.0
14:00	7	0.0
14:15	16	0.0
14:30	12	0.0
14:45	6	0.0
15:00	5	0.0
15:15	11	0.0
15:30	7	0.0
15:45	10	0.0
16:00	8	0.0
16:15	6	0.0
16:30	9	0.0
16:45	5	0.0
17:00	7	0.0
17:15	10	0.0
17:30	9	0.0
17:45	16	0.0
18:00	12	0.0
18:15	7	0.0
18:30	5	0.0
18:45	8	0.0
19:00	4	0.0
19:15	6	0.0
19:30	3	0.0
19:45	2	0.0
20:00	4	0.0
20:15	2	0.0
20:30	5	0.0
20:45	5	0.0
21:00	2	0.0
21:15	0	0.0
21:30	5	0.0
21:45	1	0.0
22:00	1	0.0
22:15	4	0.0
22:30	3	0.0
22:45	1	0.0
23:00	3	0.0
23:15	0	0.0
23:30	1	0.0
23:45	3	0.0
07:00 - 19:00	408	0.0
06:00 - 22:00	463	0.0
06:00 - 24:00	479	0.0
00:00 - 24:00	497	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sun	
	Total	>SL2% 75 Dff
00:00	1	0.0
00:15	1	0.0
00:30	1	0.0
00:45	1	0.0
01:00	0	0.0
01:15	2	0.0
01:30	0	0.0
01:45	1	0.0
02:00	0	0.0
02:15	0	0.0
02:30	0	0.0
02:45	1	0.0
03:00	1	0.0
03:15	0	0.0
03:30	0	0.0
03:45	0	0.0
04:00	0	0.0
04:15	0	0.0
04:30	0	0.0
04:45	0	0.0
05:00	0	0.0
05:15	0	0.0
05:30	0	0.0
05:45	3	0.0
06:00	0	0.0
06:15	2	0.0
06:30	5	0.0
06:45	3	0.0
07:00	1	0.0
07:15	2	0.0
07:30	1	0.0
07:45	2	0.0
08:00	2	0.0
08:15	1	0.0
08:30	4	0.0
08:45	1	0.0
09:00	2	0.0
09:15	3	0.0
09:30	2	0.0
09:45	4	0.0
10:00	4	0.0
10:15	5	0.0
10:30	9	0.0
10:45	4	0.0
11:00	5	0.0
11:15	6	0.0
11:30	9	0.0
11:45	7	0.0
12:00	5	0.0
12:15	5	0.0
12:30	4	0.0
12:45	3	0.0
13:00	10	0.0
13:15	7	0.0
13:30	7	0.0
13:45	9	0.0
14:00	8	0.0
14:15	8	0.0
14:30	12	0.0
14:45	15	0.0
15:00	9	0.0
15:15	14	0.0
15:30	10	0.0
15:45	14	0.0
16:00	10	0.0
16:15	9	0.0
16:30	9	0.0
16:45	9	0.0
17:00	9	0.0
17:15	8	0.0
17:30	9	0.0
17:45	8	0.0
18:00	6	0.0
18:15	12	0.0
18:30	6	0.0
18:45	3	0.0
19:00	8	0.0
19:15	5	0.0
19:30	7	0.0
19:45	2	0.0
20:00	2	0.0
20:15	3	0.0
20:30	1	0.0
20:45	3	0.0
21:00	1	0.0
21:15	3	0.0
21:30	0	0.0
21:45	0	0.0
22:00	0	0.0
22:15	0	0.0
22:30	0	0.0
22:45	2	0.0
23:00	0	0.0
23:15	1	0.0
23:30	0	0.0
23:45	2	0.0
07:00 - 19:00	312	0.0
06:00 - 22:00	357	0.0
06:00 - 24:00	362	0.0
00:00 - 24:00	374	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 75 Dff
00:00	0	0.0
00:15	2	0.0
00:30	1	0.0
00:45	1	0.0
01:00	2	0.0
01:15	0	0.0
01:30	0	0.0
01:45	0	0.0
02:00	0	0.0
02:15	0	0.0
02:30	0	0.0
02:45	0	0.0
03:00	0	0.0
03:15	0	0.0
03:30	1	0.0
03:45	0	0.0
04:00	2	0.0
04:15	0	0.0
04:30	1	0.0
04:45	0	0.0
05:00	0	0.0
05:15	0	0.0
05:30	0	0.0
05:45	7	0.0
06:00	3	0.0
06:15	8	0.0
06:30	9	0.0
06:45	9	0.0
07:00	8	0.0
07:15	4	0.0
07:30	10	0.0
07:45	11	0.0
08:00	16	0.0
08:15	23	0.0
08:30	9	0.0
08:45	10	0.0
09:00	11	0.0
09:15	17	0.0
09:30	7	0.0
09:45	11	0.0
10:00	8	0.0
10:15	23	0.0
10:30	10	0.0
10:45	7	0.0
11:00	12	0.0
11:15	13	0.0
11:30	13	0.0
11:45	16	0.0
12:00	16	0.0
12:15	22	0.0
12:30	14	0.0
12:45	16	0.0
13:00	5	0.0
13:15	8	0.0
13:30	17	0.0
13:45	16	0.0
14:00	15	0.0
14:15	20	0.0
14:30	16	0.0
14:45	15	0.0
15:00	15	0.0
15:15	19	0.0
15:30	13	0.0
15:45	15	0.0
16:00	16	0.0
16:15	14	0.0
16:30	9	0.0
16:45	13	0.0
17:00	24	0.0
17:15	18	0.0
17:30	24	0.0
17:45	15	0.0
18:00	15	0.0
18:15	11	0.0
18:30	11	0.0
18:45	7	0.0
19:00	9	0.0
19:15	5	0.0
19:30	8	0.0
19:45	3	0.0
20:00	6	0.0
20:15	6	0.0
20:30	1	0.0
20:45	2	0.0
21:00	3	0.0
21:15	5	0.0
21:30	2	0.0
21:45	4	0.0
22:00	1	0.0
22:15	4	0.0
22:30	0	0.0
22:45	1	0.0
23:00	1	0.0
23:15	2	0.0
23:30	2	0.0
23:45	2	0.0
07:00 - 19:00	658	0.0
06:00 - 22:00	741	0.0
06:00 - 24:00	754	0.0
00:00 - 24:00	771	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Mon	
	Total	>SL2% 75 Dff
00:00	1	0.0
00:15	0	0.0
00:30	1	0.0
00:45	1	0.0
01:00	1	0.0
01:15	0	0.0
01:30	0	0.0
01:45	1	0.0
02:00	0	0.0
02:15	1	0.0
02:30	0	0.0
02:45	1	0.0
03:00	0	0.0
03:15	0	0.0
03:30	0	0.0
03:45	8	0.0
04:00	1	0.0
04:15	0	0.0
04:30	0	0.0
04:45	0	0.0
05:00	0	0.0
05:15	0	0.0
05:30	1	0.0
05:45	8	0.0
06:00	4	0.0
06:15	2	0.0
06:30	15	0.0
06:45	10	0.0
07:00	11	0.0
07:15	7	0.0
07:30	10	0.0
07:45	10	0.0
08:00	9	0.0
08:15	5	0.0
08:30	10	0.0
08:45	13	0.0
09:00	8	0.0
09:15	10	0.0
09:30	9	0.0
09:45	8	0.0
10:00	11	0.0
10:15	8	0.0
10:30	8	0.0
10:45	8	0.0
11:00	12	0.0
11:15	12	0.0
11:30	18	0.0
11:45	14	0.0
12:00	13	0.0
12:15	9	0.0
12:30	3	0.0
12:45	12	0.0
13:00	9	0.0
13:15	10	0.0
13:30	14	0.0
13:45	18	0.0
14:00	14	0.0
14:15	12	0.0
14:30	16	0.0
14:45	12	0.0
15:00	11	0.0
15:15	18	0.0
15:30	21	0.0
15:45	25	0.0
16:00	14	0.0
16:15	13	0.0
16:30	14	0.0
16:45	15	0.0
17:00	22	0.0
17:15	18	0.0
17:30	22	0.0
17:45	16	0.0
18:00	22	0.0
18:15	13	0.0
18:30	15	0.0
18:45	10	0.0
19:00	7	0.0
19:15	9	0.0
19:30	7	0.0
19:45	10	0.0
20:00	6	0.0
20:15	9	0.0
20:30	2	0.0
20:45	5	0.0
21:00	5	0.0
21:15	1	0.0
21:30	4	0.0
21:45	3	0.0
22:00	5	0.0
22:15	1	0.0
22:30	1	0.0
22:45	0	0.0
23:00	1	0.0
23:15	0	0.0
23:30	1	0.0
23:45	0	0.0
07:00 - 19:00	612	0.0
06:00 - 22:00	711	0.0
06:00 - 24:00	720	0.0
00:00 - 24:00	745	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 75 Dff
00:00	2	0.0
00:15	0	0.0
00:30	0	0.0
00:45	0	0.0
01:00	0	0.0
01:15	1	0.0
01:30	1	0.0
01:45	0	0.0
02:00	0	0.0
02:15	0	0.0
02:30	0	0.0
02:45	0	0.0
03:00	0	0.0
03:15	0	0.0
03:30	1	0.0
03:45	0	0.0
04:00	2	0.0
04:15	0	0.0
04:30	0	0.0
04:45	1	0.0
05:00	0	0.0
05:15	1	0.0
05:30	1	0.0
05:45	6	0.0
06:00	3	0.0
06:15	6	0.0
06:30	9	0.0
06:45	9	0.0
07:00	7	0.0
07:15	6	0.0
07:30	13	0.0
07:45	15	0.0
08:00	16	0.0
08:15	9	0.0
08:30	3	0.0
08:45	20	0.0
09:00	12	0.0
09:15	8	0.0
09:30	7	0.0
09:45	14	0.0
10:00	16	0.0
10:15	13	0.0
10:30	9	0.0
10:45	20	0.0
11:00	8	0.0
11:15	11	0.0
11:30	10	0.0
11:45	12	0.0
12:00	13	0.0
12:15	13	0.0
12:30	14	0.0
12:45	17	0.0
13:00	14	0.0
13:15	13	0.0
13:30	19	0.0
13:45	11	0.0
14:00	18	0.0
14:15	15	0.0
14:30	16	0.0
14:45	13	0.0
15:00	10	0.0
15:15	25	0.0
15:30	18	0.0
15:45	31	0.0
16:00	20	0.0
16:15	14	0.0
16:30	18	0.0
16:45	22	0.0
17:00	36	0.0
17:15	19	0.0
17:30	32	0.0
17:45	20	0.0
18:00	27	0.0
18:15	14	0.0
18:30	8	0.0
18:45	11	0.0
19:00	13	0.0
19:15	7	0.0
19:30	9	0.0
19:45	3	0.0
20:00	9	0.0
20:15	3	0.0
20:30	4	0.0
20:45	3	0.0
21:00	3	0.0
21:15	1	0.0
21:30	3	0.0
21:45	3	0.0
22:00	3	0.0
22:15	4	0.0
22:30	1	0.0
22:45	0	0.0
23:00	1	0.0
23:15	0	0.0
23:30	1	0.0
23:45	1	0.0
07:00 - 19:00	730	0.0
06:00 - 22:00	818	0.0
06:00 - 24:00	829	0.0
00:00 - 24:00	845	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Wed

Time	Total	>SL2% 75 Dff
00:00	0	0.0
00:15	0	0.0
00:30	0	0.0
00:45	0	0.0
01:00	0	0.0
01:15	2	0.0
01:30	0	0.0
01:45	0	0.0
02:00	0	0.0
02:15	0	0.0
02:30	1	0.0
02:45	0	0.0
03:00	0	0.0
03:15	1	0.0
03:30	1	0.0
03:45	2	0.0
04:00	0	0.0
04:15	2	0.0
04:30	0	0.0
04:45	1	0.0
05:00	0	0.0
05:15	0	0.0
05:30	0	0.0
05:45	3	0.0
06:00	6	0.0
06:15	4	0.0
06:30	15	0.0
06:45	10	0.0
07:00	9	0.0
07:15	17	0.0
07:30	8	0.0
07:45	20	0.0
08:00	12	0.0
08:15	23	0.0
08:30	10	0.0
08:45	11	0.0
09:00	9	0.0
09:15	10	0.0
09:30	19	0.0
09:45	11	0.0
10:00	16	0.0
10:15	21	0.0
10:30	24	0.0
10:45	21	0.0
11:00	22	0.0
11:15	21	0.0
11:30	12	0.0
11:45	14	0.0
12:00	17	0.0
12:15	13	0.0
12:30	7	0.0
12:45	13	0.0
13:00	19	0.0
13:15	15	0.0
13:30	27	0.0
13:45	18	0.0
14:00	31	0.0
14:15	17	0.0
14:30	17	0.0
14:45	18	0.0
15:00	16	0.0
15:15	23	0.0
15:30	15	0.0
15:45	19	0.0
16:00	12	0.0
16:15	7	0.0
16:30	19	0.0
16:45	23	0.0
17:00	34	0.0
17:15	24	0.0
17:30	17	0.0
17:45	16	0.0
18:00	27	0.0
18:15	20	0.0
18:30	6	0.0
18:45	6	0.0
19:00	5	0.0
19:15	8	0.0
19:30	4	0.0
19:45	7	0.0
20:00	6	0.0
20:15	3	0.0
20:30	2	0.0
20:45	5	0.0
21:00	4	0.0
21:15	0	0.0
21:30	2	0.0
21:45	2	0.0
22:00	2	0.0
22:15	4	0.0
22:30	0	0.0
22:45	2	0.0
23:00	0	0.0
23:15	1	0.0
23:30	0	0.0
23:45	0	0.0
07:00 - 19:00	806	0.0
06:00 - 22:00	889	0.0
06:00 - 24:00	898	0.0
00:00 - 24:00	911	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 75 Dff
00:00	0	0.0
00:15	3	0.0
00:30	0	0.0
00:45	1	0.0
01:00	3	0.0
01:15	1	0.0
01:30	0	0.0
01:45	0	0.0
02:00	0	0.0
02:15	1	0.0
02:30	0	0.0
02:45	0	0.0
03:00	0	0.0
03:15	1	0.0
03:30	1	0.0
03:45	0	0.0
04:00	0	0.0
04:15	0	0.0
04:30	0	0.0
04:45	3	0.0
05:00	0	0.0
05:15	0	0.0
05:30	2	0.0
05:45	6	0.0
06:00	7	0.0
06:15	9	0.0
06:30	11	0.0
06:45	15	0.0
07:00	8	0.0
07:15	13	0.0
07:30	6	0.0
07:45	28	0.0
08:00	16	0.0
08:15	12	0.0
08:30	26	0.0
08:45	13	0.0
09:00	24	0.0
09:15	14	0.0
09:30	21	0.0
09:45	11	0.0
10:00	19	0.0
10:15	25	0.0
10:30	18	0.0
10:45	19	0.0
11:00	12	0.0
11:15	14	0.0
11:30	19	0.0
11:45	23	0.0
12:00	25	0.0
12:15	19	0.0
12:30	16	0.0
12:45	13	0.0
13:00	13	0.0
13:15	25	0.0
13:30	18	0.0
13:45	25	0.0
14:00	31	0.0
14:15	15	0.0
14:30	8	0.0
14:45	13	0.0
15:00	23	0.0
15:15	16	0.0
15:30	22	0.0
15:45	17	0.0
16:00	25	0.0
16:15	15	0.0
16:30	14	0.0
16:45	10	0.0
17:00	18	0.0
17:15	25	0.0
17:30	18	0.0
17:45	26	0.0
18:00	24	0.0
18:15	7	0.0
18:30	18	0.0
18:45	12	0.0
19:00	4	0.0
19:15	14	0.0
19:30	6	0.0
19:45	4	0.0
20:00	2	0.0
20:15	4	0.0
20:30	3	0.0
20:45	1	0.0
21:00	3	0.0
21:15	2	0.0
21:30	6	0.0
21:45	5	0.0
22:00	2	0.0
22:15	3	0.0
22:30	1	0.0
22:45	2	0.0
23:00	3	0.0
23:15	0	0.0
23:30	1	0.0
23:45	0	0.0
07:00 - 19:00	852	0.0
06:00 - 22:00	948	0.0
06:00 - 24:00	960	0.0
00:00 - 24:00	982	0.0



Virtual Da

Time	Total	>SL2% 75 DFT
00:00	3	0.0
01:00	2	0.0
02:00	1	0.0
03:00	2	0.0
04:00	2	0.0
05:00	6	0.0
06:00	25	0.0
07:00	34	0.0
08:00	40	0.0
09:00	42	0.0
10:00	52	0.0
11:00	51	0.0
12:00	49	0.0
13:00	55	0.0
14:00	58	0.0
15:00	64	0.0
16:00	52	0.0
17:00	75	0.0
18:00	49	0.0
19:00	25	0.0
20:00	15	0.0
21:00	10	0.0
22:00	6	0.0
23:00	4	0.0
07:00 - 19:00	626	0.0
06:00 - 22:00	703	0.0
06:00 - 24:00	714	0.0
00:00 - 24:00	731	0.0

Virtual We

Time	Total	>SL2% 75 DFT
Mon	745	0.0
Tue	845	0.0
Wed	911	0.0
Thu	982	0.0
Fri	771	0.0
Sat	497	0.0
Sun	374	0.0
5 Day Ave.	851	0.0
7 Day Ave.	731	0.0
Grand Total	5125	0.0

Summary Graphs

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 100
 Mean
 85%ile
 >PSL%
 >SL1%
 >SL2%

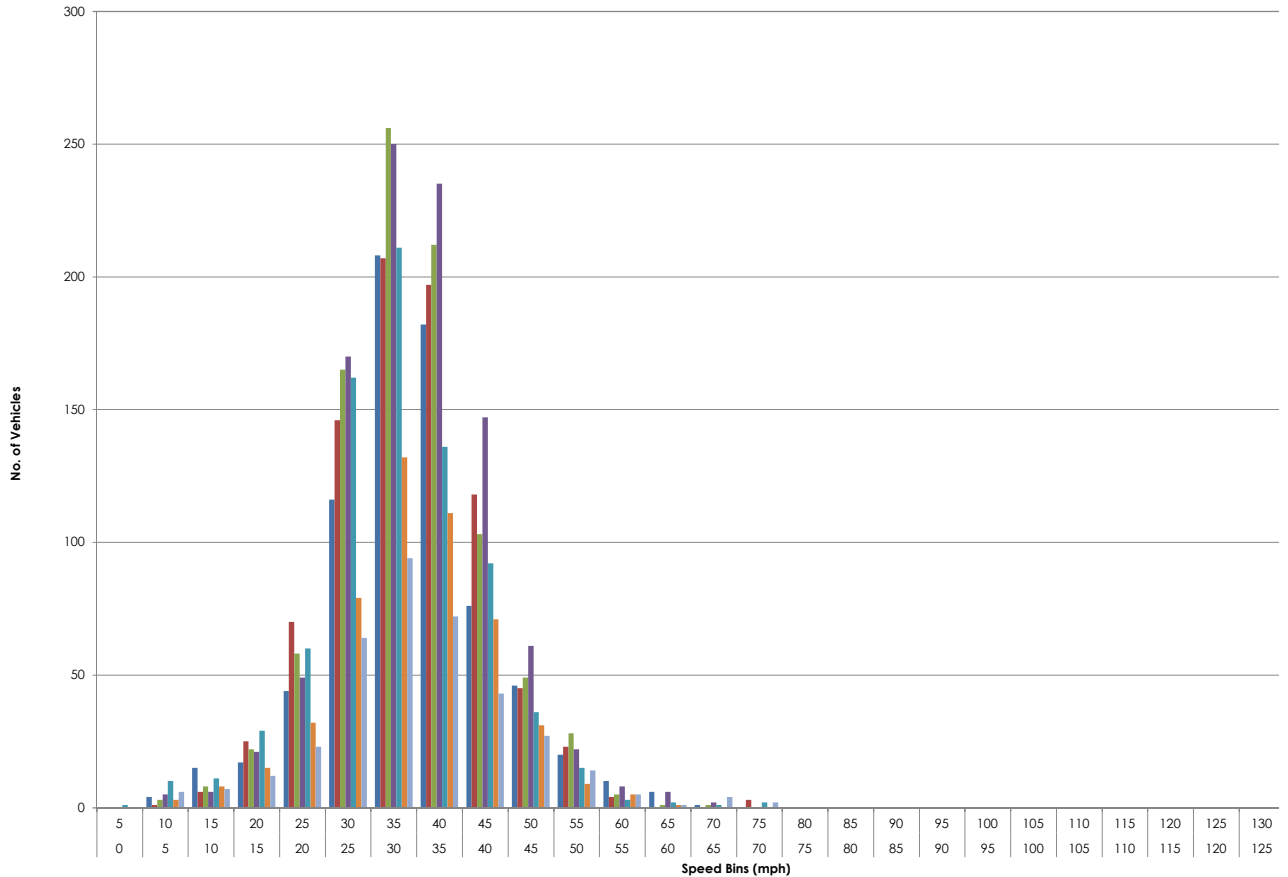
Virtual Da 0

Time	Total	Mean	Vpp 85	Speed Bins (mph)																				
				0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105
00:00	3	33.8	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	2	35.4	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	32.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	34.4	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	35.0	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	6	34.8	-	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	25	32.8	38.7	0	0	0	1	1	6	10	5	2	1	0	0	0	0	0	0	0	0	0	0	
07:00	34	31.2	38.7	0	0	0	1	3	11	9	6	3	1	0	0	0	0	0	0	0	0	0	0	
08:00	40	31.9	38.3	0	0	0	1	4	10	14	8	3	1	0	0	0	0	0	0	0	0	0	0	
09:00	42	33.1	40.6	0	0	0	1	3	9	12	8	5	1	1	0	0	0	0	0	0	0	0	0	
10:00	52	33.9	41.7	0	1	1	2	3	8	15	13	5	3	2	0	0	0	0	0	0	0	0	0	
11:00	51	32.6	39.8	0	0	1	2	4	12	14	11	6	1	1	0	0	0	0	0	0	0	0	0	
12:00	49	33.1	41.1	0	1	1	2	4	8	12	11	6	3	0	0	0	0	0	0	0	0	0	0	
13:00	55	33.8	40.5	0	0	0	2	3	10	17	12	6	2	1	0	0	0	0	0	0	0	0	0	
14:00	58	33.5	41.3	0	0	2	1	5	13	13	13	7	3	1	0	0	0	0	0	0	0	0	0	
15:00	64	34.4	42.0	0	1	1	2	4	10	19	15	7	3	2	1	0	0	0	0	0	0	0	0	
16:00	52	36.4	44.1	0	0	0	1	3	7	13	13	8	5	1	0	0	0	1	0	0	0	0	0	
17:00	75	37.1	46.3	0	1	1	1	3	7	14	18	14	9	4	1	0	0	0	0	0	0	0	0	
18:00	49	37.0	45.8	0	1	0	1	2	4	10	11	10	4	3	1	0	0	0	0	0	0	0	0	
19:00	25	35.3	41.5	0	0	0	1	2	3	7	8	3	1	1	0	0	0	0	0	0	0	0	0	
20:00	15	36.8	42.3	0	0	0	0	0	3	3	4	2	1	0	0	0	0	0	0	0	0	0	0	
21:00	10	36.0	-	0	0	0	0	1	2	3	2	2	1	0	0	0	0	0	0	0	0	0	0	
22:00	6	35.7	-	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	
23:00	4	34.7	-	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	
07:00 - 19:00	626	34.3	42.6	0	4	8	18	43	109	162	140	79	37	16	4	2	1	1	0	0	0	0	0	
06:00 - 22:00	703	34.3	42.5	0	5	9	20	46	124	185	159	88	41	18	5	2	1	1	0	0	0	0	0	
06:00 - 24:00	714	34.3	42.5	0	5	9	20	47	125	188	161	90	41	18	5	2	1	1	0	0	0	0	0	
00:00 - 24:00	731	34.3	42.5	0	5	9	20	48	129	194	164	93	42	19	6	2	1	1	0	0	0	0	0	

Virtual We 0

Time	Total	Mean	Vpp 85	Speed Bins (mph)																				
				0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105
Mon	745	34.6	42.6	0	4	15	17	44	116	208	182	76	46	20	10	6	1	0	0	0	0	0	0	
Tue	845	34.4	42.2	0	1	6	25	70	146	207	197	118	45	23	4	0	0	3	0	0	0	0	0	
Wed	911	34.3	41.9	0	3	8	22	58	165	256	212	103	49	28	5	1	1	0	0	0	0	0	0	
Thu	982	35.1	42.5	0	5	6	21	49	170	250	235	147	61	22	8	6	2	0	0	0	0	0	0	
Fri	771	32.9	41.1	1	10	11	29	60	162	211	136	92	36	15	3	2	1	2	0	0	0	0	0	
Sat	497	34.4	42.5	0	3	8	15	32	79	132	111	71	31	9	5	1	0	0	0	0	0	0	0	
Sun	374	34.7	44.7	0	6	7	12	23	64	94	72	43	27	14	5	1	4	2	0	0	0	0	0	
5 Day Ave.	851	34.3	42.4	0	5	9	23	56	152	226	192	107	47	22	6	3	1	1	0	0	0	0	0	
7 Day Ave.	731	34.3	42.5	0	5	9	20	48	129	194	164	93	42	19	6	2	1	1	0	0	0	0	0	
Grand Total	5125	34.3	42.5	1	32	61	141	336	902	1358	1145	650	295	131	40	17	9	7	0	0	0	0	0	

Summary Graphs



Time	Sat				
	Total	110	115	120	125
		115	120	125	130
00:00	1	0	0	0	0
00:15	1	0	0	0	0
00:30	0	0	0	0	0
00:45	1	0	0	0	0
01:00	1	0	0	0	0
01:15	0	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	2	0	0	0	0
02:15	0	0	0	0	0
02:30	0	0	0	0	0
02:45	0	0	0	0	0
03:00	0	0	0	0	0
03:15	0	0	0	0	0
03:30	1	0	0	0	0
03:45	0	0	0	0	0
04:00	1	0	0	0	0
04:15	2	0	0	0	0
04:30	2	0	0	0	0
04:45	0	0	0	0	0
05:00	1	0	0	0	0
05:15	0	0	0	0	0
05:30	0	0	0	0	0
05:45	5	0	0	0	0
06:00	2	0	0	0	0
06:15	6	0	0	0	0
06:30	3	0	0	0	0
06:45	5	0	0	0	0
07:00	6	0	0	0	0
07:15	3	0	0	0	0
07:30	1	0	0	0	0
07:45	5	0	0	0	0
08:00	2	0	0	0	0
08:15	2	0	0	0	0
08:30	3	0	0	0	0
08:45	6	0	0	0	0
09:00	11	0	0	0	0
09:15	10	0	0	0	0
09:30	7	0	0	0	0
09:45	6	0	0	0	0
10:00	14	0	0	0	0
10:15	7	0	0	0	0
10:30	9	0	0	0	0
10:45	7	0	0	0	0
11:00	11	0	0	0	0
11:15	11	0	0	0	0
11:30	14	0	0	0	0
11:45	10	0	0	0	0
12:00	4	0	0	0	0
12:15	7	0	0	0	0
12:30	25	0	0	0	0
12:45	11	0	0	0	0
13:00	14	0	0	0	0
13:15	8	0	0	0	0
13:30	11	0	0	0	0
13:45	7	0	0	0	0
14:00	7	0	0	0	0
14:15	16	0	0	0	0
14:30	12	0	0	0	0
14:45	6	0	0	0	0
15:00	5	0	0	0	0
15:15	11	0	0	0	0
15:30	7	0	0	0	0
15:45	10	0	0	0	0
16:00	8	0	0	0	0
16:15	6	0	0	0	0
16:30	9	0	0	0	0
16:45	5	0	0	0	0
17:00	7	0	0	0	0
17:15	10	0	0	0	0
17:30	9	0	0	0	0
17:45	16	0	0	0	0
18:00	12	0	0	0	0
18:15	7	0	0	0	0
18:30	5	0	0	0	0
18:45	8	0	0	0	0
19:00	4	0	0	0	0
19:15	6	0	0	0	0
19:30	3	0	0	0	0
19:45	2	0	0	0	0
20:00	4	0	0	0	0
20:15	2	0	0	0	0
20:30	5	0	0	0	0
20:45	5	0	0	0	0
21:00	2	0	0	0	0
21:15	0	0	0	0	0
21:30	5	0	0	0	0
21:45	1	0	0	0	0
22:00	1	0	0	0	0
22:15	4	0	0	0	0
22:30	3	0	0	0	0
22:45	1	0	0	0	0
23:00	3	0	0	0	0
23:15	0	0	0	0	0
23:30	1	0	0	0	0
23:45	3	0	0	0	0
07:00 - 19:00	408	0	0	0	0
06:00 - 22:00	463	0	0	0	0
06:00 - 24:00	479	0	0	0	0
00:00 - 24:00	497	0	0	0	0

Time	Sun				
	Total	110	115	120	125
		115	120	125	130
00:00	1	0	0	0	0
00:15	1	0	0	0	0
00:30	1	0	0	0	0
00:45	1	0	0	0	0
01:00	0	0	0	0	0
01:15	2	0	0	0	0
01:30	0	0	0	0	0
01:45	1	0	0	0	0
02:00	0	0	0	0	0
02:15	0	0	0	0	0
02:30	0	0	0	0	0
02:45	1	0	0	0	0
03:00	1	0	0	0	0
03:15	0	0	0	0	0
03:30	0	0	0	0	0
03:45	0	0	0	0	0
04:00	0	0	0	0	0
04:15	0	0	0	0	0
04:30	0	0	0	0	0
04:45	0	0	0	0	0
05:00	0	0	0	0	0
05:15	0	0	0	0	0
05:30	0	0	0	0	0
05:45	3	0	0	0	0
06:00	0	0	0	0	0
06:15	2	0	0	0	0
06:30	5	0	0	0	0
06:45	3	0	0	0	0
07:00	1	0	0	0	0
07:15	2	0	0	0	0
07:30	1	0	0	0	0
07:45	2	0	0	0	0
08:00	2	0	0	0	0
08:15	1	0	0	0	0
08:30	4	0	0	0	0
08:45	1	0	0	0	0
09:00	2	0	0	0	0
09:15	3	0	0	0	0
09:30	2	0	0	0	0
09:45	4	0	0	0	0
10:00	4	0	0	0	0
10:15	5	0	0	0	0
10:30	9	0	0	0	0
10:45	4	0	0	0	0
11:00	5	0	0	0	0
11:15	6	0	0	0	0
11:30	9	0	0	0	0
11:45	7	0	0	0	0
12:00	5	0	0	0	0
12:15	5	0	0	0	0
12:30	4	0	0	0	0
12:45	3	0	0	0	0
13:00	10	0	0	0	0
13:15	7	0	0	0	0
13:30	7	0	0	0	0
13:45	9	0	0	0	0
14:00	8	0	0	0	0
14:15	8	0	0	0	0
14:30	12	0	0	0	0
14:45	15	0	0	0	0
15:00	9	0	0	0	0
15:15	14	0	0	0	0
15:30	10	0	0	0	0
15:45	14	0	0	0	0
16:00	10	0	0	0	0
16:15	9	0	0	0	0
16:30	9	0	0	0	0
16:45	9	0	0	0	0
17:00	9	0	0	0	0
17:15	8	0	0	0	0
17:30	9	0	0	0	0
17:45	8	0	0	0	0
18:00	6	0	0	0	0
18:15	12	0	0	0	0
18:30	6	0	0	0	0
18:45	3	0	0	0	0
19:00	8	0	0	0	0
19:15	5	0	0	0	0
19:30	7	0	0	0	0
19:45	2	0	0	0	0
20:00	2	0	0	0	0
20:15	3	0	0	0	0
20:30	1	0	0	0	0
20:45	3	0	0	0	0
21:00	1	0	0	0	0
21:15	3	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	2	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	0
23:30	0	0	0	0	0
23:45	2	0	0	0	0
07:00 - 19:00	312	0	0	0	0
06:00 - 22:00	357	0	0	0	0
06:00 - 24:00	362	0	0	0	0
00:00 - 24:00	374	0	0	0	0

Time	Fri				
	Total	110	115	120	125
		115	120	125	130
00:00	0	0	0	0	0
00:15	2	0	0	0	0
00:30	1	0	0	0	0
00:45	1	0	0	0	0
01:00	2	0	0	0	0
01:15	0	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	0	0	0	0	0
02:30	0	0	0	0	0
02:45	0	0	0	0	0
03:00	0	0	0	0	0
03:15	0	0	0	0	0
03:30	1	0	0	0	0
03:45	0	0	0	0	0
04:00	2	0	0	0	0
04:15	0	0	0	0	0
04:30	1	0	0	0	0
04:45	0	0	0	0	0
05:00	0	0	0	0	0
05:15	0	0	0	0	0
05:30	0	0	0	0	0
05:45	7	0	0	0	0
06:00	3	0	0	0	0
06:15	8	0	0	0	0
06:30	9	0	0	0	0
06:45	9	0	0	0	0
07:00	8	0	0	0	0
07:15	4	0	0	0	0
07:30	10	0	0	0	0
07:45	11	0	0	0	0
08:00	16	0	0	0	0
08:15	23	0	0	0	0
08:30	9	0	0	0	0
08:45	10	0	0	0	0
09:00	11	0	0	0	0
09:15	17	0	0	0	0
09:30	7	0	0	0	0
09:45	11	0	0	0	0
10:00	8	0	0	0	0
10:15	23	0	0	0	0
10:30	10	0	0	0	0
10:45	7	0	0	0	0
11:00	12	0	0	0	0
11:15	13	0	0	0	0
11:30	13	0	0	0	0
11:45	16	0	0	0	0
12:00	16	0	0	0	0
12:15	22	0	0	0	0
12:30	14	0	0	0	0
12:45	16	0	0	0	0
13:00	5	0	0	0	0
13:15	8	0	0	0	0
13:30	17	0	0	0	0
13:45	16	0	0	0	0
14:00	15	0	0	0	0
14:15	20	0	0	0	0
14:30	16	0	0	0	0
14:45	15	0	0	0	0
15:00	15	0	0	0	0
15:15	19	0	0	0	0
15:30	13	0	0	0	0
15:45	15	0	0	0	0
16:00	16	0	0	0	0
16:15	14	0	0	0	0
16:30	9	0	0	0	0
16:45	13	0	0	0	0
17:00	24	0	0	0	0
17:15	18	0	0	0	0
17:30	24	0	0	0	0
17:45	15	0	0	0	0
18:00	15	0	0	0	0
18:15	11	0	0	0	0
18:30	11	0	0	0	0
18:45	7	0	0	0	0
19:00	9	0	0	0	0
19:15	5	0	0	0	0
19:30	8	0	0	0	0
19:45	3	0	0	0	0
20:00	6	0	0	0	0
20:15	6	0	0	0	0
20:30	1	0	0	0	0
20:45	2	0	0	0	0
21:00	3	0	0	0	0
21:15	5	0	0	0	0
21:30	2	0	0	0	0
21:45	4	0	0	0	0
22:00	1	0	0	0	0
22:15	4	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	0	0
23:00	1	0	0	0	0
23:15	2	0	0	0	0
23:30	2	0	0	0	0
23:45	2	0	0	0	0
07:00 - 19:00	658	0	0	0	0
06:00 - 22:00	741	0	0	0	0
06:00 - 24:00	754	0	0	0	0
00:00 - 24:00	771	0	0	0	0

Time	Mon				
	Total	110	115	120	125
		115	120	125	130
00:00	1	0	0	0	0
00:15	0	0	0	0	0
00:30	1	0	0	0	0
00:45	1	0	0	0	0
01:00	1	0	0	0	0
01:15	0	0	0	0	0
01:30	0	0	0	0	0
01:45	1	0	0	0	0
02:00	0	0	0	0	0
02:15	1	0	0	0	0
02:30	0	0	0	0	0
02:45	1	0	0	0	0
03:00	0	0	0	0	0
03:15	0	0	0	0	0
03:30	0	0	0	0	0
03:45	8	0	0	0	0
04:00	1	0	0	0	0
04:15	0	0	0	0	0
04:30	0	0	0	0	0
04:45	0	0	0	0	0
05:00	0	0	0	0	0
05:15	0	0	0	0	0
05:30	1	0	0	0	0
05:45	8	0	0	0	0
06:00	4	0	0	0	0
06:15	2	0	0	0	0
06:30	15	0	0	0	0
06:45	10	0	0	0	0
07:00	11	0	0	0	0
07:15	7	0	0	0	0
07:30	10	0	0	0	0
07:45	10	0	0	0	0
08:00	9	0	0	0	0
08:15	5	0	0	0	0
08:30	10	0	0	0	0
08:45	13	0	0	0	0
09:00	8	0	0	0	0
09:15	10	0	0	0	0
09:30	9	0	0	0	0
09:45	8	0	0	0	0
10:00	11	0	0	0	0
10:15	8	0	0	0	0
10:30	8	0	0	0	0
10:45	8	0	0	0	0
11:00	12	0	0	0	0
11:15	12	0	0	0	0
11:30	18	0	0	0	0
11:45	14	0	0	0	0
12:00	13	0	0	0	0
12:15	9	0	0	0	0
12:30	3	0	0	0	0
12:45	12	0	0	0	0
13:00	9	0	0	0	0
13:15	10	0	0	0	0
13:30	14	0	0	0	0
13:45	18	0	0	0	0
14:00	14	0	0	0	0
14:15	12	0	0	0	0
14:30	16	0	0	0	0
14:45	12	0	0	0	0
15:00	11	0	0	0	0
15:15	18	0	0	0	0
15:30	21	0	0	0	0
15:45	25	0	0	0	0
16:00	14	0	0	0	0
16:15	13	0	0	0	0
16:30	14	0	0	0	0
16:45	15	0	0	0	0
17:00	22	0	0	0	0
17:15	18	0	0	0	0
17:30	22	0	0	0	0
17:45	16	0	0	0	0
18:00	22	0	0	0	0
18:15	13	0	0	0	0
18:30	15	0	0	0	0
18:45	10	0	0	0	0
19:00	7	0	0	0	0
19:15	9	0	0	0	0
19:30	7	0	0	0	0
19:45	10	0	0	0	0
20:00	6	0	0	0	0
20:15	9	0	0	0	0
20:30	2	0	0	0	0
20:45	5	0	0	0	0
21:00	5	0	0	0	0
21:15	1	0	0	0	0
21:30	4	0	0	0	0
21:45	3	0	0	0	0
22:00	5	0	0	0	0
22:15	1	0	0	0	0
22:30	1	0	0	0	0
22:45	0	0	0	0	0
23:00	1	0	0	0	0
23:15	0	0	0	0	0
23:30	1	0	0	0	0
23:45	0	0	0	0	0
07:00 - 19:00	612	0	0	0	0
06:00 - 22:00	711	0	0	0	0
06:00 - 24:00	720	0	0	0	0
00:00 - 24:00	745	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Tue

Time	Total	110	115	120	125
		115	120	125	130
00:00	2	0	0	0	0
00:15	0	0	0	0	0
00:30	0	0	0	0	0
00:45	0	0	0	0	0
01:00	0	0	0	0	0
01:15	1	0	0	0	0
01:30	1	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	0	0	0	0	0
02:30	0	0	0	0	0
02:45	0	0	0	0	0
03:00	0	0	0	0	0
03:15	0	0	0	0	0
03:30	1	0	0	0	0
03:45	0	0	0	0	0
04:00	2	0	0	0	0
04:15	0	0	0	0	0
04:30	0	0	0	0	0
04:45	1	0	0	0	0
05:00	0	0	0	0	0
05:15	1	0	0	0	0
05:30	1	0	0	0	0
05:45	6	0	0	0	0
06:00	3	0	0	0	0
06:15	6	0	0	0	0
06:30	9	0	0	0	0
06:45	9	0	0	0	0
07:00	7	0	0	0	0
07:15	6	0	0	0	0
07:30	13	0	0	0	0
07:45	15	0	0	0	0
08:00	16	0	0	0	0
08:15	9	0	0	0	0
08:30	3	0	0	0	0
08:45	20	0	0	0	0
09:00	12	0	0	0	0
09:15	8	0	0	0	0
09:30	7	0	0	0	0
09:45	14	0	0	0	0
10:00	16	0	0	0	0
10:15	13	0	0	0	0
10:30	9	0	0	0	0
10:45	20	0	0	0	0
11:00	8	0	0	0	0
11:15	11	0	0	0	0
11:30	10	0	0	0	0
11:45	12	0	0	0	0
12:00	13	0	0	0	0
12:15	13	0	0	0	0
12:30	14	0	0	0	0
12:45	17	0	0	0	0
13:00	14	0	0	0	0
13:15	13	0	0	0	0
13:30	19	0	0	0	0
13:45	11	0	0	0	0
14:00	18	0	0	0	0
14:15	15	0	0	0	0
14:30	16	0	0	0	0
14:45	13	0	0	0	0
15:00	10	0	0	0	0
15:15	25	0	0	0	0
15:30	18	0	0	0	0
15:45	31	0	0	0	0
16:00	20	0	0	0	0
16:15	14	0	0	0	0
16:30	18	0	0	0	0
16:45	22	0	0	0	0
17:00	36	0	0	0	0
17:15	19	0	0	0	0
17:30	32	0	0	0	0
17:45	20	0	0	0	0
18:00	27	0	0	0	0
18:15	14	0	0	0	0
18:30	8	0	0	0	0
18:45	11	0	0	0	0
19:00	13	0	0	0	0
19:15	7	0	0	0	0
19:30	9	0	0	0	0
19:45	3	0	0	0	0
20:00	9	0	0	0	0
20:15	3	0	0	0	0
20:30	4	0	0	0	0
20:45	3	0	0	0	0
21:00	3	0	0	0	0
21:15	1	0	0	0	0
21:30	3	0	0	0	0
21:45	3	0	0	0	0
22:00	3	0	0	0	0
22:15	4	0	0	0	0
22:30	1	0	0	0	0
22:45	0	0	0	0	0
23:00	1	0	0	0	0
23:15	0	0	0	0	0
23:30	1	0	0	0	0
23:45	1	0	0	0	0
07:00 - 19:00	730	0	0	0	0
06:00 - 22:00	818	0	0	0	0
06:00 - 24:00	829	0	0	0	0
00:00 - 24:00	845	0	0	0	0



Wed

Time	Total	110	115	120	125
		115	120	125	130
00:00	0	0	0	0	0
00:15	0	0	0	0	0
00:30	0	0	0	0	0
00:45	0	0	0	0	0
01:00	0	0	0	0	0
01:15	2	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	0	0	0	0	0
02:30	1	0	0	0	0
02:45	0	0	0	0	0
03:00	0	0	0	0	0
03:15	1	0	0	0	0
03:30	1	0	0	0	0
03:45	2	0	0	0	0
04:00	0	0	0	0	0
04:15	2	0	0	0	0
04:30	0	0	0	0	0
04:45	1	0	0	0	0
05:00	0	0	0	0	0
05:15	0	0	0	0	0
05:30	0	0	0	0	0
05:45	3	0	0	0	0
06:00	6	0	0	0	0
06:15	4	0	0	0	0
06:30	15	0	0	0	0
06:45	10	0	0	0	0
07:00	9	0	0	0	0
07:15	17	0	0	0	0
07:30	8	0	0	0	0
07:45	20	0	0	0	0
08:00	12	0	0	0	0
08:15	23	0	0	0	0
08:30	10	0	0	0	0
08:45	11	0	0	0	0
09:00	9	0	0	0	0
09:15	10	0	0	0	0
09:30	19	0	0	0	0
09:45	11	0	0	0	0
10:00	16	0	0	0	0
10:15	21	0	0	0	0
10:30	24	0	0	0	0
10:45	21	0	0	0	0
11:00	22	0	0	0	0
11:15	21	0	0	0	0
11:30	12	0	0	0	0
11:45	14	0	0	0	0
12:00	17	0	0	0	0
12:15	13	0	0	0	0
12:30	7	0	0	0	0
12:45	13	0	0	0	0
13:00	19	0	0	0	0
13:15	15	0	0	0	0
13:30	27	0	0	0	0
13:45	18	0	0	0	0
14:00	31	0	0	0	0
14:15	17	0	0	0	0
14:30	17	0	0	0	0
14:45	18	0	0	0	0
15:00	16	0	0	0	0
15:15	23	0	0	0	0
15:30	15	0	0	0	0
15:45	19	0	0	0	0
16:00	12	0	0	0	0
16:15	7	0	0	0	0
16:30	19	0	0	0	0
16:45	23	0	0	0	0
17:00	34	0	0	0	0
17:15	24	0	0	0	0
17:30	17	0	0	0	0
17:45	16	0	0	0	0
18:00	27	0	0	0	0
18:15	20	0	0	0	0
18:30	6	0	0	0	0
18:45	6	0	0	0	0
19:00	5	0	0	0	0
19:15	8	0	0	0	0
19:30	4	0	0	0	0
19:45	7	0	0	0	0
20:00	6	0	0	0	0
20:15	3	0	0	0	0
20:30	2	0	0	0	0
20:45	5	0	0	0	0
21:00	4	0	0	0	0
21:15	0	0	0	0	0
21:30	2	0	0	0	0
21:45	2	0	0	0	0
22:00	2	0	0	0	0
22:15	4	0	0	0	0
22:30	0	0	0	0	0
22:45	2	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
07:00 - 19:00	806	0	0	0	0
06:00 - 22:00	889	0	0	0	0
06:00 - 24:00	898	0	0	0	0
00:00 - 24:00	911	0	0	0	0

Time	Total	Thu			
		110 115	115 120	120 125	125 130
00:00	0	0	0	0	0
00:15	3	0	0	0	0
00:30	0	0	0	0	0
00:45	1	0	0	0	0
01:00	3	0	0	0	0
01:15	1	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	1	0	0	0	0
02:30	0	0	0	0	0
02:45	0	0	0	0	0
03:00	0	0	0	0	0
03:15	1	0	0	0	0
03:30	1	0	0	0	0
03:45	0	0	0	0	0
04:00	0	0	0	0	0
04:15	0	0	0	0	0
04:30	0	0	0	0	0
04:45	3	0	0	0	0
05:00	0	0	0	0	0
05:15	0	0	0	0	0
05:30	2	0	0	0	0
05:45	6	0	0	0	0
06:00	7	0	0	0	0
06:15	9	0	0	0	0
06:30	11	0	0	0	0
06:45	15	0	0	0	0
07:00	8	0	0	0	0
07:15	13	0	0	0	0
07:30	6	0	0	0	0
07:45	28	0	0	0	0
08:00	16	0	0	0	0
08:15	12	0	0	0	0
08:30	26	0	0	0	0
08:45	13	0	0	0	0
09:00	24	0	0	0	0
09:15	14	0	0	0	0
09:30	21	0	0	0	0
09:45	11	0	0	0	0
10:00	19	0	0	0	0
10:15	25	0	0	0	0
10:30	18	0	0	0	0
10:45	19	0	0	0	0
11:00	12	0	0	0	0
11:15	14	0	0	0	0
11:30	19	0	0	0	0
11:45	23	0	0	0	0
12:00	25	0	0	0	0
12:15	19	0	0	0	0
12:30	16	0	0	0	0
12:45	13	0	0	0	0
13:00	13	0	0	0	0
13:15	25	0	0	0	0
13:30	18	0	0	0	0
13:45	25	0	0	0	0
14:00	31	0	0	0	0
14:15	15	0	0	0	0
14:30	8	0	0	0	0
14:45	13	0	0	0	0
15:00	23	0	0	0	0
15:15	16	0	0	0	0
15:30	22	0	0	0	0
15:45	17	0	0	0	0
16:00	25	0	0	0	0
16:15	15	0	0	0	0
16:30	14	0	0	0	0
16:45	10	0	0	0	0
17:00	18	0	0	0	0
17:15	25	0	0	0	0
17:30	18	0	0	0	0
17:45	26	0	0	0	0
18:00	24	0	0	0	0
18:15	7	0	0	0	0
18:30	18	0	0	0	0
18:45	12	0	0	0	0
19:00	4	0	0	0	0
19:15	14	0	0	0	0
19:30	6	0	0	0	0
19:45	4	0	0	0	0
20:00	2	0	0	0	0
20:15	4	0	0	0	0
20:30	3	0	0	0	0
20:45	1	0	0	0	0
21:00	3	0	0	0	0
21:15	2	0	0	0	0
21:30	6	0	0	0	0
21:45	5	0	0	0	0
22:00	2	0	0	0	0
22:15	3	0	0	0	0
22:30	1	0	0	0	0
22:45	2	0	0	0	0
23:00	3	0	0	0	0
23:15	0	0	0	0	0
23:30	1	0	0	0	0
23:45	0	0	0	0	0
07:00 - 19:00	852	0	0	0	0
06:00 - 22:00	948	0	0	0	0
06:00 - 24:00	960	0	0	0	0
00:00 - 24:00	982	0	0	0	0

Site
Location
Direction

September - 6
Automatic

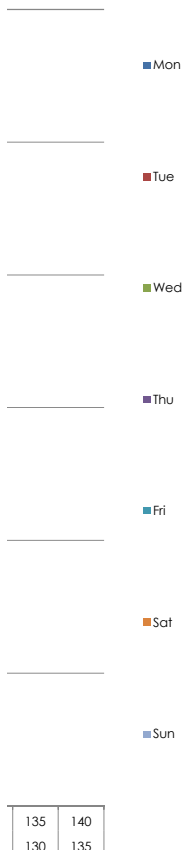
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
00:00	3	0	0	0	0
01:00	2	0	0	0	0
02:00	1	0	0	0	0
03:00	2	0	0	0	0
04:00	2	0	0	0	0
05:00	6	0	0	0	0
06:00	25	0	0	0	0
07:00	34	0	0	0	0
08:00	40	0	0	0	0
09:00	42	0	0	0	0
10:00	52	0	0	0	0
11:00	51	0	0	0	0
12:00	49	0	0	0	0
13:00	55	0	0	0	0
14:00	58	0	0	0	0
15:00	64	0	0	0	0
16:00	52	0	0	0	0
17:00	75	0	0	0	0
18:00	49	0	0	0	0
19:00	25	0	0	0	0
20:00	15	0	0	0	0
21:00	10	0	0	0	0
22:00	6	0	0	0	0
23:00	4	0	0	0	0
07:00 - 19:00	626	0	0	0	0
06:00 - 22:00	703	0	0	0	0
06:00 - 24:00	714	0	0	0	0
00:00 - 24:00	731	0	0	0	0

Virtual We

Time	Total	110	115	120	125
		115	120	125	130
Mon	745	0	0	0	0
Tue	845	0	0	0	0
Wed	911	0	0	0	0
Thu	982	0	0	0	0
Fri	771	0	0	0	0
Sat	497	0	0	0	0
Sun	374	0	0	0	0
5 Day Ave.	851	0	0	0	0
7 Day Ave.	731	0	0	0	0
Grand Total	5125	0	0	0	0

Summary Graphs



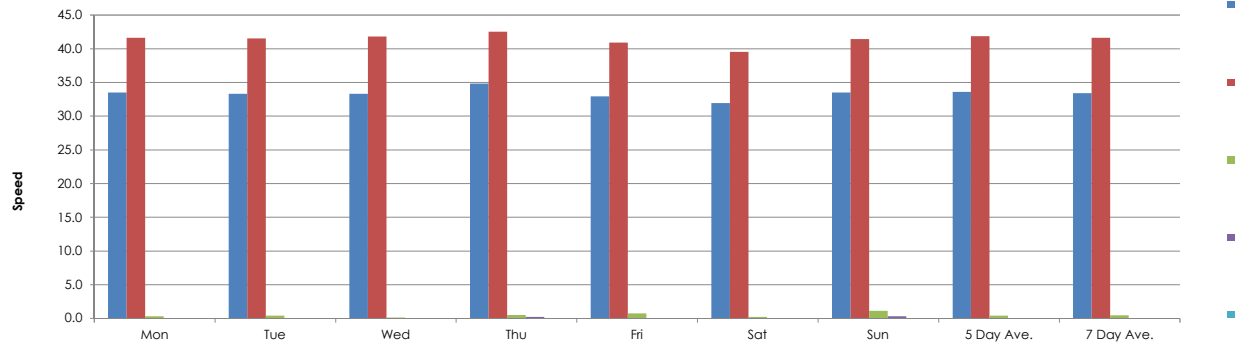
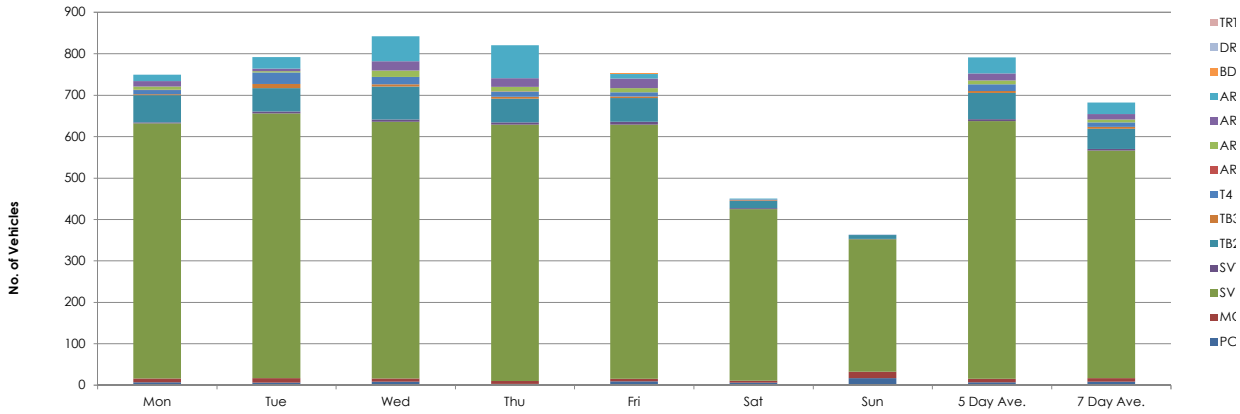
Virtual Day (7)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	19	1	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	47	0	0	37	1	5	0	0	0	1	1	2	0	0	0	0	0	0	0	0
08:00	60	2	0	50	0	3	1	1	0	0	1	2	0	0	0	0	0	0	0	0
09:00	54	1	1	41	1	4	0	1	0	1	1	3	0	0	0	0	0	0	0	0
10:00	45	0	0	35	0	4	0	2	0	0	2	2	0	0	0	0	0	0	0	0
11:00	52	0	0	41	0	5	1	1	0	1	1	2	0	0	0	0	0	0	0	0
12:00	48	0	0	38	0	4	0	1	0	1	1	3	0	0	0	0	0	0	0	0
13:00	58	1	1	43	0	6	1	1	0	1	1	3	0	0	0	0	0	0	0	0
14:00	51	0	1	37	0	4	0	2	0	1	2	4	0	0	0	1	2.0	0	0	0
15:00	48	1	1	34	0	4	0	1	0	1	3	3	0	0	0	0	0	0	0	0
16:00	52	1	1	39	0	4	0	1	0	1	1	4	0	0	0	0	0	0	0	0
17:00	46	1	1	42	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	33	0	0	30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	19	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 19:00	591	7	6	467	3	47	4	11	0	7	12	27	0	0	0	2	0.3	0	0	0
06:00 - 22:00	651	8	9	520	4	48	4	11	0	7	13	27	0	0	0	3	0.5	0	0	0
06:00 - 24:00	657	8	9	525	4	49	4	11	0	7	13	27	0	0	0	3	0.5	0	0	0
00:00 - 24:00	682	8	9	549	4	49	4	11	0	7	13	28	0	0	0	3	0.4	0	0	0

Virtual Week (1)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
Mon	749	7	9	616	2	66	2	10	1	8	13	15	0	0	0	2	0.3	0	0	0
Tue	792	6	11	639	4	57	10	28	0	3	6	28	0	0	0	3	0.4	0	0	0
Wed	842	8	8	620	5	80	5	18	0	15	23	60	0	0	0	1	0.1	0	0	0
Thu	820	3	7	619	5	57	5	12	1	11	21	79	0	0	0	4	0.5	2	0.2	1
Fri	752	9	6	614	7	57	4	10	0	10	23	11	1	0	0	5	0.7	0	0	0
Sat	450	6	5	414	2	18	1	0	0	0	2	2	0	0	0	1	0.2	0	0	0
Sun	363	17	15	320	1	9	0	1	0	0	0	0	0	0	0	4	1.1	1	0.3	0
5 Day Ave.	791	7	8	622	5	63	5	16	0	9	17	39	0	0	0	3	0.4	0	0	0
7 Day Ave.	682	8	9	549	4	49	4	11	0	7	13	28	0	0	0	3	0.4	0	0	0
Grand Total	4768	56	61	3842	26	344	27	79	2	47	88	195	1	0	0	20	0.4	3	0.1	1

Summary Graphs



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sat	
	Total	>SL2% 75 Dff
00:00	0	0.0
00:15	0	0.0
00:30	2	0.0
00:45	0	0.0
01:00	0	0.0
01:15	1	0.0
01:30	0	0.0
01:45	2	0.0
02:00	0	0.0
02:15	0	0.0
02:30	0	0.0
02:45	0	0.0
03:00	0	0.0
03:15	0	0.0
03:30	1	0.0
03:45	1	0.0
04:00	0	0.0
04:15	0	0.0
04:30	2	0.0
04:45	0	0.0
05:00	0	0.0
05:15	3	0.0
05:30	4	0.0
05:45	2	0.0
06:00	3	0.0
06:15	3	0.0
06:30	5	0.0
06:45	3	0.0
07:00	7	0.0
07:15	3	0.0
07:30	5	0.0
07:45	3	0.0
08:00	4	0.0
08:15	3	0.0
08:30	4	0.0
08:45	8	0.0
09:00	11	0.0
09:15	12	0.0
09:30	8	0.0
09:45	17	0.0
10:00	11	0.0
10:15	3	0.0
10:30	15	0.0
10:45	9	0.0
11:00	13	0.0
11:15	20	0.0
11:30	8	0.0
11:45	11	0.0
12:00	9	0.0
12:15	10	0.0
12:30	7	0.0
12:45	12	0.0
13:00	11	0.0
13:15	5	0.0
13:30	3	0.0
13:45	11	0.0
14:00	7	0.0
14:15	9	0.0
14:30	5	0.0
14:45	6	0.0
15:00	7	0.0
15:15	8	0.0
15:30	3	0.0
15:45	7	0.0
16:00	7	0.0
16:15	5	0.0
16:30	4	0.0
16:45	11	0.0
17:00	11	0.0
17:15	9	0.0
17:30	5	0.0
17:45	10	0.0
18:00	2	0.0
18:15	7	0.0
18:30	4	0.0
18:45	3	0.0
19:00	5	0.0
19:15	3	0.0
19:30	6	0.0
19:45	2	0.0
20:00	5	0.0
20:15	6	0.0
20:30	3	0.0
20:45	2	0.0
21:00	3	0.0
21:15	2	0.0
21:30	3	0.0
21:45	0	0.0
22:00	0	0.0
22:15	0	0.0
22:30	1	0.0
22:45	0	0.0
23:00	0	0.0
23:15	2	0.0
23:30	0	0.0
23:45	2	0.0
07:00 - 19:00	373	0.0
06:00 - 22:00	427	0.0
06:00 - 24:00	432	0.0
00:00 - 24:00	450	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sun	
	Total	>SL2% 75 Dff
00:00	0	0.0
00:15	0	0.0
00:30	1	0.0
00:45	0	0.0
01:00	1	0.0
01:15	1	0.0
01:30	0	0.0
01:45	1	0.0
02:00	0	0.0
02:15	0	0.0
02:30	0	0.0
02:45	0	0.0
03:00	0	0.0
03:15	0	0.0
03:30	0	0.0
03:45	0	0.0
04:00	0	0.0
04:15	0	0.0
04:30	0	0.0
04:45	0	0.0
05:00	0	0.0
05:15	0	0.0
05:30	5	0.0
05:45	2	0.0
06:00	1	0.0
06:15	1	0.0
06:30	0	0.0
06:45	3	0.0
07:00	1	0.0
07:15	3	0.0
07:30	2	0.0
07:45	0	0.0
08:00	2	0.0
08:15	3	0.0
08:30	3	0.0
08:45	3	0.0
09:00	3	0.0
09:15	6	0.0
09:30	4	0.0
09:45	10	0.0
10:00	2	0.0
10:15	7	0.0
10:30	5	0.0
10:45	8	0.0
11:00	4	0.0
11:15	5	0.0
11:30	8	0.0
11:45	9	0.0
12:00	7	0.0
12:15	9	0.0
12:30	3	0.0
12:45	3	0.0
13:00	11	0.0
13:15	9	0.0
13:30	11	0.0
13:45	6	0.0
14:00	11	0.0
14:15	8	0.0
14:30	12	0.0
14:45	6	0.0
15:00	13	0.0
15:15	13	0.0
15:30	7	0.0
15:45	11	0.0
16:00	7	0.0
16:15	6	0.0
16:30	10	0.0
16:45	13	0.0
17:00	6	0.0
17:15	7	0.0
17:30	10	0.0
17:45	8	0.0
18:00	1	0.0
18:15	10	0.0
18:30	6	0.0
18:45	6	0.0
19:00	4	0.0
19:15	2	0.0
19:30	3	0.0
19:45	2	0.0
20:00	2	0.0
20:15	4	0.0
20:30	1	0.0
20:45	0	0.0
21:00	3	0.0
21:15	1	0.0
21:30	1	0.0
21:45	1	0.0
22:00	1	0.0
22:15	1	0.0
22:30	0	0.0
22:45	1	0.0
23:00	0	0.0
23:15	1	0.0
23:30	1	0.0
23:45	0	0.0
07:00 - 19:00	318	0.0
06:00 - 22:00	347	0.0
06:00 - 24:00	352	0.0
00:00 - 24:00	363	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 75 Dff
00:00	1	0.0
00:15	0	0.0
00:30	0	0.0
00:45	1	0.0
01:00	1	0.0
01:15	0	0.0
01:30	0	0.0
01:45	0	0.0
02:00	0	0.0
02:15	1	0.0
02:30	2	0.0
02:45	1	0.0
03:00	1	0.0
03:15	1	0.0
03:30	1	0.0
03:45	1	0.0
04:00	1	0.0
04:15	1	0.0
04:30	0	0.0
04:45	2	0.0
05:00	0	0.0
05:15	2	0.0
05:30	3	0.0
05:45	8	0.0
06:00	4	0.0
06:15	5	0.0
06:30	6	0.0
06:45	9	0.0
07:00	4	0.0
07:15	10	0.0
07:30	13	0.0
07:45	28	0.0
08:00	16	0.0
08:15	19	0.0
08:30	22	0.0
08:45	30	0.0
09:00	15	0.0
09:15	19	0.0
09:30	31	0.0
09:45	13	0.0
10:00	14	0.0
10:15	9	0.0
10:30	10	0.0
10:45	10	0.0
11:00	12	0.0
11:15	13	0.0
11:30	10	0.0
11:45	15	0.0
12:00	13	0.0
12:15	18	0.0
12:30	9	0.0
12:45	14	0.0
13:00	9	0.0
13:15	17	0.0
13:30	19	0.0
13:45	13	0.0
14:00	15	0.0
14:15	14	0.0
14:30	13	0.0
14:45	15	0.0
15:00	16	0.0
15:15	8	0.0
15:30	15	0.0
15:45	13	0.0
16:00	13	0.0
16:15	8	0.0
16:30	11	0.0
16:45	15	0.0
17:00	11	0.0
17:15	10	0.0
17:30	19	0.0
17:45	9	0.0
18:00	10	0.0
18:15	7	0.0
18:30	5	0.0
18:45	7	0.0
19:00	7	0.0
19:15	4	0.0
19:30	6	0.0
19:45	6	0.0
20:00	4	0.0
20:15	1	0.0
20:30	1	0.0
20:45	2	0.0
21:00	1	0.0
21:15	3	0.0
21:30	1	0.0
21:45	0	0.0
22:00	1	0.0
22:15	1	0.0
22:30	0	0.0
22:45	1	0.0
23:00	1	0.0
23:15	0	0.0
23:30	1	0.0
23:45	0	0.0
07:00 - 19:00	659	0.0
06:00 - 22:00	719	0.0
06:00 - 24:00	724	0.0
00:00 - 24:00	752	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Mon	
	Total	>SL2% 75 Dff
00:00	0	0.0
00:15	1	0.0
00:30	0	0.0
00:45	0	0.0
01:00	1	0.0
01:15	0	0.0
01:30	0	0.0
01:45	0	0.0
02:00	0	0.0
02:15	0	0.0
02:30	2	0.0
02:45	0	0.0
03:00	1	0.0
03:15	0	0.0
03:30	0	0.0
03:45	1	0.0
04:00	1	0.0
04:15	4	0.0
04:30	1	0.0
04:45	1	0.0
05:00	2	0.0
05:15	7	0.0
05:30	6	0.0
05:45	7	0.0
06:00	3	0.0
06:15	6	0.0
06:30	6	0.0
06:45	6	0.0
07:00	8	0.0
07:15	8	0.0
07:30	20	0.0
07:45	22	0.0
08:00	21	0.0
08:15	14	0.0
08:30	12	0.0
08:45	20	0.0
09:00	17	0.0
09:15	17	0.0
09:30	12	0.0
09:45	11	0.0
10:00	10	0.0
10:15	4	0.0
10:30	12	0.0
10:45	18	0.0
11:00	11	0.0
11:15	13	0.0
11:30	14	0.0
11:45	21	0.0
12:00	16	0.0
12:15	12	0.0
12:30	3	0.0
12:45	7	0.0
13:00	10	0.0
13:15	14	0.0
13:30	11	0.0
13:45	14	0.0
14:00	12	0.0
14:15	15	0.0
14:30	11	0.0
14:45	12	0.0
15:00	13	0.0
15:15	17	0.0
15:30	12	0.0
15:45	15	0.0
16:00	10	0.0
16:15	13	0.0
16:30	10	0.0
16:45	23	0.0
17:00	13	0.0
17:15	14	0.0
17:30	14	0.0
17:45	11	0.0
18:00	10	0.0
18:15	13	0.0
18:30	26	0.0
18:45	6	0.0
19:00	11	0.0
19:15	6	0.0
19:30	3	0.0
19:45	3	0.0
20:00	4	0.0
20:15	4	0.0
20:30	3	0.0
20:45	5	0.0
21:00	0	0.0
21:15	4	0.0
21:30	2	0.0
21:45	1	0.0
22:00	1	0.0
22:15	0	0.0
22:30	2	0.0
22:45	1	0.0
23:00	0	0.0
23:15	0	0.0
23:30	0	0.0
23:45	1	0.0
07:00 - 19:00	642	0.0
06:00 - 22:00	709	0.0
06:00 - 24:00	714	0.0
00:00 - 24:00	749	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 75 Dff
00:00	0	0.0
00:15	0	0.0
00:30	1	0.0
00:45	0	0.0
01:00	0	0.0
01:15	1	0.0
01:30	1	0.0
01:45	0	0.0
02:00	0	0.0
02:15	1	0.0
02:30	1	0.0
02:45	0	0.0
03:00	0	0.0
03:15	2	0.0
03:30	0	0.0
03:45	0	0.0
04:00	2	0.0
04:15	2	0.0
04:30	0	0.0
04:45	4	0.0
05:00	1	0.0
05:15	7	0.0
05:30	5	0.0
05:45	8	0.0
06:00	4	0.0
06:15	3	0.0
06:30	7	0.0
06:45	13	0.0
07:00	13	0.0
07:15	4	0.0
07:30	16	0.0
07:45	23	0.0
08:00	18	0.0
08:15	22	0.0
08:30	15	0.0
08:45	23	0.0
09:00	13	0.0
09:15	14	0.0
09:30	15	0.0
09:45	8	0.0
10:00	15	0.0
10:15	17	0.0
10:30	15	0.0
10:45	9	0.0
11:00	20	0.0
11:15	12	0.0
11:30	12	0.0
11:45	13	0.0
12:00	20	0.0
12:15	15	0.0
12:30	14	0.0
12:45	17	0.0
13:00	15	0.0
13:15	19	0.0
13:30	13	0.0
13:45	15	0.0
14:00	14	0.0
14:15	12	0.0
14:30	19	0.0
14:45	11	0.0
15:00	6	0.0
15:15	12	0.0
15:30	14	0.0
15:45	12	0.0
16:00	12	0.0
16:15	14	0.0
16:30	20	0.0
16:45	18	0.0
17:00	13	0.0
17:15	17	0.0
17:30	13	0.0
17:45	9	0.0
18:00	9	0.0
18:15	13	0.0
18:30	19	0.0
18:45	3	0.0
19:00	10	0.0
19:15	5	0.0
19:30	3	0.0
19:45	2	0.0
20:00	3	0.0
20:15	1	0.0
20:30	3	0.0
20:45	2	0.0
21:00	3	0.0
21:15	2	0.0
21:30	3	0.0
21:45	0	0.0
22:00	3	0.0
22:15	1	0.0
22:30	0	0.0
22:45	0	0.0
23:00	2	0.0
23:15	0	0.0
23:30	0	0.0
23:45	1	0.0
07:00 - 19:00	685	0.0
06:00 - 22:00	749	0.0
06:00 - 24:00	756	0.0
00:00 - 24:00	792	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Wed

Time	Total	>SL2% 75 Dff
00:00	0	0.0
00:15	0	0.0
00:30	0	0.0
00:45	0	0.0
01:00	0	0.0
01:15	1	0.0
01:30	0	0.0
01:45	0	0.0
02:00	0	0.0
02:15	1	0.0
02:30	1	0.0
02:45	0	0.0
03:00	1	0.0
03:15	2	0.0
03:30	0	0.0
03:45	0	0.0
04:00	0	0.0
04:15	3	0.0
04:30	0	0.0
04:45	4	0.0
05:00	0	0.0
05:15	0	0.0
05:30	4	0.0
05:45	7	0.0
06:00	7	0.0
06:15	5	0.0
06:30	10	0.0
06:45	4	0.0
07:00	14	0.0
07:15	7	0.0
07:30	16	0.0
07:45	24	0.0
08:00	14	0.0
08:15	13	0.0
08:30	14	0.0
08:45	23	0.0
09:00	11	0.0
09:15	8	0.0
09:30	13	0.0
09:45	20	0.0
10:00	22	0.0
10:15	11	0.0
10:30	19	0.0
10:45	15	0.0
11:00	9	0.0
11:15	22	0.0
11:30	15	0.0
11:45	26	0.0
12:00	17	0.0
12:15	17	0.0
12:30	9	0.0
12:45	14	0.0
13:00	25	0.0
13:15	18	0.0
13:30	19	0.0
13:45	25	0.0
14:00	19	0.0
14:15	24	0.0
14:30	17	0.0
14:45	18	0.0
15:00	21	0.0
15:15	16	0.0
15:30	17	0.0
15:45	7	0.0
16:00	16	0.0
16:15	19	0.0
16:30	9	0.0
16:45	20	0.0
17:00	18	0.0
17:15	12	0.0
17:30	11	0.0
17:45	9	0.0
18:00	7	0.0
18:15	15	0.0
18:30	8	0.0
18:45	6	0.0
19:00	7	0.0
19:15	4	0.0
19:30	3	0.0
19:45	4	0.0
20:00	4	0.0
20:15	2	0.0
20:30	4	0.0
20:45	4	0.0
21:00	0	0.0
21:15	2	0.0
21:30	1	0.0
21:45	1	0.0
22:00	4	0.0
22:15	1	0.0
22:30	0	0.0
22:45	1	0.0
23:00	1	0.0
23:15	0	0.0
23:30	0	0.0
23:45	0	0.0
07:00 - 19:00	749	0.0
06:00 - 22:00	811	0.0
06:00 - 24:00	818	0.0
00:00 - 24:00	842	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 75 Dff
00:00	0	0.0
00:15	1	0.0
00:30	0	0.0
00:45	0	0.0
01:00	2	0.0
01:15	0	0.0
01:30	0	0.0
01:45	0	0.0
02:00	1	0.0
02:15	0	0.0
02:30	0	0.0
02:45	0	0.0
03:00	1	0.0
03:15	0	0.0
03:30	1	0.0
03:45	1	0.0
04:00	1	0.0
04:15	1	0.0
04:30	1	0.0
04:45	4	0.0
05:00	1	0.0
05:15	2	0.0
05:30	4	0.0
05:45	6	0.0
06:00	3	0.0
06:15	1	0.0
06:30	7	0.0
06:45	10	0.0
07:00	10	0.0
07:15	7	0.0
07:30	18	0.0
07:45	31	0.0
08:00	16	0.0
08:15	22	0.0
08:30	24	0.0
08:45	23	0.0
09:00	18	0.0
09:15	18	0.0
09:30	13	0.0
09:45	13	0.0
10:00	15	0.0
10:15	8	0.0
10:30	11	0.0
10:45	18	0.0
11:00	17	0.0
11:15	15	0.0
11:30	19	0.0
11:45	13	0.0
12:00	22	0.0
12:15	16	0.0
12:30	10	0.0
12:45	15	0.0
13:00	18	0.0
13:15	16	0.0
13:30	24	0.0
13:45	27	0.0
14:00	14	0.0
14:15	8	0.0
14:30	10	0.0
14:45	12	0.0
15:00	13	0.0
15:15	13	0.0
15:30	18	0.0
15:45	10	0.0
16:00	25	0.0
16:15	17	0.0
16:30	9	0.0
16:45	11	0.0
17:00	18	0.0
17:15	16	0.0
17:30	11	0.0
17:45	9	0.0
18:00	8	0.0
18:15	17	0.0
18:30	5	0.0
18:45	2	0.0
19:00	7	0.0
19:15	5	0.0
19:30	2	0.0
19:45	7	0.0
20:00	5	0.0
20:15	3	0.0
20:30	3	0.0
20:45	1	0.0
21:00	2	0.0
21:15	5	0.0
21:30	1	0.0
21:45	3	0.0
22:00	1	0.0
22:15	0	0.0
22:30	0	0.0
22:45	1	0.0
23:00	2	0.0
23:15	1	100.0
23:30	0	0.0
23:45	0	0.0
07:00 - 19:00	723	0.0
06:00 - 22:00	788	0.0
06:00 - 24:00	793	0.1
00:00 - 24:00	820	0.1



Virtual Da

Time	Total	>SL2% 75 DFT
00:00	1	0.0
01:00	2	0.0
02:00	2	0.0
03:00	2	0.0
04:00	4	0.0
05:00	13	0.0
06:00	19	0.0
07:00	47	0.0
08:00	60	0.0
09:00	54	0.0
10:00	45	0.0
11:00	52	0.0
12:00	48	0.0
13:00	58	0.0
14:00	51	0.0
15:00	48	0.0
16:00	52	0.0
17:00	46	0.0
18:00	33	0.0
19:00	19	0.0
20:00	11	0.0
21:00	7	0.0
22:00	3	0.0
23:00	2	0.0
07:00 - 19:00	591	0.0
06:00 - 22:00	651	0.0
06:00 - 24:00	657	0.0
00:00 - 24:00	682	0.0

Virtual We

Time	Total	>SL2% 75 DFT
Mon	749	0.0
Tue	792	0.0
Wed	842	0.0
Thu	820	0.1
Fri	752	0.0
Sat	450	0.0
Sun	363	0.0
5 Day Ave.	791	0.0
7 Day Ave.	682	0.0
Grand Total	4768	0.0

Summary Graphs

|
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 :T6
 :T5
 :T4
 :T3

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 T

 0
 :

 Mean

 85%ile

 >PSL%

 >SL1%

 >SL2%

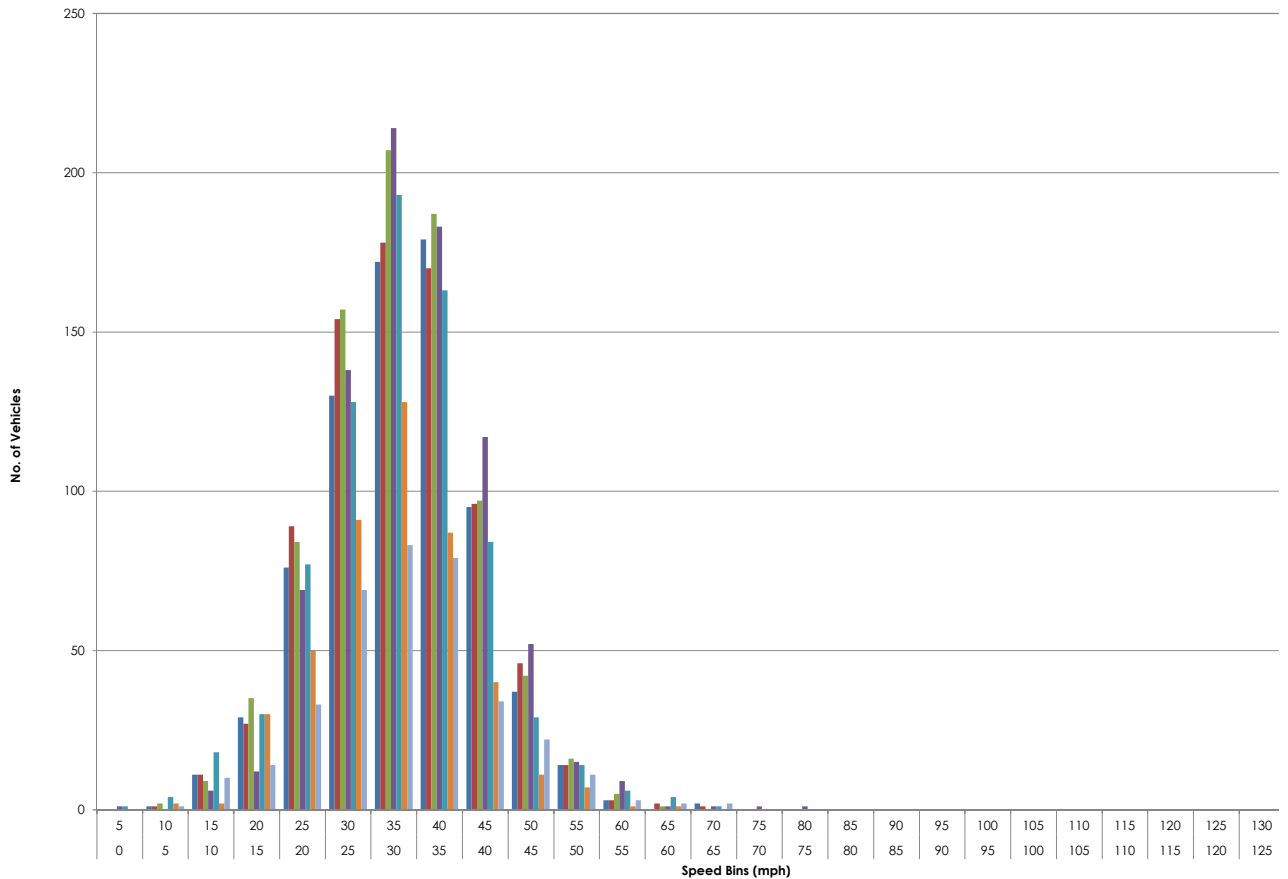
Virtual Da 0

Time	Total	Mean	Vpp 85	Speed Bins (mph)																			
				0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100
00:00	1	29.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	29.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	34.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	32.7	-	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
04:00	4	34.3	-	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0
05:00	13	36.1	42.6	0	0	0	0	0	2	4	3	2	1	0	0	0	0	0	0	0	0	0	0
06:00	19	35.7	41.3	0	0	0	1	1	4	5	5	3	1	0	0	0	0	0	0	0	0	0	0
07:00	47	36.1	43.8	0	0	0	2	3	5	9	11	10	4	1	0	0	0	0	0	0	0	0	0
08:00	60	34.4	42.3	0	0	1	2	5	7	16	14	8	4	1	0	0	0	0	0	0	0	0	0
09:00	54	33.1	40.6	0	0	1	2	5	10	14	11	6	2	1	0	0	0	0	0	0	0	0	0
10:00	45	33.9	41.9	0	0	1	1	4	8	11	11	5	2	1	1	0	0	0	0	0	0	0	0
11:00	52	32.1	40.4	0	0	1	2	7	10	15	10	6	2	1	0	0	0	0	0	0	0	0	0
12:00	48	31.4	38.6	0	0	0	4	7	8	13	10	3	2	0	0	0	0	0	0	0	0	0	0
13:00	58	32.9	41.2	0	0	1	3	6	11	11	14	8	2	1	0	0	0	0	0	0	0	0	0
14:00	51	32.7	40.3	0	0	1	2	6	12	11	9	5	2	1	0	0	0	0	0	0	0	0	0
15:00	48	32.4	39.5	0	0	1	2	6	11	10	11	4	2	1	0	0	0	0	0	0	0	0	0
16:00	52	33.8	42.0	0	1	0	2	5	8	13	12	5	4	1	0	0	0	0	0	0	0	0	0
17:00	46	33.9	41.6	0	0	1	1	4	7	12	10	6	2	1	0	0	0	0	0	0	0	0	0
18:00	33	32.9	40.0	0	0	0	0	4	7	9	7	3	2	0	0	0	0	0	0	0	0	0	0
19:00	19	32.4	38.8	0	0	0	0	2	5	5	4	1	1	0	0	0	0	0	0	0	0	0	0
20:00	11	32.7	40.5	0	0	0	1	1	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0
21:00	7	33.7	-	0	0	0	0	1	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0
22:00	3	34.8	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
23:00	2	35.8	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 19:00	591	33.3	41.5	0	1	9	23	62	104	145	132	70	29	11	3	1	1	0	0	0	0	0	0
06:00 - 22:00	651	33.3	41.6	0	1	9	25	67	117	159	143	77	32	12	4	2	1	0	0	0	0	0	0
06:00 - 24:00	657	33.4	41.6	0	2	10	25	67	118	160	145	77	32	13	4	2	1	0	0	0	0	0	0
00:00 - 24:00	682	33.4	41.6	0	2	10	25	68	124	168	150	80	34	13	4	2	1	0	0	0	0	0	0

Virtual We 0

Time	Total	Mean	Vpp 85	Speed Bins (mph)																			
				0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100
Mon	749	33.5	41.6	0	1	11	29	76	130	172	179	95	37	14	3	0	2	0	0	0	0	0	0
Tue	792	33.3	41.5	0	1	11	27	89	154	178	170	96	46	14	3	2	1	0	0	0	0	0	0
Wed	842	33.3	41.8	0	2	9	35	84	157	207	187	97	42	16	5	1	0	0	0	0	0	0	0
Thu	820	34.8	42.5	1	0	6	12	69	138	214	183	117	52	15	9	1	1	1	1	0	0	0	0
Fri	752	32.9	40.9	1	4	18	30	77	128	193	163	84	29	14	6	4	1	0	0	0	0	0	0
Sat	450	31.9	39.5	0	2	2	30	50	91	128	87	40	11	7	1	1	0	0	0	0	0	0	0
Sun	363	33.5	41.4	0	1	10	14	33	69	83	79	34	22	11	3	2	2	0	0	0	0	0	0
5 Day Ave.	791	33.6	41.8	0	2	11	27	79	141	193	176	98	41	15	5	2	1	0	0	0	0	0	0
7 Day Ave.	682	33.4	41.6	0	2	10	25	68	124	168	150	80	34	13	4	2	1	0	0	0	0	0	0
Grand Total	4768	33.4	41.6	2	11	67	177	478	867	1175	1048	563	239	91	30	11	7	1	1	0	0	0	0

Summary Graphs



Site
Location
Direction

September - 1
Automatic

Time	Sat				
	Total	110	115	120	125
		115	120	125	130
00:00	0	0	0	0	0
00:15	0	0	0	0	0
00:30	2	0	0	0	0
00:45	0	0	0	0	0
01:00	0	0	0	0	0
01:15	1	0	0	0	0
01:30	0	0	0	0	0
01:45	2	0	0	0	0
02:00	0	0	0	0	0
02:15	0	0	0	0	0
02:30	0	0	0	0	0
02:45	0	0	0	0	0
03:00	0	0	0	0	0
03:15	0	0	0	0	0
03:30	1	0	0	0	0
03:45	1	0	0	0	0
04:00	0	0	0	0	0
04:15	0	0	0	0	0
04:30	2	0	0	0	0
04:45	0	0	0	0	0
05:00	0	0	0	0	0
05:15	3	0	0	0	0
05:30	4	0	0	0	0
05:45	2	0	0	0	0
06:00	3	0	0	0	0
06:15	3	0	0	0	0
06:30	5	0	0	0	0
06:45	3	0	0	0	0
07:00	7	0	0	0	0
07:15	3	0	0	0	0
07:30	5	0	0	0	0
07:45	3	0	0	0	0
08:00	4	0	0	0	0
08:15	3	0	0	0	0
08:30	4	0	0	0	0
08:45	8	0	0	0	0
09:00	11	0	0	0	0
09:15	12	0	0	0	0
09:30	8	0	0	0	0
09:45	17	0	0	0	0
10:00	11	0	0	0	0
10:15	3	0	0	0	0
10:30	15	0	0	0	0
10:45	9	0	0	0	0
11:00	13	0	0	0	0
11:15	20	0	0	0	0
11:30	8	0	0	0	0
11:45	11	0	0	0	0
12:00	9	0	0	0	0
12:15	10	0	0	0	0
12:30	7	0	0	0	0
12:45	12	0	0	0	0
13:00	11	0	0	0	0
13:15	5	0	0	0	0
13:30	3	0	0	0	0
13:45	11	0	0	0	0
14:00	7	0	0	0	0
14:15	9	0	0	0	0
14:30	5	0	0	0	0
14:45	6	0	0	0	0
15:00	7	0	0	0	0
15:15	8	0	0	0	0
15:30	3	0	0	0	0
15:45	7	0	0	0	0
16:00	7	0	0	0	0
16:15	5	0	0	0	0
16:30	4	0	0	0	0
16:45	11	0	0	0	0
17:00	11	0	0	0	0
17:15	9	0	0	0	0
17:30	5	0	0	0	0
17:45	10	0	0	0	0
18:00	2	0	0	0	0
18:15	7	0	0	0	0
18:30	4	0	0	0	0
18:45	3	0	0	0	0
19:00	5	0	0	0	0
19:15	3	0	0	0	0
19:30	6	0	0	0	0
19:45	2	0	0	0	0
20:00	5	0	0	0	0
20:15	6	0	0	0	0
20:30	3	0	0	0	0
20:45	2	0	0	0	0
21:00	3	0	0	0	0
21:15	2	0	0	0	0
21:30	3	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	1	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	2	0	0	0	0
23:30	0	0	0	0	0
23:45	2	0	0	0	0
07:00 - 19:00	373	0	0	0	0
06:00 - 22:00	427	0	0	0	0
06:00 - 24:00	432	0	0	0	0
00:00 - 24:00	450	0	0	0	0

Time	Sun				
	Total	110	115	120	125
		115	120	125	130
00:00	0	0	0	0	0
00:15	0	0	0	0	0
00:30	1	0	0	0	0
00:45	0	0	0	0	0
01:00	1	0	0	0	0
01:15	1	0	0	0	0
01:30	0	0	0	0	0
01:45	1	0	0	0	0
02:00	0	0	0	0	0
02:15	0	0	0	0	0
02:30	0	0	0	0	0
02:45	0	0	0	0	0
03:00	0	0	0	0	0
03:15	0	0	0	0	0
03:30	0	0	0	0	0
03:45	0	0	0	0	0
04:00	0	0	0	0	0
04:15	0	0	0	0	0
04:30	0	0	0	0	0
04:45	0	0	0	0	0
05:00	0	0	0	0	0
05:15	0	0	0	0	0
05:30	5	0	0	0	0
05:45	2	0	0	0	0
06:00	1	0	0	0	0
06:15	1	0	0	0	0
06:30	0	0	0	0	0
06:45	3	0	0	0	0
07:00	1	0	0	0	0
07:15	3	0	0	0	0
07:30	2	0	0	0	0
07:45	0	0	0	0	0
08:00	2	0	0	0	0
08:15	3	0	0	0	0
08:30	3	0	0	0	0
08:45	3	0	0	0	0
09:00	3	0	0	0	0
09:15	6	0	0	0	0
09:30	4	0	0	0	0
09:45	10	0	0	0	0
10:00	2	0	0	0	0
10:15	7	0	0	0	0
10:30	5	0	0	0	0
10:45	8	0	0	0	0
11:00	4	0	0	0	0
11:15	5	0	0	0	0
11:30	8	0	0	0	0
11:45	9	0	0	0	0
12:00	7	0	0	0	0
12:15	9	0	0	0	0
12:30	3	0	0	0	0
12:45	3	0	0	0	0
13:00	11	0	0	0	0
13:15	9	0	0	0	0
13:30	11	0	0	0	0
13:45	6	0	0	0	0
14:00	11	0	0	0	0
14:15	8	0	0	0	0
14:30	12	0	0	0	0
14:45	6	0	0	0	0
15:00	13	0	0	0	0
15:15	13	0	0	0	0
15:30	7	0	0	0	0
15:45	11	0	0	0	0
16:00	7	0	0	0	0
16:15	6	0	0	0	0
16:30	10	0	0	0	0
16:45	13	0	0	0	0
17:00	6	0	0	0	0
17:15	7	0	0	0	0
17:30	10	0	0	0	0
17:45	8	0	0	0	0
18:00	1	0	0	0	0
18:15	10	0	0	0	0
18:30	6	0	0	0	0
18:45	6	0	0	0	0
19:00	4	0	0	0	0
19:15	2	0	0	0	0
19:30	3	0	0	0	0
19:45	2	0	0	0	0
20:00	2	0	0	0	0
20:15	4	0	0	0	0
20:30	1	0	0	0	0
20:45	0	0	0	0	0
21:00	3	0	0	0	0
21:15	1	0	0	0	0
21:30	1	0	0	0	0
21:45	1	0	0	0	0
22:00	1	0	0	0	0
22:15	1	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	0
23:30	1	0	0	0	0
23:45	0	0	0	0	0
07:00 - 19:00	318	0	0	0	0
06:00 - 22:00	347	0	0	0	0
06:00 - 24:00	352	0	0	0	0
00:00 - 24:00	363	0	0	0	0

Time	Fri				
	Total	110	115	120	125
		115	120	125	130
00:00	1	0	0	0	0
00:15	0	0	0	0	0
00:30	0	0	0	0	0
00:45	1	0	0	0	0
01:00	1	0	0	0	0
01:15	0	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	1	0	0	0	0
02:30	2	0	0	0	0
02:45	1	0	0	0	0
03:00	1	0	0	0	0
03:15	1	0	0	0	0
03:30	1	0	0	0	0
03:45	1	0	0	0	0
04:00	1	0	0	0	0
04:15	1	0	0	0	0
04:30	0	0	0	0	0
04:45	2	0	0	0	0
05:00	0	0	0	0	0
05:15	2	0	0	0	0
05:30	3	0	0	0	0
05:45	8	0	0	0	0
06:00	4	0	0	0	0
06:15	5	0	0	0	0
06:30	6	0	0	0	0
06:45	9	0	0	0	0
07:00	4	0	0	0	0
07:15	10	0	0	0	0
07:30	13	0	0	0	0
07:45	28	0	0	0	0
08:00	16	0	0	0	0
08:15	19	0	0	0	0
08:30	22	0	0	0	0
08:45	30	0	0	0	0
09:00	15	0	0	0	0
09:15	19	0	0	0	0
09:30	31	0	0	0	0
09:45	13	0	0	0	0
10:00	14	0	0	0	0
10:15	9	0	0	0	0
10:30	10	0	0	0	0
10:45	10	0	0	0	0
11:00	12	0	0	0	0
11:15	13	0	0	0	0
11:30	10	0	0	0	0
11:45	15	0	0	0	0
12:00	13	0	0	0	0
12:15	18	0	0	0	0
12:30	9	0	0	0	0
12:45	14	0	0	0	0
13:00	9	0	0	0	0
13:15	17	0	0	0	0
13:30	19	0	0	0	0
13:45	13	0	0	0	0
14:00	15	0	0	0	0
14:15	14	0	0	0	0
14:30	13	0	0	0	0
14:45	15	0	0	0	0
15:00	16	0	0	0	0
15:15	8	0	0	0	0
15:30	15	0	0	0	0
15:45	13	0	0	0	0
16:00	13	0	0	0	0
16:15	8	0	0	0	0
16:30	11	0	0	0	0
16:45	15	0	0	0	0
17:00	11	0	0	0	0
17:15	10	0	0	0	0
17:30	19	0	0	0	0
17:45	9	0	0	0	0
18:00	10	0	0	0	0
18:15	7	0	0	0	0
18:30	5	0	0	0	0
18:45	7	0	0	0	0
19:00	7	0	0	0	0
19:15	4	0	0	0	0
19:30	6	0	0	0	0
19:45	6	0	0	0	0
20:00	4	0	0	0	0
20:15	1	0	0	0	0
20:30	1	0	0	0	0
20:45	2	0	0	0	0
21:00	1	0	0	0	0
21:15	3	0	0	0	0
21:30	1	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	0
22:15	1	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	0	0
23:00	1	0	0	0	0
23:15	0	0	0	0	0
23:30	1	0	0	0	0
23:45	0	0	0	0	0
07:00 - 19:00	659	0	0	0	0
06:00 - 22:00	719	0	0	0	0
06:00 - 24:00	724	0	0	0	0
00:00 - 24:00	752	0	0	0	0

Site
 Location
 Direction

September - 1
 Automatic

Time	Mon				
	Total	110	115	120	125
		115	120	125	130
00:00	0	0	0	0	0
00:15	1	0	0	0	0
00:30	0	0	0	0	0
00:45	0	0	0	0	0
01:00	1	0	0	0	0
01:15	0	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	0	0	0	0	0
02:30	2	0	0	0	0
02:45	0	0	0	0	0
03:00	1	0	0	0	0
03:15	0	0	0	0	0
03:30	0	0	0	0	0
03:45	1	0	0	0	0
04:00	1	0	0	0	0
04:15	4	0	0	0	0
04:30	1	0	0	0	0
04:45	1	0	0	0	0
05:00	2	0	0	0	0
05:15	7	0	0	0	0
05:30	6	0	0	0	0
05:45	7	0	0	0	0
06:00	3	0	0	0	0
06:15	6	0	0	0	0
06:30	6	0	0	0	0
06:45	6	0	0	0	0
07:00	8	0	0	0	0
07:15	8	0	0	0	0
07:30	20	0	0	0	0
07:45	22	0	0	0	0
08:00	21	0	0	0	0
08:15	14	0	0	0	0
08:30	12	0	0	0	0
08:45	20	0	0	0	0
09:00	17	0	0	0	0
09:15	17	0	0	0	0
09:30	12	0	0	0	0
09:45	11	0	0	0	0
10:00	10	0	0	0	0
10:15	4	0	0	0	0
10:30	12	0	0	0	0
10:45	18	0	0	0	0
11:00	11	0	0	0	0
11:15	13	0	0	0	0
11:30	14	0	0	0	0
11:45	21	0	0	0	0
12:00	16	0	0	0	0
12:15	12	0	0	0	0
12:30	3	0	0	0	0
12:45	7	0	0	0	0
13:00	10	0	0	0	0
13:15	14	0	0	0	0
13:30	11	0	0	0	0
13:45	14	0	0	0	0
14:00	12	0	0	0	0
14:15	15	0	0	0	0
14:30	11	0	0	0	0
14:45	12	0	0	0	0
15:00	13	0	0	0	0
15:15	17	0	0	0	0
15:30	12	0	0	0	0
15:45	15	0	0	0	0
16:00	10	0	0	0	0
16:15	13	0	0	0	0
16:30	10	0	0	0	0
16:45	23	0	0	0	0
17:00	13	0	0	0	0
17:15	14	0	0	0	0
17:30	14	0	0	0	0
17:45	11	0	0	0	0
18:00	10	0	0	0	0
18:15	13	0	0	0	0
18:30	26	0	0	0	0
18:45	6	0	0	0	0
19:00	11	0	0	0	0
19:15	6	0	0	0	0
19:30	3	0	0	0	0
19:45	3	0	0	0	0
20:00	4	0	0	0	0
20:15	4	0	0	0	0
20:30	3	0	0	0	0
20:45	5	0	0	0	0
21:00	0	0	0	0	0
21:15	4	0	0	0	0
21:30	2	0	0	0	0
21:45	1	0	0	0	0
22:00	1	0	0	0	0
22:15	0	0	0	0	0
22:30	2	0	0	0	0
22:45	1	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	1	0	0	0	0
07:00 - 19:00	642	0	0	0	0
06:00 - 22:00	709	0	0	0	0
06:00 - 24:00	714	0	0	0	0
00:00 - 24:00	749	0	0	0	0



Tue

Time	Total	110	115	120	125
		115	120	125	130
00:00	0	0	0	0	0
00:15	0	0	0	0	0
00:30	1	0	0	0	0
00:45	0	0	0	0	0
01:00	0	0	0	0	0
01:15	1	0	0	0	0
01:30	1	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	1	0	0	0	0
02:30	1	0	0	0	0
02:45	0	0	0	0	0
03:00	0	0	0	0	0
03:15	2	0	0	0	0
03:30	0	0	0	0	0
03:45	0	0	0	0	0
04:00	2	0	0	0	0
04:15	2	0	0	0	0
04:30	0	0	0	0	0
04:45	4	0	0	0	0
05:00	1	0	0	0	0
05:15	7	0	0	0	0
05:30	5	0	0	0	0
05:45	8	0	0	0	0
06:00	4	0	0	0	0
06:15	3	0	0	0	0
06:30	7	0	0	0	0
06:45	13	0	0	0	0
07:00	13	0	0	0	0
07:15	4	0	0	0	0
07:30	16	0	0	0	0
07:45	23	0	0	0	0
08:00	18	0	0	0	0
08:15	22	0	0	0	0
08:30	15	0	0	0	0
08:45	23	0	0	0	0
09:00	13	0	0	0	0
09:15	14	0	0	0	0
09:30	15	0	0	0	0
09:45	8	0	0	0	0
10:00	15	0	0	0	0
10:15	17	0	0	0	0
10:30	15	0	0	0	0
10:45	9	0	0	0	0
11:00	20	0	0	0	0
11:15	12	0	0	0	0
11:30	12	0	0	0	0
11:45	13	0	0	0	0
12:00	20	0	0	0	0
12:15	15	0	0	0	0
12:30	14	0	0	0	0
12:45	17	0	0	0	0
13:00	15	0	0	0	0
13:15	19	0	0	0	0
13:30	13	0	0	0	0
13:45	15	0	0	0	0
14:00	14	0	0	0	0
14:15	12	0	0	0	0
14:30	19	0	0	0	0
14:45	11	0	0	0	0
15:00	6	0	0	0	0
15:15	12	0	0	0	0
15:30	14	0	0	0	0
15:45	12	0	0	0	0
16:00	12	0	0	0	0
16:15	14	0	0	0	0
16:30	20	0	0	0	0
16:45	18	0	0	0	0
17:00	13	0	0	0	0
17:15	17	0	0	0	0
17:30	13	0	0	0	0
17:45	9	0	0	0	0
18:00	9	0	0	0	0
18:15	13	0	0	0	0
18:30	19	0	0	0	0
18:45	3	0	0	0	0
19:00	10	0	0	0	0
19:15	5	0	0	0	0
19:30	3	0	0	0	0
19:45	2	0	0	0	0
20:00	3	0	0	0	0
20:15	1	0	0	0	0
20:30	3	0	0	0	0
20:45	2	0	0	0	0
21:00	3	0	0	0	0
21:15	2	0	0	0	0
21:30	3	0	0	0	0
21:45	0	0	0	0	0
22:00	3	0	0	0	0
22:15	1	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	2	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	1	0	0	0	0
07:00 - 19:00	685	0	0	0	0
06:00 - 22:00	749	0	0	0	0
06:00 - 24:00	756	0	0	0	0
00:00 - 24:00	792	0	0	0	0

Wed

Time	Total	110	115	120	125
		115	120	125	130
00:00	0	0	0	0	0
00:15	0	0	0	0	0
00:30	0	0	0	0	0
00:45	0	0	0	0	0
01:00	0	0	0	0	0
01:15	1	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	1	0	0	0	0
02:30	1	0	0	0	0
02:45	0	0	0	0	0
03:00	1	0	0	0	0
03:15	2	0	0	0	0
03:30	0	0	0	0	0
03:45	0	0	0	0	0
04:00	0	0	0	0	0
04:15	3	0	0	0	0
04:30	0	0	0	0	0
04:45	4	0	0	0	0
05:00	0	0	0	0	0
05:15	0	0	0	0	0
05:30	4	0	0	0	0
05:45	7	0	0	0	0
06:00	7	0	0	0	0
06:15	5	0	0	0	0
06:30	10	0	0	0	0
06:45	4	0	0	0	0
07:00	14	0	0	0	0
07:15	7	0	0	0	0
07:30	16	0	0	0	0
07:45	24	0	0	0	0
08:00	14	0	0	0	0
08:15	13	0	0	0	0
08:30	14	0	0	0	0
08:45	23	0	0	0	0
09:00	11	0	0	0	0
09:15	8	0	0	0	0
09:30	13	0	0	0	0
09:45	20	0	0	0	0
10:00	22	0	0	0	0
10:15	11	0	0	0	0
10:30	19	0	0	0	0
10:45	15	0	0	0	0
11:00	9	0	0	0	0
11:15	22	0	0	0	0
11:30	15	0	0	0	0
11:45	26	0	0	0	0
12:00	17	0	0	0	0
12:15	17	0	0	0	0
12:30	9	0	0	0	0
12:45	14	0	0	0	0
13:00	25	0	0	0	0
13:15	18	0	0	0	0
13:30	19	0	0	0	0
13:45	25	0	0	0	0
14:00	19	0	0	0	0
14:15	24	0	0	0	0
14:30	17	0	0	0	0
14:45	18	0	0	0	0
15:00	21	0	0	0	0
15:15	16	0	0	0	0
15:30	17	0	0	0	0
15:45	7	0	0	0	0
16:00	16	0	0	0	0
16:15	19	0	0	0	0
16:30	9	0	0	0	0
16:45	20	0	0	0	0
17:00	18	0	0	0	0
17:15	12	0	0	0	0
17:30	11	0	0	0	0
17:45	9	0	0	0	0
18:00	7	0	0	0	0
18:15	15	0	0	0	0
18:30	8	0	0	0	0
18:45	6	0	0	0	0
19:00	7	0	0	0	0
19:15	4	0	0	0	0
19:30	3	0	0	0	0
19:45	4	0	0	0	0
20:00	4	0	0	0	0
20:15	2	0	0	0	0
20:30	4	0	0	0	0
20:45	4	0	0	0	0
21:00	0	0	0	0	0
21:15	2	0	0	0	0
21:30	1	0	0	0	0
21:45	1	0	0	0	0
22:00	4	0	0	0	0
22:15	1	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	0	0
23:00	1	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
07:00 - 19:00	749	0	0	0	0
06:00 - 22:00	811	0	0	0	0
06:00 - 24:00	818	0	0	0	0
00:00 - 24:00	842	0	0	0	0

Time	Total	Thu			
		110 115	115 120	120 125	125 130
00:00	0	0	0	0	0
00:15	1	0	0	0	0
00:30	0	0	0	0	0
00:45	0	0	0	0	0
01:00	2	0	0	0	0
01:15	0	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	1	0	0	0	0
02:15	0	0	0	0	0
02:30	0	0	0	0	0
02:45	0	0	0	0	0
03:00	1	0	0	0	0
03:15	0	0	0	0	0
03:30	1	0	0	0	0
03:45	1	0	0	0	0
04:00	1	0	0	0	0
04:15	1	0	0	0	0
04:30	1	0	0	0	0
04:45	4	0	0	0	0
05:00	1	0	0	0	0
05:15	2	0	0	0	0
05:30	4	0	0	0	0
05:45	6	0	0	0	0
06:00	3	0	0	0	0
06:15	1	0	0	0	0
06:30	7	0	0	0	0
06:45	10	0	0	0	0
07:00	10	0	0	0	0
07:15	7	0	0	0	0
07:30	18	0	0	0	0
07:45	31	0	0	0	0
08:00	16	0	0	0	0
08:15	22	0	0	0	0
08:30	24	0	0	0	0
08:45	23	0	0	0	0
09:00	18	0	0	0	0
09:15	18	0	0	0	0
09:30	13	0	0	0	0
09:45	13	0	0	0	0
10:00	15	0	0	0	0
10:15	8	0	0	0	0
10:30	11	0	0	0	0
10:45	18	0	0	0	0
11:00	17	0	0	0	0
11:15	15	0	0	0	0
11:30	19	0	0	0	0
11:45	13	0	0	0	0
12:00	22	0	0	0	0
12:15	16	0	0	0	0
12:30	10	0	0	0	0
12:45	15	0	0	0	0
13:00	18	0	0	0	0
13:15	16	0	0	0	0
13:30	24	0	0	0	0
13:45	27	0	0	0	0
14:00	14	0	0	0	0
14:15	8	0	0	0	0
14:30	10	0	0	0	0
14:45	12	0	0	0	0
15:00	13	0	0	0	0
15:15	13	0	0	0	0
15:30	18	0	0	0	0
15:45	10	0	0	0	0
16:00	25	0	0	0	0
16:15	17	0	0	0	0
16:30	9	0	0	0	0
16:45	11	0	0	0	0
17:00	18	0	0	0	0
17:15	16	0	0	0	0
17:30	11	0	0	0	0
17:45	9	0	0	0	0
18:00	8	0	0	0	0
18:15	17	0	0	0	0
18:30	5	0	0	0	0
18:45	2	0	0	0	0
19:00	7	0	0	0	0
19:15	5	0	0	0	0
19:30	2	0	0	0	0
19:45	7	0	0	0	0
20:00	5	0	0	0	0
20:15	3	0	0	0	0
20:30	3	0	0	0	0
20:45	1	0	0	0	0
21:00	2	0	0	0	0
21:15	5	0	0	0	0
21:30	1	0	0	0	0
21:45	3	0	0	0	0
22:00	1	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	0	0
23:00	2	0	0	0	0
23:15	1	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
07:00 - 19:00	723	0	0	0	0
06:00 - 22:00	788	0	0	0	0
06:00 - 24:00	793	0	0	0	0
00:00 - 24:00	820	0	0	0	0

Site
Location
Direction

September - 6
Automatic

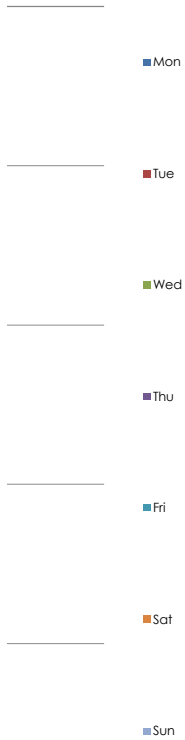
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
00:00	1	0	0	0	0
01:00	2	0	0	0	0
02:00	2	0	0	0	0
03:00	2	0	0	0	0
04:00	4	0	0	0	0
05:00	13	0	0	0	0
06:00	19	0	0	0	0
07:00	47	0	0	0	0
08:00	60	0	0	0	0
09:00	54	0	0	0	0
10:00	45	0	0	0	0
11:00	52	0	0	0	0
12:00	48	0	0	0	0
13:00	58	0	0	0	0
14:00	51	0	0	0	0
15:00	48	0	0	0	0
16:00	52	0	0	0	0
17:00	46	0	0	0	0
18:00	33	0	0	0	0
19:00	19	0	0	0	0
20:00	11	0	0	0	0
21:00	7	0	0	0	0
22:00	3	0	0	0	0
23:00	2	0	0	0	0
07:00 - 19:00	591	0	0	0	0
06:00 - 22:00	651	0	0	0	0
06:00 - 24:00	657	0	0	0	0
00:00 - 24:00	682	0	0	0	0

Virtual We

Time	Total	110	115	120	125
		115	120	125	130
Mon	749	0	0	0	0
Tue	792	0	0	0	0
Wed	842	0	0	0	0
Thu	820	0	0	0	0
Fri	752	0	0	0	0
Sat	450	0	0	0	0
Sun	363	0	0	0	0
5 Day Ave.	791	0	0	0	0
7 Day Ave.	682	0	0	0	0
Grand Total	4768	0	0	0	0

Summary Graphs



135	140
130	135

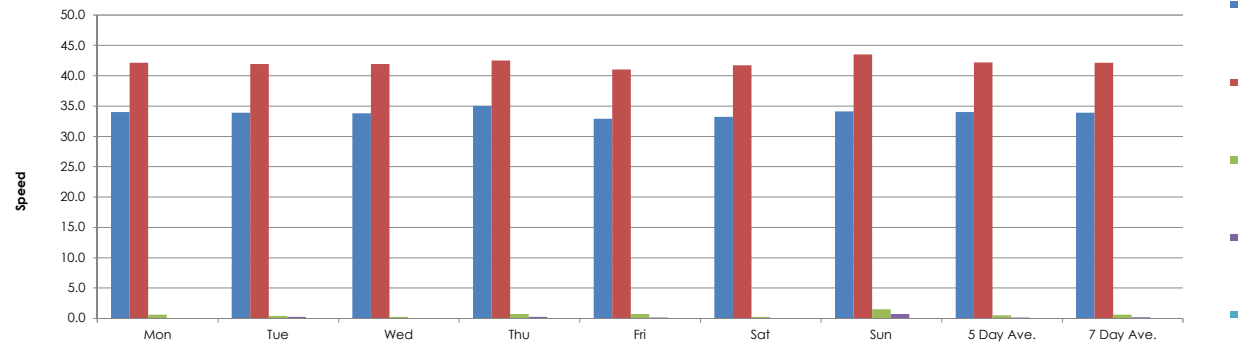
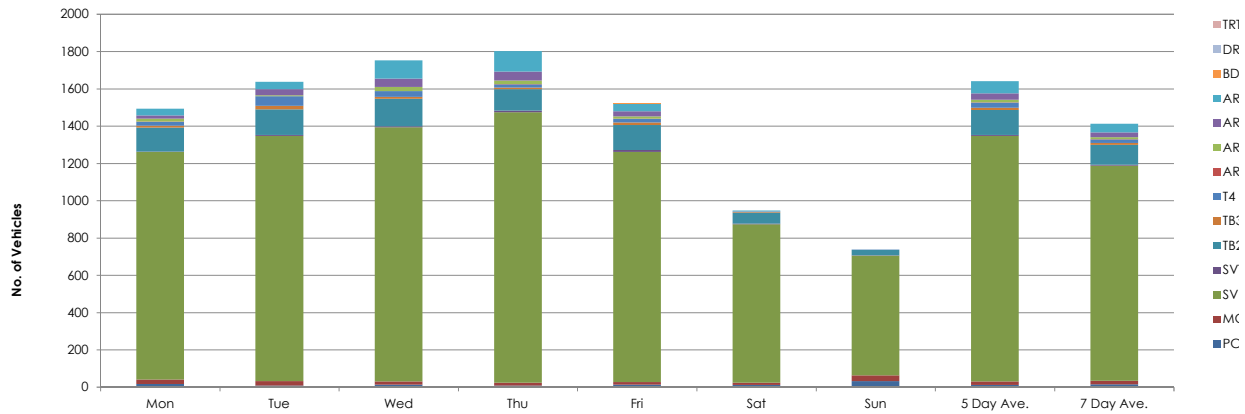
Virtual Day (7)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
00:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	19	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	45	1	1	38	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:00	81	1	0	65	1	7	1	1	0	1	1	3	0	0	0	0	0	0	0	0
08:00	100	2	0	83	0	6	1	1	0	1	2	4	0	0	0	0	0	0	0	0
09:00	96	1	1	75	1	7	1	2	0	1	2	5	0	0	0	0	0	0	0	0
10:00	96	1	0	75	1	9	0	3	0	1	2	4	0	0	0	0	0	0	0	0
11:00	106	1	1	82	0	11	2	3	0	1	1	4	0	0	0	0	0	0	0	0
12:00	99	1	1	78	0	9	1	1	0	1	2	5	0	0	0	0	0	0	0	0
13:00	114	1	2	82	1	12	2	3	0	1	4	6	0	0	0	0	0	0	0	0
14:00	109	0	2	84	0	8	1	3	0	1	4	6	0	0	0	1	0.9	0	0.0	0
15:00	112	2	4	84	1	9	0	2	0	1	4	5	0	0	0	1	0.9	0	0.0	0
16:00	104	1	1	86	0	9	0	1	0	1	1	4	0	0	0	2	1.9	1	1.0	0
17:00	120	2	2	110	0	5	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0
18:00	82	1	1	74	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
19:00	43	0	1	40	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
20:00	27	0	1	26	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
21:00	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
22:00	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
23:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0
07:00 - 19:00	1218	14	15	979	4	98	8	20	1	10	24	45	0	0	0	6	0.5	2	0.2	0
06:00 - 22:00	1355	15	19	1100	5	104	9	20	1	11	24	47	0	0	0	7	0.5	2	0.1	0
06:00 - 24:00	1370	15	19	1114	5	105	9	20	1	11	24	47	0	0	0	8	0.6	2	0.1	0
00:00 - 24:00	1413	15	19	1154	5	107	9	20	1	11	25	47	0	0	0	8	0.6	2	0.1	0

Virtual Week (1)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT					
Mon	1494	16	25	1220	2	129	10	21	2	15	17	37	0	0	0	9	0.6	0	0.0	0
Tue	1637	9	23	1315	6	137	19	52	0	5	32	39	0	0	0	6	0.4	3	0.2	0
Wed	1753	14	16	1363	6	147	10	31	0	23	45	98	0	0	0	3	0.2	0	0.0	0
Thu	1802	9	14	1452	8	115	8	17	2	19	48	110	0	0	0	12	0.7	3	0.2	1
Fri	1523	14	13	1235	9	135	13	20	1	12	27	43	1	0	0	10	0.7	2	0.1	0
Sat	947	11	12	851	3	59	3	1	0	0	3	4	0	0	0	2	0.2	0	0.0	0
Sun	737	32	32	641	2	29	0	1	0	0	0	0	0	0	0	11	1.5	5	0.7	0
5 Day Ave.	1642	12	18	1317	6	133	12	28	1	15	34	65	0	0	0	8	0.5	2	0.1	0
7 Day Ave.	1413	15	19	1154	5	107	9	20	1	11	25	47	0	0	0	8	0.6	2	0.1	0
Grand Total	9893	105	135	8077	36	751	63	143	5	74	172	331	1	0	0	53	0.5	13	0.1	1

Summary Graphs



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sat	
	Total	>SL2% 75 Dff
00:00	1	0.0
00:15	1	0.0
00:30	2	0.0
00:45	1	0.0
01:00	1	0.0
01:15	1	0.0
01:30	0	0.0
01:45	2	0.0
02:00	2	0.0
02:15	0	0.0
02:30	0	0.0
02:45	0	0.0
03:00	0	0.0
03:15	0	0.0
03:30	2	0.0
03:45	1	0.0
04:00	1	0.0
04:15	2	0.0
04:30	4	0.0
04:45	0	0.0
05:00	1	0.0
05:15	3	0.0
05:30	4	0.0
05:45	7	0.0
06:00	5	0.0
06:15	9	0.0
06:30	8	0.0
06:45	8	0.0
07:00	13	0.0
07:15	6	0.0
07:30	6	0.0
07:45	8	0.0
08:00	6	0.0
08:15	5	0.0
08:30	7	0.0
08:45	14	0.0
09:00	22	0.0
09:15	22	0.0
09:30	15	0.0
09:45	23	0.0
10:00	25	0.0
10:15	10	0.0
10:30	24	0.0
10:45	16	0.0
11:00	24	0.0
11:15	31	0.0
11:30	22	0.0
11:45	21	0.0
12:00	13	0.0
12:15	17	0.0
12:30	32	0.0
12:45	23	0.0
13:00	25	0.0
13:15	13	0.0
13:30	14	0.0
13:45	18	0.0
14:00	14	0.0
14:15	25	0.0
14:30	17	0.0
14:45	12	0.0
15:00	12	0.0
15:15	19	0.0
15:30	10	0.0
15:45	17	0.0
16:00	15	0.0
16:15	11	0.0
16:30	13	0.0
16:45	16	0.0
17:00	18	0.0
17:15	19	0.0
17:30	14	0.0
17:45	26	0.0
18:00	14	0.0
18:15	14	0.0
18:30	9	0.0
18:45	11	0.0
19:00	9	0.0
19:15	9	0.0
19:30	9	0.0
19:45	4	0.0
20:00	9	0.0
20:15	8	0.0
20:30	8	0.0
20:45	7	0.0
21:00	5	0.0
21:15	2	0.0
21:30	8	0.0
21:45	1	0.0
22:00	1	0.0
22:15	4	0.0
22:30	4	0.0
22:45	1	0.0
23:00	3	0.0
23:15	2	0.0
23:30	1	0.0
23:45	5	0.0
07:00 - 19:00	781	0.0
06:00 - 22:00	890	0.0
06:00 - 24:00	911	0.0
00:00 - 24:00	947	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Sun	
	Total	>SL2% 75 Dff
00:00	1	0.0
00:15	1	0.0
00:30	2	0.0
00:45	1	0.0
01:00	1	0.0
01:15	3	0.0
01:30	0	0.0
01:45	2	0.0
02:00	0	0.0
02:15	0	0.0
02:30	0	0.0
02:45	1	0.0
03:00	1	0.0
03:15	0	0.0
03:30	0	0.0
03:45	0	0.0
04:00	0	0.0
04:15	0	0.0
04:30	0	0.0
04:45	0	0.0
05:00	0	0.0
05:15	0	0.0
05:30	5	0.0
05:45	5	0.0
06:00	1	0.0
06:15	3	0.0
06:30	5	0.0
06:45	6	0.0
07:00	2	0.0
07:15	5	0.0
07:30	3	0.0
07:45	2	0.0
08:00	4	0.0
08:15	4	0.0
08:30	7	0.0
08:45	4	0.0
09:00	5	0.0
09:15	9	0.0
09:30	6	0.0
09:45	14	0.0
10:00	6	0.0
10:15	12	0.0
10:30	14	0.0
10:45	12	0.0
11:00	9	0.0
11:15	11	0.0
11:30	17	0.0
11:45	16	0.0
12:00	12	0.0
12:15	14	0.0
12:30	7	0.0
12:45	6	0.0
13:00	21	0.0
13:15	16	0.0
13:30	18	0.0
13:45	15	0.0
14:00	19	0.0
14:15	16	0.0
14:30	24	0.0
14:45	21	0.0
15:00	22	0.0
15:15	27	0.0
15:30	17	0.0
15:45	25	0.0
16:00	17	0.0
16:15	15	0.0
16:30	19	0.0
16:45	22	0.0
17:00	15	0.0
17:15	15	0.0
17:30	19	0.0
17:45	16	0.0
18:00	7	0.0
18:15	22	0.0
18:30	12	0.0
18:45	9	0.0
19:00	12	0.0
19:15	7	0.0
19:30	10	0.0
19:45	4	0.0
20:00	4	0.0
20:15	7	0.0
20:30	2	0.0
20:45	3	0.0
21:00	4	0.0
21:15	4	0.0
21:30	1	0.0
21:45	1	0.0
22:00	1	0.0
22:15	1	0.0
22:30	0	0.0
22:45	3	0.0
23:00	0	0.0
23:15	2	0.0
23:30	1	0.0
23:45	2	0.0
07:00 - 19:00	630	0.0
06:00 - 22:00	704	0.0
06:00 - 24:00	714	0.0
00:00 - 24:00	737	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Fri	
	Total	>SL2% 75 Dff
00:00	1	0.0
00:15	2	0.0
00:30	1	0.0
00:45	2	0.0
01:00	3	0.0
01:15	0	0.0
01:30	0	0.0
01:45	0	0.0
02:00	0	0.0
02:15	1	0.0
02:30	2	0.0
02:45	1	0.0
03:00	1	0.0
03:15	1	0.0
03:30	2	0.0
03:45	1	0.0
04:00	3	0.0
04:15	1	0.0
04:30	1	0.0
04:45	2	0.0
05:00	0	0.0
05:15	2	0.0
05:30	3	0.0
05:45	15	0.0
06:00	7	0.0
06:15	13	0.0
06:30	15	0.0
06:45	18	0.0
07:00	12	0.0
07:15	14	0.0
07:30	23	0.0
07:45	39	0.0
08:00	32	0.0
08:15	42	0.0
08:30	31	0.0
08:45	40	0.0
09:00	26	0.0
09:15	36	0.0
09:30	38	0.0
09:45	24	0.0
10:00	22	0.0
10:15	32	0.0
10:30	20	0.0
10:45	17	0.0
11:00	24	0.0
11:15	26	0.0
11:30	23	0.0
11:45	31	0.0
12:00	29	0.0
12:15	40	0.0
12:30	23	0.0
12:45	30	0.0
13:00	14	0.0
13:15	25	0.0
13:30	36	0.0
13:45	29	0.0
14:00	30	0.0
14:15	34	0.0
14:30	29	0.0
14:45	30	0.0
15:00	31	0.0
15:15	27	0.0
15:30	28	0.0
15:45	28	0.0
16:00	29	0.0
16:15	22	0.0
16:30	20	0.0
16:45	28	0.0
17:00	35	0.0
17:15	28	0.0
17:30	43	0.0
17:45	24	0.0
18:00	25	0.0
18:15	18	0.0
18:30	16	0.0
18:45	14	0.0
19:00	16	0.0
19:15	9	0.0
19:30	14	0.0
19:45	9	0.0
20:00	10	0.0
20:15	7	0.0
20:30	2	0.0
20:45	4	0.0
21:00	4	0.0
21:15	8	0.0
21:30	3	0.0
21:45	4	0.0
22:00	2	0.0
22:15	5	0.0
22:30	0	0.0
22:45	2	0.0
23:00	2	0.0
23:15	2	0.0
23:30	3	0.0
23:45	2	0.0
07:00 - 19:00	1317	0.0
06:00 - 22:00	1460	0.0
06:00 - 24:00	1478	0.0
00:00 - 24:00	1523	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Mon	
	Total	>SL2% 75 Dff
00:00	1	0.0
00:15	1	0.0
00:30	1	0.0
00:45	1	0.0
01:00	2	0.0
01:15	0	0.0
01:30	0	0.0
01:45	1	0.0
02:00	0	0.0
02:15	1	0.0
02:30	2	0.0
02:45	1	0.0
03:00	1	0.0
03:15	0	0.0
03:30	0	0.0
03:45	9	0.0
04:00	2	0.0
04:15	4	0.0
04:30	1	0.0
04:45	1	0.0
05:00	2	0.0
05:15	7	0.0
05:30	7	0.0
05:45	15	0.0
06:00	7	0.0
06:15	8	0.0
06:30	21	0.0
06:45	16	0.0
07:00	19	0.0
07:15	15	0.0
07:30	30	0.0
07:45	32	0.0
08:00	30	0.0
08:15	19	0.0
08:30	22	0.0
08:45	33	0.0
09:00	25	0.0
09:15	27	0.0
09:30	21	0.0
09:45	19	0.0
10:00	21	0.0
10:15	12	0.0
10:30	20	0.0
10:45	26	0.0
11:00	23	0.0
11:15	25	0.0
11:30	32	0.0
11:45	35	0.0
12:00	29	0.0
12:15	21	0.0
12:30	6	0.0
12:45	19	0.0
13:00	19	0.0
13:15	24	0.0
13:30	25	0.0
13:45	32	0.0
14:00	26	0.0
14:15	27	0.0
14:30	27	0.0
14:45	24	0.0
15:00	24	0.0
15:15	35	0.0
15:30	33	0.0
15:45	40	0.0
16:00	24	0.0
16:15	26	0.0
16:30	24	0.0
16:45	38	0.0
17:00	35	0.0
17:15	32	0.0
17:30	36	0.0
17:45	27	0.0
18:00	32	0.0
18:15	26	0.0
18:30	41	0.0
18:45	16	0.0
19:00	18	0.0
19:15	15	0.0
19:30	10	0.0
19:45	13	0.0
20:00	10	0.0
20:15	13	0.0
20:30	5	0.0
20:45	10	0.0
21:00	5	0.0
21:15	5	0.0
21:30	6	0.0
21:45	4	0.0
22:00	6	0.0
22:15	1	0.0
22:30	3	0.0
22:45	1	0.0
23:00	1	0.0
23:15	0	0.0
23:30	1	0.0
23:45	1	0.0
07:00 - 19:00	1254	0.0
06:00 - 22:00	1420	0.0
06:00 - 24:00	1434	0.0
00:00 - 24:00	1494	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Time	Total	>SL2% 75 Dff
00:00	2	0.0
00:15	0	0.0
00:30	1	0.0
00:45	0	0.0
01:00	0	0.0
01:15	2	0.0
01:30	2	0.0
01:45	0	0.0
02:00	0	0.0
02:15	1	0.0
02:30	1	0.0
02:45	0	0.0
03:00	0	0.0
03:15	2	0.0
03:30	1	0.0
03:45	0	0.0
04:00	4	0.0
04:15	2	0.0
04:30	0	0.0
04:45	5	0.0
05:00	1	0.0
05:15	8	0.0
05:30	6	0.0
05:45	14	0.0
06:00	7	0.0
06:15	9	0.0
06:30	16	0.0
06:45	22	0.0
07:00	20	0.0
07:15	10	0.0
07:30	29	0.0
07:45	38	0.0
08:00	34	0.0
08:15	31	0.0
08:30	18	0.0
08:45	43	0.0
09:00	25	0.0
09:15	22	0.0
09:30	22	0.0
09:45	22	0.0
10:00	31	0.0
10:15	30	0.0
10:30	24	0.0
10:45	29	0.0
11:00	28	0.0
11:15	23	0.0
11:30	22	0.0
11:45	25	0.0
12:00	33	0.0
12:15	28	0.0
12:30	28	0.0
12:45	34	0.0
13:00	29	0.0
13:15	32	0.0
13:30	32	0.0
13:45	26	0.0
14:00	32	0.0
14:15	27	0.0
14:30	35	0.0
14:45	24	0.0
15:00	16	0.0
15:15	37	0.0
15:30	32	0.0
15:45	43	0.0
16:00	32	0.0
16:15	28	0.0
16:30	38	0.0
16:45	40	0.0
17:00	49	0.0
17:15	36	0.0
17:30	45	0.0
17:45	29	0.0
18:00	36	0.0
18:15	27	0.0
18:30	27	0.0
18:45	14	0.0
19:00	23	0.0
19:15	12	0.0
19:30	12	0.0
19:45	5	0.0
20:00	12	0.0
20:15	4	0.0
20:30	7	0.0
20:45	5	0.0
21:00	6	0.0
21:15	3	0.0
21:30	6	0.0
21:45	3	0.0
22:00	6	0.0
22:15	5	0.0
22:30	1	0.0
22:45	0	0.0
23:00	3	0.0
23:15	0	0.0
23:30	1	0.0
23:45	2	0.0
07:00 - 19:00	1415	0.0
06:00 - 22:00	1567	0.0
06:00 - 24:00	1585	0.0
00:00 - 24:00	1637	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Wed

Time	Total	>SL2% 75 Dff
00:00	0	0.0
00:15	0	0.0
00:30	0	0.0
00:45	0	0.0
01:00	0	0.0
01:15	3	0.0
01:30	0	0.0
01:45	0	0.0
02:00	0	0.0
02:15	1	0.0
02:30	2	0.0
02:45	0	0.0
03:00	1	0.0
03:15	3	0.0
03:30	1	0.0
03:45	2	0.0
04:00	0	0.0
04:15	5	0.0
04:30	0	0.0
04:45	5	0.0
05:00	0	0.0
05:15	0	0.0
05:30	4	0.0
05:45	10	0.0
06:00	13	0.0
06:15	9	0.0
06:30	25	0.0
06:45	14	0.0
07:00	23	0.0
07:15	24	0.0
07:30	24	0.0
07:45	44	0.0
08:00	26	0.0
08:15	36	0.0
08:30	24	0.0
08:45	34	0.0
09:00	20	0.0
09:15	18	0.0
09:30	32	0.0
09:45	31	0.0
10:00	38	0.0
10:15	32	0.0
10:30	43	0.0
10:45	36	0.0
11:00	31	0.0
11:15	43	0.0
11:30	27	0.0
11:45	40	0.0
12:00	34	0.0
12:15	30	0.0
12:30	16	0.0
12:45	27	0.0
13:00	44	0.0
13:15	33	0.0
13:30	46	0.0
13:45	43	0.0
14:00	50	0.0
14:15	41	0.0
14:30	34	0.0
14:45	36	0.0
15:00	37	0.0
15:15	39	0.0
15:30	32	0.0
15:45	26	0.0
16:00	28	0.0
16:15	26	0.0
16:30	28	0.0
16:45	43	0.0
17:00	52	0.0
17:15	36	0.0
17:30	28	0.0
17:45	25	0.0
18:00	34	0.0
18:15	35	0.0
18:30	14	0.0
18:45	12	0.0
19:00	12	0.0
19:15	12	0.0
19:30	7	0.0
19:45	11	0.0
20:00	10	0.0
20:15	5	0.0
20:30	6	0.0
20:45	9	0.0
21:00	4	0.0
21:15	2	0.0
21:30	3	0.0
21:45	3	0.0
22:00	6	0.0
22:15	5	0.0
22:30	0	0.0
22:45	3	0.0
23:00	1	0.0
23:15	1	0.0
23:30	0	0.0
23:45	0	0.0
07:00 - 19:00	1555	0.0
06:00 - 22:00	1700	0.0
06:00 - 24:00	1716	0.0
00:00 - 24:00	1753	0.0



Site / Tilbury
 Location er 2016
 Direction c Count

Thu

Time	Total	>SL2% 75 Dff
00:00	0	0.0
00:15	4	0.0
00:30	0	0.0
00:45	1	0.0
01:00	5	0.0
01:15	1	0.0
01:30	0	0.0
01:45	0	0.0
02:00	1	0.0
02:15	1	0.0
02:30	0	0.0
02:45	0	0.0
03:00	1	0.0
03:15	1	0.0
03:30	2	0.0
03:45	1	0.0
04:00	1	0.0
04:15	1	0.0
04:30	1	0.0
04:45	7	0.0
05:00	1	0.0
05:15	2	0.0
05:30	6	0.0
05:45	12	0.0
06:00	10	0.0
06:15	10	0.0
06:30	18	0.0
06:45	25	0.0
07:00	18	0.0
07:15	20	0.0
07:30	24	0.0
07:45	59	0.0
08:00	32	0.0
08:15	34	0.0
08:30	50	0.0
08:45	36	0.0
09:00	42	0.0
09:15	32	0.0
09:30	34	0.0
09:45	24	0.0
10:00	34	0.0
10:15	33	0.0
10:30	29	0.0
10:45	37	0.0
11:00	29	0.0
11:15	29	0.0
11:30	38	0.0
11:45	36	0.0
12:00	47	0.0
12:15	35	0.0
12:30	26	0.0
12:45	28	0.0
13:00	31	0.0
13:15	41	0.0
13:30	42	0.0
13:45	52	0.0
14:00	45	0.0
14:15	23	0.0
14:30	18	0.0
14:45	25	0.0
15:00	36	0.0
15:15	29	0.0
15:30	40	0.0
15:45	27	0.0
16:00	50	0.0
16:15	32	0.0
16:30	23	0.0
16:45	21	0.0
17:00	36	0.0
17:15	41	0.0
17:30	29	0.0
17:45	35	0.0
18:00	32	0.0
18:15	24	0.0
18:30	23	0.0
18:45	14	0.0
19:00	11	0.0
19:15	19	0.0
19:30	8	0.0
19:45	11	0.0
20:00	7	0.0
20:15	7	0.0
20:30	6	0.0
20:45	2	0.0
21:00	5	0.0
21:15	7	0.0
21:30	7	0.0
21:45	8	0.0
22:00	3	0.0
22:15	3	0.0
22:30	1	0.0
22:45	3	0.0
23:00	5	0.0
23:15	1	100.0
23:30	1	0.0
23:45	0	0.0
07:00 - 19:00	1575	0.0
06:00 - 22:00	1736	0.0
06:00 - 24:00	1753	0.1
00:00 - 24:00	1802	0.1



Virtual Da

Time	Total	>SL2% 75 DFT
00:00	4	0.0
01:00	4	0.0
02:00	3	0.0
03:00	4	0.0
04:00	7	0.0
05:00	19	0.0
06:00	45	0.0
07:00	81	0.0
08:00	100	0.0
09:00	96	0.0
10:00	96	0.0
11:00	106	0.0
12:00	99	0.0
13:00	114	0.0
14:00	109	0.0
15:00	112	0.0
16:00	104	0.0
17:00	120	0.0
18:00	82	0.0
19:00	43	0.0
20:00	27	0.0
21:00	16	0.0
22:00	10	0.0
23:00	6	0.0
07:00 - 19:00	1218	0.0
06:00 - 22:00	1355	0.0
06:00 - 24:00	1370	0.0
00:00 - 24:00	1413	0.0

Virtual We

Time	Total	>SL2% 75 DFT
Mon	1494	0.0
Tue	1637	0.0
Wed	1753	0.0
Thu	1802	0.1
Fri	1523	0.0
Sat	947	0.0
Sun	737	0.0
5 Day Ave.	1642	0.0
7 Day Ave.	1413	0.0
Grand Total	9893	0.0

Summary Graphs

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 :T
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 :T6
 :T5
 :T4
 :T3

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 T

 0
 :

 Mean

 85%ile

 >PSL%

 >SL1%

 >SL2%

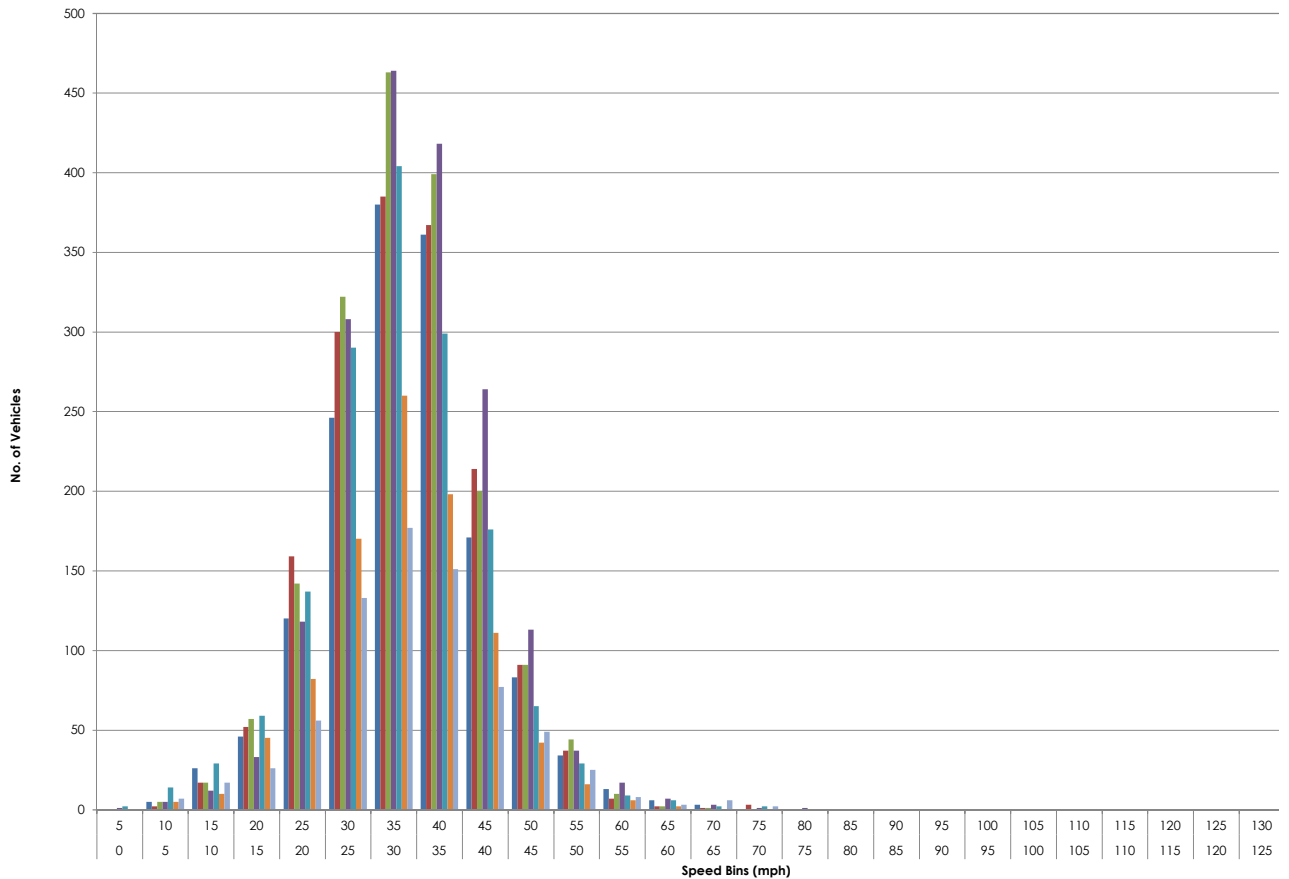
Virtual Da 0

Time	Total	Mean	Vpp 85	Speed Bins (mph)																							
				0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110		
00:00	4	32.5	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	32.9	-	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	33.8	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	33.6	-	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	34.5	-	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	19	35.7	41.8	0	0	0	0	1	3	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	45	34.0	41.7	0	0	0	1	1	10	15	10	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	81	34.0	42.7	0	0	1	3	6	16	18	16	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	100	33.4	40.7	0	0	1	3	9	16	30	22	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	96	33.1	40.6	0	0	1	3	8	19	26	20	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	96	33.9	41.9	0	1	1	3	7	16	26	24	10	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00	106	32.3	39.5	0	0	2	4	11	22	29	22	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	99	32.3	40.2	0	1	2	6	12	17	25	21	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
13:00	114	33.3	41.1	0	1	2	5	9	21	28	26	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	109	33.2	41.6	0	0	2	3	11	24	25	22	12	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
15:00	112	33.6	40.8	0	1	1	4	9	21	29	26	11	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0
16:00	104	35.2	44.0	0	1	0	3	7	15	26	25	12	9	2	1	0	1	1	0	0	0	0	0	0	0	0	0
17:00	120	35.9	45.0	0	1	3	2	8	14	26	29	20	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0
18:00	82	35.4	43.8	0	1	1	1	6	11	20	19	14	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0
19:00	43	34.1	41.2	0	0	0	1	4	8	12	12	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	27	35.0	44.4	0	0	0	1	2	6	5	6	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
21:00	16	35.1	42.3	0	0	0	0	1	3	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	10	35.4	-	0	0	0	0	1	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	6	35.1	-	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 19:00	1218	33.8	42.1	0	6	17	41	105	213	307	271	150	66	27	8	3	2	1	0	0	0	0	0	0	0	0	0
06:00 - 22:00	1355	33.8	42.1	0	6	18	45	113	241	344	302	165	73	30	9	4	2	1	0	0	0	0	0	0	0	0	0
06:00 - 24:00	1370	33.9	42.1	0	6	18	45	114	244	347	305	168	74	31	9	4	2	1	0	0	0	0	0	0	0	0	0
00:00 - 24:00	1413	33.9	42.1	0	6	18	45	116	253	362	313	173	76	32	10	4	2	1	0	0	0	0	0	0	0	0	0

Virtual We 0

Time	Total	Mean	Vpp 85	Speed Bins (mph)																							
				0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110		
Mon	1494	34.0	42.1	0	5	26	46	120	246	380	361	171	83	34	13	6	3	0	0	0	0	0	0	0	0	0	0
Tue	1637	33.9	41.9	0	2	17	52	159	300	385	367	214	91	37	7	2	1	3	0	0	0	0	0	0	0	0	0
Wed	1753	33.8	41.9	0	5	17	57	142	322	463	399	200	91	44	10	2	1	0	0	0	0	0	0	0	0	0	0
Thu	1802	35.0	42.5	1	5	12	33	118	308	464	418	264	113	37	17	7	3	1	1	0	0	0	0	0	0	0	0
Fri	1523	32.9	41.0	2	14	29	59	137	290	404	299	176	65	29	9	6	2	2	0	0	0	0	0	0	0	0	0
Sat	947	33.2	41.7	0	5	10	45	82	170	260	198	111	42	16	6	2	0	0	0	0	0	0	0	0	0	0	0
Sun	737	34.1	43.5	0	7	17	26	56	133	177	151	77	49	25	8	3	6	2	0	0	0	0	0	0	0	0	0
5 Day Ave.	1642	34.0	42.1	1	6	20	49	135	293	419	369	205	89	36	11	5	2	1	0	0	0	0	0	0	0	0	0
7 Day Ave.	1413	33.9	42.1	0	6	18	45	116	253	362	313	173	76	32	10	4	2	1	0	0	0	0	0	0	0	0	0
Grand Total	9893	33.9	42.1	3	43	128	318	814	1769	2533	2193	1213	534	222	70	28	16	8	1	0	0	0	0	0	0	0	0

Summary Graphs



Time	Sat				
	Total	110	115	120	125
		115	120	125	130
00:00	1	0	0	0	0
00:15	1	0	0	0	0
00:30	2	0	0	0	0
00:45	1	0	0	0	0
01:00	1	0	0	0	0
01:15	1	0	0	0	0
01:30	0	0	0	0	0
01:45	2	0	0	0	0
02:00	2	0	0	0	0
02:15	0	0	0	0	0
02:30	0	0	0	0	0
02:45	0	0	0	0	0
03:00	0	0	0	0	0
03:15	0	0	0	0	0
03:30	2	0	0	0	0
03:45	1	0	0	0	0
04:00	1	0	0	0	0
04:15	2	0	0	0	0
04:30	4	0	0	0	0
04:45	0	0	0	0	0
05:00	1	0	0	0	0
05:15	3	0	0	0	0
05:30	4	0	0	0	0
05:45	7	0	0	0	0
06:00	5	0	0	0	0
06:15	9	0	0	0	0
06:30	8	0	0	0	0
06:45	8	0	0	0	0
07:00	13	0	0	0	0
07:15	6	0	0	0	0
07:30	6	0	0	0	0
07:45	8	0	0	0	0
08:00	6	0	0	0	0
08:15	5	0	0	0	0
08:30	7	0	0	0	0
08:45	14	0	0	0	0
09:00	22	0	0	0	0
09:15	22	0	0	0	0
09:30	15	0	0	0	0
09:45	23	0	0	0	0
10:00	25	0	0	0	0
10:15	10	0	0	0	0
10:30	24	0	0	0	0
10:45	16	0	0	0	0
11:00	24	0	0	0	0
11:15	31	0	0	0	0
11:30	22	0	0	0	0
11:45	21	0	0	0	0
12:00	13	0	0	0	0
12:15	17	0	0	0	0
12:30	32	0	0	0	0
12:45	23	0	0	0	0
13:00	25	0	0	0	0
13:15	13	0	0	0	0
13:30	14	0	0	0	0
13:45	18	0	0	0	0
14:00	14	0	0	0	0
14:15	25	0	0	0	0
14:30	17	0	0	0	0
14:45	12	0	0	0	0
15:00	12	0	0	0	0
15:15	19	0	0	0	0
15:30	10	0	0	0	0
15:45	17	0	0	0	0
16:00	15	0	0	0	0
16:15	11	0	0	0	0
16:30	13	0	0	0	0
16:45	16	0	0	0	0
17:00	18	0	0	0	0
17:15	19	0	0	0	0
17:30	14	0	0	0	0
17:45	26	0	0	0	0
18:00	14	0	0	0	0
18:15	14	0	0	0	0
18:30	9	0	0	0	0
18:45	11	0	0	0	0
19:00	9	0	0	0	0
19:15	9	0	0	0	0
19:30	9	0	0	0	0
19:45	4	0	0	0	0
20:00	9	0	0	0	0
20:15	8	0	0	0	0
20:30	8	0	0	0	0
20:45	7	0	0	0	0
21:00	5	0	0	0	0
21:15	2	0	0	0	0
21:30	8	0	0	0	0
21:45	1	0	0	0	0
22:00	1	0	0	0	0
22:15	4	0	0	0	0
22:30	4	0	0	0	0
22:45	1	0	0	0	0
23:00	3	0	0	0	0
23:15	2	0	0	0	0
23:30	1	0	0	0	0
23:45	5	0	0	0	0
07:00 - 19:00	781	0	0	0	0
06:00 - 22:00	890	0	0	0	0
06:00 - 24:00	911	0	0	0	0
00:00 - 24:00	947	0	0	0	0

Time	Sun				
	Total	110	115	120	125
		115	120	125	130
00:00	1	0	0	0	0
00:15	1	0	0	0	0
00:30	2	0	0	0	0
00:45	1	0	0	0	0
01:00	1	0	0	0	0
01:15	3	0	0	0	0
01:30	0	0	0	0	0
01:45	2	0	0	0	0
02:00	0	0	0	0	0
02:15	0	0	0	0	0
02:30	0	0	0	0	0
02:45	1	0	0	0	0
03:00	1	0	0	0	0
03:15	0	0	0	0	0
03:30	0	0	0	0	0
03:45	0	0	0	0	0
04:00	0	0	0	0	0
04:15	0	0	0	0	0
04:30	0	0	0	0	0
04:45	0	0	0	0	0
05:00	0	0	0	0	0
05:15	0	0	0	0	0
05:30	5	0	0	0	0
05:45	5	0	0	0	0
06:00	1	0	0	0	0
06:15	3	0	0	0	0
06:30	5	0	0	0	0
06:45	6	0	0	0	0
07:00	2	0	0	0	0
07:15	5	0	0	0	0
07:30	3	0	0	0	0
07:45	2	0	0	0	0
08:00	4	0	0	0	0
08:15	4	0	0	0	0
08:30	7	0	0	0	0
08:45	4	0	0	0	0
09:00	5	0	0	0	0
09:15	9	0	0	0	0
09:30	6	0	0	0	0
09:45	14	0	0	0	0
10:00	6	0	0	0	0
10:15	12	0	0	0	0
10:30	14	0	0	0	0
10:45	12	0	0	0	0
11:00	9	0	0	0	0
11:15	11	0	0	0	0
11:30	17	0	0	0	0
11:45	16	0	0	0	0
12:00	12	0	0	0	0
12:15	14	0	0	0	0
12:30	7	0	0	0	0
12:45	6	0	0	0	0
13:00	21	0	0	0	0
13:15	16	0	0	0	0
13:30	18	0	0	0	0
13:45	15	0	0	0	0
14:00	19	0	0	0	0
14:15	16	0	0	0	0
14:30	24	0	0	0	0
14:45	21	0	0	0	0
15:00	22	0	0	0	0
15:15	27	0	0	0	0
15:30	17	0	0	0	0
15:45	25	0	0	0	0
16:00	17	0	0	0	0
16:15	15	0	0	0	0
16:30	19	0	0	0	0
16:45	22	0	0	0	0
17:00	15	0	0	0	0
17:15	15	0	0	0	0
17:30	19	0	0	0	0
17:45	16	0	0	0	0
18:00	7	0	0	0	0
18:15	22	0	0	0	0
18:30	12	0	0	0	0
18:45	9	0	0	0	0
19:00	12	0	0	0	0
19:15	7	0	0	0	0
19:30	10	0	0	0	0
19:45	4	0	0	0	0
20:00	4	0	0	0	0
20:15	7	0	0	0	0
20:30	2	0	0	0	0
20:45	3	0	0	0	0
21:00	4	0	0	0	0
21:15	4	0	0	0	0
21:30	1	0	0	0	0
21:45	1	0	0	0	0
22:00	1	0	0	0	0
22:15	1	0	0	0	0
22:30	0	0	0	0	0
22:45	3	0	0	0	0
23:00	0	0	0	0	0
23:15	2	0	0	0	0
23:30	1	0	0	0	0
23:45	2	0	0	0	0
07:00 - 19:00	630	0	0	0	0
06:00 - 22:00	704	0	0	0	0
06:00 - 24:00	714	0	0	0	0
00:00 - 24:00	737	0	0	0	0

Time	Fri				
	Total	110	115	120	125
		115	120	125	130
00:00	1	0	0	0	0
00:15	2	0	0	0	0
00:30	1	0	0	0	0
00:45	2	0	0	0	0
01:00	3	0	0	0	0
01:15	0	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	1	0	0	0	0
02:30	2	0	0	0	0
02:45	1	0	0	0	0
03:00	1	0	0	0	0
03:15	1	0	0	0	0
03:30	2	0	0	0	0
03:45	1	0	0	0	0
04:00	3	0	0	0	0
04:15	1	0	0	0	0
04:30	1	0	0	0	0
04:45	2	0	0	0	0
05:00	0	0	0	0	0
05:15	2	0	0	0	0
05:30	3	0	0	0	0
05:45	15	0	0	0	0
06:00	7	0	0	0	0
06:15	13	0	0	0	0
06:30	15	0	0	0	0
06:45	18	0	0	0	0
07:00	12	0	0	0	0
07:15	14	0	0	0	0
07:30	23	0	0	0	0
07:45	39	0	0	0	0
08:00	32	0	0	0	0
08:15	42	0	0	0	0
08:30	31	0	0	0	0
08:45	40	0	0	0	0
09:00	26	0	0	0	0
09:15	36	0	0	0	0
09:30	38	0	0	0	0
09:45	24	0	0	0	0
10:00	22	0	0	0	0
10:15	32	0	0	0	0
10:30	20	0	0	0	0
10:45	17	0	0	0	0
11:00	24	0	0	0	0
11:15	26	0	0	0	0
11:30	23	0	0	0	0
11:45	31	0	0	0	0
12:00	29	0	0	0	0
12:15	40	0	0	0	0
12:30	23	0	0	0	0
12:45	30	0	0	0	0
13:00	14	0	0	0	0
13:15	25	0	0	0	0
13:30	36	0	0	0	0
13:45	29	0	0	0	0
14:00	30	0	0	0	0
14:15	34	0	0	0	0
14:30	29	0	0	0	0
14:45	30	0	0	0	0
15:00	31	0	0	0	0
15:15	27	0	0	0	0
15:30	28	0	0	0	0
15:45	28	0	0	0	0
16:00	29	0	0	0	0
16:15	22	0	0	0	0
16:30	20	0	0	0	0
16:45	28	0	0	0	0
17:00	35	0	0	0	0
17:15	28	0	0	0	0
17:30	43	0	0	0	0
17:45	24	0	0	0	0
18:00	25	0	0	0	0
18:15	18	0	0	0	0
18:30	16	0	0	0	0
18:45	14	0	0	0	0
19:00	16	0	0	0	0
19:15	9	0	0	0	0
19:30	14	0	0	0	0
19:45	9	0	0	0	0
20:00	10	0	0	0	0
20:15	7	0	0	0	0
20:30	2	0	0	0	0
20:45	4	0	0	0	0
21:00	4	0	0	0	0
21:15	8	0	0	0	0
21:30	3	0	0	0	0
21:45	4	0	0	0	0
22:00	2	0	0	0	0
22:15	5	0	0	0	0
22:30	0	0	0	0	0
22:45	2	0	0	0	0
23:00	2	0	0	0	0
23:15	2	0	0	0	0
23:30	3	0	0	0	0
23:45	2	0	0	0	0
07:00 - 19:00	1317	0	0	0	0
06:00 - 22:00	1460	0	0	0	0
06:00 - 24:00	1478	0	0	0	0
00:00 - 24:00	1523	0	0	0	0

Time	Mon				
	Total	110	115	120	125
		115	120	125	130
00:00	1	0	0	0	0
00:15	1	0	0	0	0
00:30	1	0	0	0	0
00:45	1	0	0	0	0
01:00	2	0	0	0	0
01:15	0	0	0	0	0
01:30	0	0	0	0	0
01:45	1	0	0	0	0
02:00	0	0	0	0	0
02:15	1	0	0	0	0
02:30	2	0	0	0	0
02:45	1	0	0	0	0
03:00	1	0	0	0	0
03:15	0	0	0	0	0
03:30	0	0	0	0	0
03:45	9	0	0	0	0
04:00	2	0	0	0	0
04:15	4	0	0	0	0
04:30	1	0	0	0	0
04:45	1	0	0	0	0
05:00	2	0	0	0	0
05:15	7	0	0	0	0
05:30	7	0	0	0	0
05:45	15	0	0	0	0
06:00	7	0	0	0	0
06:15	8	0	0	0	0
06:30	21	0	0	0	0
06:45	16	0	0	0	0
07:00	19	0	0	0	0
07:15	15	0	0	0	0
07:30	30	0	0	0	0
07:45	32	0	0	0	0
08:00	30	0	0	0	0
08:15	19	0	0	0	0
08:30	22	0	0	0	0
08:45	33	0	0	0	0
09:00	25	0	0	0	0
09:15	27	0	0	0	0
09:30	21	0	0	0	0
09:45	19	0	0	0	0
10:00	21	0	0	0	0
10:15	12	0	0	0	0
10:30	20	0	0	0	0
10:45	26	0	0	0	0
11:00	23	0	0	0	0
11:15	25	0	0	0	0
11:30	32	0	0	0	0
11:45	35	0	0	0	0
12:00	29	0	0	0	0
12:15	21	0	0	0	0
12:30	6	0	0	0	0
12:45	19	0	0	0	0
13:00	19	0	0	0	0
13:15	24	0	0	0	0
13:30	25	0	0	0	0
13:45	32	0	0	0	0
14:00	26	0	0	0	0
14:15	27	0	0	0	0
14:30	27	0	0	0	0
14:45	24	0	0	0	0
15:00	24	0	0	0	0
15:15	35	0	0	0	0
15:30	33	0	0	0	0
15:45	40	0	0	0	0
16:00	24	0	0	0	0
16:15	26	0	0	0	0
16:30	24	0	0	0	0
16:45	38	0	0	0	0
17:00	35	0	0	0	0
17:15	32	0	0	0	0
17:30	36	0	0	0	0
17:45	27	0	0	0	0
18:00	32	0	0	0	0
18:15	26	0	0	0	0
18:30	41	0	0	0	0
18:45	16	0	0	0	0
19:00	18	0	0	0	0
19:15	15	0	0	0	0
19:30	10	0	0	0	0
19:45	13	0	0	0	0
20:00	10	0	0	0	0
20:15	13	0	0	0	0
20:30	5	0	0	0	0
20:45	10	0	0	0	0
21:00	5	0	0	0	0
21:15	5	0	0	0	0
21:30	6	0	0	0	0
21:45	4	0	0	0	0
22:00	6	0	0	0	0
22:15	1	0	0	0	0
22:30	3	0	0	0	0
22:45	1	0	0	0	0
23:00	1	0	0	0	0
23:15	0	0	0	0	0
23:30	1	0	0	0	0
23:45	1	0	0	0	0
07:00 - 19:00	1254	0	0	0	0
06:00 - 22:00	1420	0	0	0	0
06:00 - 24:00	1434	0	0	0	0
00:00 - 24:00	1494	0	0	0	0

Site
Location
Direction

September - 1
Automatic

Tue

Time	Total	110	115	120	125
		115	120	125	130
00:00	2	0	0	0	0
00:15	0	0	0	0	0
00:30	1	0	0	0	0
00:45	0	0	0	0	0
01:00	0	0	0	0	0
01:15	2	0	0	0	0
01:30	2	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	1	0	0	0	0
02:30	1	0	0	0	0
02:45	0	0	0	0	0
03:00	0	0	0	0	0
03:15	2	0	0	0	0
03:30	1	0	0	0	0
03:45	0	0	0	0	0
04:00	4	0	0	0	0
04:15	2	0	0	0	0
04:30	0	0	0	0	0
04:45	5	0	0	0	0
05:00	1	0	0	0	0
05:15	8	0	0	0	0
05:30	6	0	0	0	0
05:45	14	0	0	0	0
06:00	7	0	0	0	0
06:15	9	0	0	0	0
06:30	16	0	0	0	0
06:45	22	0	0	0	0
07:00	20	0	0	0	0
07:15	10	0	0	0	0
07:30	29	0	0	0	0
07:45	38	0	0	0	0
08:00	34	0	0	0	0
08:15	31	0	0	0	0
08:30	18	0	0	0	0
08:45	43	0	0	0	0
09:00	25	0	0	0	0
09:15	22	0	0	0	0
09:30	22	0	0	0	0
09:45	22	0	0	0	0
10:00	31	0	0	0	0
10:15	30	0	0	0	0
10:30	24	0	0	0	0
10:45	29	0	0	0	0
11:00	28	0	0	0	0
11:15	23	0	0	0	0
11:30	22	0	0	0	0
11:45	25	0	0	0	0
12:00	33	0	0	0	0
12:15	28	0	0	0	0
12:30	28	0	0	0	0
12:45	34	0	0	0	0
13:00	29	0	0	0	0
13:15	32	0	0	0	0
13:30	32	0	0	0	0
13:45	26	0	0	0	0
14:00	32	0	0	0	0
14:15	27	0	0	0	0
14:30	35	0	0	0	0
14:45	24	0	0	0	0
15:00	16	0	0	0	0
15:15	37	0	0	0	0
15:30	32	0	0	0	0
15:45	43	0	0	0	0
16:00	32	0	0	0	0
16:15	28	0	0	0	0
16:30	38	0	0	0	0
16:45	40	0	0	0	0
17:00	49	0	0	0	0
17:15	36	0	0	0	0
17:30	45	0	0	0	0
17:45	29	0	0	0	0
18:00	36	0	0	0	0
18:15	27	0	0	0	0
18:30	27	0	0	0	0
18:45	14	0	0	0	0
19:00	23	0	0	0	0
19:15	12	0	0	0	0
19:30	12	0	0	0	0
19:45	5	0	0	0	0
20:00	12	0	0	0	0
20:15	4	0	0	0	0
20:30	7	0	0	0	0
20:45	5	0	0	0	0
21:00	6	0	0	0	0
21:15	3	0	0	0	0
21:30	6	0	0	0	0
21:45	3	0	0	0	0
22:00	6	0	0	0	0
22:15	5	0	0	0	0
22:30	1	0	0	0	0
22:45	0	0	0	0	0
23:00	3	0	0	0	0
23:15	0	0	0	0	0
23:30	1	0	0	0	0
23:45	2	0	0	0	0
07:00 - 19:00	1415	0	0	0	0
06:00 - 22:00	1567	0	0	0	0
06:00 - 24:00	1585	0	0	0	0
00:00 - 24:00	1637	0	0	0	0

Wed

Time	Total	110	115	120	125
		115	120	125	130
00:00	0	0	0	0	0
00:15	0	0	0	0	0
00:30	0	0	0	0	0
00:45	0	0	0	0	0
01:00	0	0	0	0	0
01:15	3	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	0	0	0	0	0
02:15	1	0	0	0	0
02:30	2	0	0	0	0
02:45	0	0	0	0	0
03:00	1	0	0	0	0
03:15	3	0	0	0	0
03:30	1	0	0	0	0
03:45	2	0	0	0	0
04:00	0	0	0	0	0
04:15	5	0	0	0	0
04:30	0	0	0	0	0
04:45	5	0	0	0	0
05:00	0	0	0	0	0
05:15	0	0	0	0	0
05:30	4	0	0	0	0
05:45	10	0	0	0	0
06:00	13	0	0	0	0
06:15	9	0	0	0	0
06:30	25	0	0	0	0
06:45	14	0	0	0	0
07:00	23	0	0	0	0
07:15	24	0	0	0	0
07:30	24	0	0	0	0
07:45	44	0	0	0	0
08:00	26	0	0	0	0
08:15	36	0	0	0	0
08:30	24	0	0	0	0
08:45	34	0	0	0	0
09:00	20	0	0	0	0
09:15	18	0	0	0	0
09:30	32	0	0	0	0
09:45	31	0	0	0	0
10:00	38	0	0	0	0
10:15	32	0	0	0	0
10:30	43	0	0	0	0
10:45	36	0	0	0	0
11:00	31	0	0	0	0
11:15	43	0	0	0	0
11:30	27	0	0	0	0
11:45	40	0	0	0	0
12:00	34	0	0	0	0
12:15	30	0	0	0	0
12:30	16	0	0	0	0
12:45	27	0	0	0	0
13:00	44	0	0	0	0
13:15	33	0	0	0	0
13:30	46	0	0	0	0
13:45	43	0	0	0	0
14:00	50	0	0	0	0
14:15	41	0	0	0	0
14:30	34	0	0	0	0
14:45	36	0	0	0	0
15:00	37	0	0	0	0
15:15	39	0	0	0	0
15:30	32	0	0	0	0
15:45	26	0	0	0	0
16:00	28	0	0	0	0
16:15	26	0	0	0	0
16:30	28	0	0	0	0
16:45	43	0	0	0	0
17:00	52	0	0	0	0
17:15	36	0	0	0	0
17:30	28	0	0	0	0
17:45	25	0	0	0	0
18:00	34	0	0	0	0
18:15	35	0	0	0	0
18:30	14	0	0	0	0
18:45	12	0	0	0	0
19:00	12	0	0	0	0
19:15	12	0	0	0	0
19:30	7	0	0	0	0
19:45	11	0	0	0	0
20:00	10	0	0	0	0
20:15	5	0	0	0	0
20:30	6	0	0	0	0
20:45	9	0	0	0	0
21:00	4	0	0	0	0
21:15	2	0	0	0	0
21:30	3	0	0	0	0
21:45	3	0	0	0	0
22:00	6	0	0	0	0
22:15	5	0	0	0	0
22:30	0	0	0	0	0
22:45	3	0	0	0	0
23:00	1	0	0	0	0
23:15	1	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
07:00 - 19:00	1555	0	0	0	0
06:00 - 22:00	1700	0	0	0	0
06:00 - 24:00	1716	0	0	0	0
00:00 - 24:00	1753	0	0	0	0

Time	Total	Thu			
		110 115	115 120	120 125	125 130
00:00	0	0	0	0	0
00:15	4	0	0	0	0
00:30	0	0	0	0	0
00:45	1	0	0	0	0
01:00	5	0	0	0	0
01:15	1	0	0	0	0
01:30	0	0	0	0	0
01:45	0	0	0	0	0
02:00	1	0	0	0	0
02:15	1	0	0	0	0
02:30	0	0	0	0	0
02:45	0	0	0	0	0
03:00	1	0	0	0	0
03:15	1	0	0	0	0
03:30	2	0	0	0	0
03:45	1	0	0	0	0
04:00	1	0	0	0	0
04:15	1	0	0	0	0
04:30	1	0	0	0	0
04:45	7	0	0	0	0
05:00	1	0	0	0	0
05:15	2	0	0	0	0
05:30	6	0	0	0	0
05:45	12	0	0	0	0
06:00	10	0	0	0	0
06:15	10	0	0	0	0
06:30	18	0	0	0	0
06:45	25	0	0	0	0
07:00	18	0	0	0	0
07:15	20	0	0	0	0
07:30	24	0	0	0	0
07:45	59	0	0	0	0
08:00	32	0	0	0	0
08:15	34	0	0	0	0
08:30	50	0	0	0	0
08:45	36	0	0	0	0
09:00	42	0	0	0	0
09:15	32	0	0	0	0
09:30	34	0	0	0	0
09:45	24	0	0	0	0
10:00	34	0	0	0	0
10:15	33	0	0	0	0
10:30	29	0	0	0	0
10:45	37	0	0	0	0
11:00	29	0	0	0	0
11:15	29	0	0	0	0
11:30	38	0	0	0	0
11:45	36	0	0	0	0
12:00	47	0	0	0	0
12:15	35	0	0	0	0
12:30	26	0	0	0	0
12:45	28	0	0	0	0
13:00	31	0	0	0	0
13:15	41	0	0	0	0
13:30	42	0	0	0	0
13:45	52	0	0	0	0
14:00	45	0	0	0	0
14:15	23	0	0	0	0
14:30	18	0	0	0	0
14:45	25	0	0	0	0
15:00	36	0	0	0	0
15:15	29	0	0	0	0
15:30	40	0	0	0	0
15:45	27	0	0	0	0
16:00	50	0	0	0	0
16:15	32	0	0	0	0
16:30	23	0	0	0	0
16:45	21	0	0	0	0
17:00	36	0	0	0	0
17:15	41	0	0	0	0
17:30	29	0	0	0	0
17:45	35	0	0	0	0
18:00	32	0	0	0	0
18:15	24	0	0	0	0
18:30	23	0	0	0	0
18:45	14	0	0	0	0
19:00	11	0	0	0	0
19:15	19	0	0	0	0
19:30	8	0	0	0	0
19:45	11	0	0	0	0
20:00	7	0	0	0	0
20:15	7	0	0	0	0
20:30	6	0	0	0	0
20:45	2	0	0	0	0
21:00	5	0	0	0	0
21:15	7	0	0	0	0
21:30	7	0	0	0	0
21:45	8	0	0	0	0
22:00	3	0	0	0	0
22:15	3	0	0	0	0
22:30	1	0	0	0	0
22:45	3	0	0	0	0
23:00	5	0	0	0	0
23:15	1	0	0	0	0
23:30	1	0	0	0	0
23:45	0	0	0	0	0
07:00 - 19:00	1575	0	0	0	0
06:00 - 22:00	1736	0	0	0	0
06:00 - 24:00	1753	0	0	0	0
00:00 - 24:00	1802	0	0	0	0

Site
Location
Direction

September - 6
Automatic

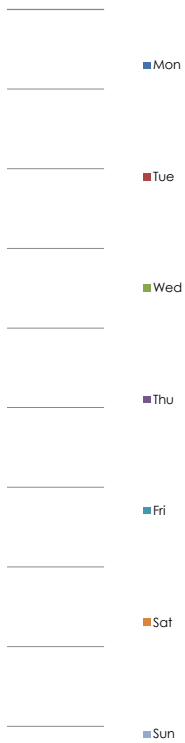
Virtual Da

Time	Total	110	115	120	125
		115	120	125	130
00:00	4	0	0	0	0
01:00	4	0	0	0	0
02:00	3	0	0	0	0
03:00	4	0	0	0	0
04:00	7	0	0	0	0
05:00	19	0	0	0	0
06:00	45	0	0	0	0
07:00	81	0	0	0	0
08:00	100	0	0	0	0
09:00	96	0	0	0	0
10:00	96	0	0	0	0
11:00	106	0	0	0	0
12:00	99	0	0	0	0
13:00	114	0	0	0	0
14:00	109	0	0	0	0
15:00	112	0	0	0	0
16:00	104	0	0	0	0
17:00	120	0	0	0	0
18:00	82	0	0	0	0
19:00	43	0	0	0	0
20:00	27	0	0	0	0
21:00	16	0	0	0	0
22:00	10	0	0	0	0
23:00	6	0	0	0	0
07:00 - 19:00	1218	0	0	0	0
06:00 - 22:00	1355	0	0	0	0
06:00 - 24:00	1370	0	0	0	0
00:00 - 24:00	1413	0	0	0	0

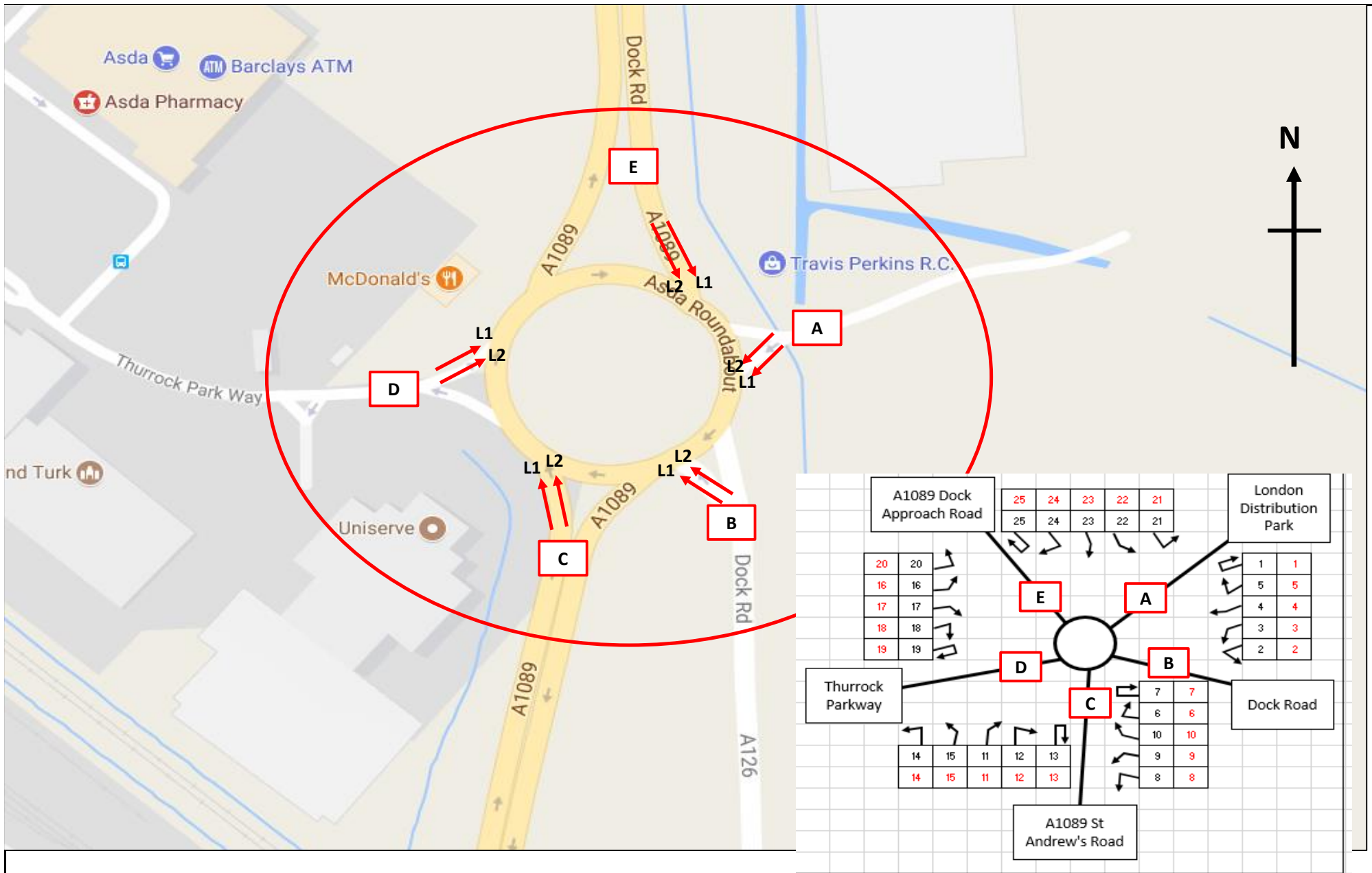
Virtual We


Time	Total	110	115	120	125
		115	120	125	130
Mon	1494	0	0	0	0
Tue	1637	0	0	0	0
Wed	1753	0	0	0	0
Thu	1802	0	0	0	0
Fri	1523	0	0	0	0
Sat	947	0	0	0	0
Sun	737	0	0	0	0
5 Day Ave.	1642	0	0	0	0
7 Day Ave.	1413	0	0	0	0
Grand Total	9893	0	0	0	0

Summary Graphs



135	140
130	135



	Site / Location: Site 1, A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Roundabout)	Project No: 7580	Drawing No: 7580-01	Drawn By: SR
	Survey Date: Wednesday 21st June 2017	Project Name: Tilbury		
	Survey Times: 0700 to 1900	Drawing Title: Site Layout and Observed Movements		



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM A Lane 1 (A TO A)							1a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	0	0	0	
06:30	0	0	0	1	0	0	0	1	2.3	
06:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	1	0	0	0	1	2.3	
07:00	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	0	0	0	0	
07:30	0	0	0	0	0	0	0	0	0	
07:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
08:00	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	
08:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
09:00	0	0	0	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	1	0	0	0	1	2.3
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	2	4.6



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM A Lane 2 (A TO A)							1b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	0	0	0	
06:30	0	0	0	0	0	0	0	0	0	
06:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	0	0	0	0	
07:30	0	1	0	0	0	0	0	1	1	
07:45	0	0	1	0	0	0	0	1	1.5	
H/TOT	0	1	1	0	0	0	0	2	2.5	
08:00	1	0	0	0	0	0	0	1	1	
08:15	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	
08:45	0	0	0	0	0	0	0	0	0	
H/TOT	1	0	0	0	0	0	0	1	1	
09:00	0	0	0	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	1	0	0	0	1	2.3	
H/TOT	0	0	0	1	0	0	0	1	2.3	



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	3	1	1	1	0	0	0	6	7.8



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM A Lane 1 (A TO B)							2a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	0	1	1
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	1	0	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	0	1	1
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	0	1	1
07:00	1	0	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	0	1	1
08:30	1	0	0	0	0	0	0	0	1	1
08:45	0	0	0	1	0	0	0	0	1	2.3
H/TOT	2	0	0	1	0	0	0	0	3	4.3
09:00	1	0	0	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	0	2	2
10:00	1	0	0	0	0	0	0	0	1	1
10:15	1	1	0	0	0	0	0	0	2	2
10:30	1	0	0	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	0	4	4
11:00	0	0	1	0	0	0	0	0	1	1.5
11:15	0	0	1	0	0	0	0	0	1	1.5
11:30	0	1	0	0	0	0	0	0	1	1
11:45	0	1	0	0	0	0	0	0	1	1
H/TOT	0	2	2	0	0	0	0	0	4	5



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	2	0	0	0	0	0	0	2	2
12:15	1	1	0	0	0	0	0	2	2
12:30	0	1	0	0	0	0	0	1	1
12:45	2	0	0	0	0	0	0	2	2
H/TOT	5	2	0	0	0	0	0	7	7
13:00	1	0	0	0	0	0	0	1	1
13:15	1	2	0	1	0	0	0	4	5.3
13:30	2	0	0	0	0	0	0	2	2
13:45	1	0	0	0	0	0	0	1	1
H/TOT	5	2	0	1	0	0	0	8	9.3
14:00	6	0	0	0	0	0	0	6	6
14:15	0	0	1	0	0	0	0	1	1.5
14:30	0	0	1	0	0	0	0	1	1.5
14:45	0	0	0	0	0	0	0	0	0
H/TOT	6	0	2	0	0	0	0	8	9
15:00	0	1	0	0	0	0	0	1	1
15:15	2	2	0	0	0	0	0	4	4
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	2	3	0	0	0	0	0	5	5
16:00	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	1
16:30	1	0	0	0	0	0	0	1	1
16:45	3	1	0	0	0	0	0	4	4
H/TOT	5	1	0	0	0	0	0	6	6
17:00	3	0	0	0	0	0	0	3	3
17:15	3	0	0	0	0	0	0	3	3
17:30	1	0	0	0	0	0	0	1	1
17:45	5	1	0	0	0	0	0	6	6
H/TOT	12	1	0	0	0	0	0	13	13
18:00	3	0	0	0	0	0	0	3	3
18:15	1	1	0	0	0	0	0	2	2
18:30	1	0	0	0	0	0	0	1	1
18:45	2	0	0	0	0	0	0	2	2
H/TOT	7	1	0	0	0	0	0	8	8
19:00	2	0	0	0	0	0	0	2	2
19:15	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	0	0	1	1
19:45	1	0	0	0	0	0	0	1	1
H/TOT	4	0	0	0	0	0	0	4	4
20:00	1	0	0	0	0	0	0	1	1
20:15	1	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	1	0	1	0.4
21:30	1	0	0	0	0	0	0	1	1
21:45	2	0	0	0	0	0	0	2	2
H/TOT	3	0	0	0	0	1	0	4	3.4
22:00	2	0	0	0	0	1	0	3	2.4
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	1	0	3	2.4
23:00	1	0	0	0	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
Total	67	13	4	2	0	2	0	88	91.4



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM A Lane 2 (A TO B)						2b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	1	0	0	1	2
H/TOT	0	0	0	0	1	0	0	1	2
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
15:00	0	1	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	3	1	0	0	0	0	0	4	4
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4	4
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	6	2	0	0	1	0	0	9	10



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM A Lane 1 (A TO C)							3a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	1	0	0	0	1	2.3	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3	
01:00	0	0	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	1	1	1
01:30	0	0	0	0	0	0	0	0	0	0
01:45	1	0	0	0	0	0	0	1	1	1
H/TOT	2	0	0	0	0	0	0	2	2	
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1	1	1
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	0	0	0	1	2.3	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	1	0	0	0	1	2.3	0
H/TOT	0	0	0	2	0	0	0	2	4.6	
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	1	1.5	0
04:30	0	0	0	2	0	0	0	2	4.6	0
04:45	0	0	0	4	0	0	0	4	9.2	0
H/TOT	0	0	1	6	0	0	0	7	15.3	
05:00	1	0	0	1	0	0	0	2	3.3	0
05:15	1	0	0	2	0	0	0	3	5.6	0
05:30	0	0	1	1	0	0	0	2	3.8	0
05:45	1	0	1	3	0	0	0	5	9.4	0
H/TOT	3	0	2	7	0	0	0	12	22.1	
06:00	0	0	1	2	0	0	0	3	6.1	0
06:15	0	0	1	2	0	0	0	3	6.1	0
06:30	0	0	0	1	0	0	0	1	2.3	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	5	0	0	0	7	14.5	
07:00	1	0	0	3	0	0	0	4	7.9	0
07:15	0	0	0	1	0	0	0	1	2.3	0
07:30	0	0	0	1	0	0	0	1	2.3	0
07:45	0	1	0	0	0	0	0	1	1	0
H/TOT	1	1	0	5	0	0	0	7	13.5	
08:00	3	0	0	1	0	0	0	4	5.3	0
08:15	0	0	0	3	0	0	0	3	6.9	0
08:30	1	0	1	1	0	0	0	3	4.8	0
08:45	0	0	0	1	0	0	0	1	2.3	0
H/TOT	4	0	1	6	0	0	0	11	19.3	
09:00	0	0	0	1	0	0	0	1	2.3	0
09:15	1	0	1	0	0	0	0	2	2.5	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	2	0	0	0	2	4.6	0
H/TOT	1	0	1	3	0	0	0	5	9.4	
10:00	1	0	0	2	0	0	0	3	5.6	0
10:15	0	0	0	1	0	0	0	1	2.3	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	1	1	0	0	0	2	3.8	0
H/TOT	1	0	1	4	0	0	0	6	11.7	
11:00	0	1	0	1	0	0	0	2	3.3	0
11:15	5	0	0	0	0	0	0	5	5	0
11:30	0	0	0	1	0	0	0	1	2.3	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	2	0	0	0	8	10.6	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	2	0	0	0	2	4.6
12:15	0	0	1	2	0	0	0	3	6.1
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	1	5	0	0	0	6	13
13:00	2	0	1	0	0	0	0	3	3.5
13:15	0	0	0	1	0	0	0	1	2.3
13:30	0	1	0	2	0	0	0	3	5.6
13:45	0	1	0	1	0	0	0	2	3.3
H/TOT	2	2	1	4	0	0	0	9	14.7
14:00	0	0	1	0	0	0	0	1	1.5
14:15	0	0	0	0	0	0	0	0	0
14:30	3	0	1	0	0	0	0	4	4.5
14:45	0	0	0	1	0	0	0	1	2.3
H/TOT	3	0	2	1	0	0	0	6	8.3
15:00	0	0	0	1	0	0	0	1	2.3
15:15	0	0	0	0	0	0	0	0	0
15:30	2	0	1	0	0	0	0	3	3.5
15:45	0	0	0	1	0	0	0	1	2.3
H/TOT	2	0	1	2	0	0	0	5	8.1
16:00	0	0	0	1	0	0	0	1	2.3
16:15	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	1
16:45	0	0	1	0	0	0	0	1	1.5
H/TOT	1	0	1	1	0	0	0	3	4.8
17:00	2	0	0	2	0	0	0	4	6.6
17:15	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	1
17:45	1	0	0	0	0	0	0	1	1
H/TOT	4	0	0	2	0	0	0	6	8.6
18:00	1	0	0	2	0	0	0	3	5.6
18:15	1	0	1	0	0	0	0	2	2.5
18:30	0	1	1	0	0	0	0	2	2.5
18:45	0	0	0	0	0	0	0	0	0
H/TOT	2	1	2	2	0	0	0	7	10.6
19:00	1	0	0	0	0	0	0	1	1
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	1	1	0.2
19:45	2	0	0	0	0	0	0	2	2
H/TOT	3	0	0	0	0	0	1	4	3.2
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	1	1
20:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	1	0	0	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
Total	38	5	16	58	0	0	1	118	200.6



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM A Lane 2 (A TO C)							3b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	1	1
H/TOT	1	0	0	0	0	0	0	1	1	1
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	1	0	0	0	1	1	2.3
H/TOT	0	0	0	1	0	0	0	1	1	2.3
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	0	0	0	1	1
H/TOT	0	1	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	2	1	0	1	0	0	0	4	5.3



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM A Lane 1 (A TO D)							4a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	1	1	1
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	1	1	1
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1	1.5	1.5
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1.5	1.5
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	1	1	1	1	0	0	0	4	5.8	5.8
08:45	1	0	0	0	0	0	0	1	1	1
H/TOT	2	1	1	1	0	0	0	5	6.8	6.8
09:00	1	0	0	0	0	0	0	1	1	1
09:15	0	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	2	2
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	3	3
10:00	2	1	0	0	0	0	0	3	3	3
10:15	1	0	0	0	0	0	0	1	1	1
10:30	0	1	0	0	0	0	0	1	1	1
10:45	0	1	0	0	0	0	0	1	1	1
H/TOT	3	3	0	0	0	0	0	6	6	6
11:00	1	4	0	0	0	0	0	5	5	5
11:15	0	0	0	0	0	0	0	0	0	0
11:30	1	1	0	0	0	0	0	2	2	2
11:45	1	0	2	0	0	0	0	3	4	4
H/TOT	3	5	2	0	0	0	0	10	11	11



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	5	0	0	0	0	0	0	5	5
12:15	0	1	0	0	0	0	0	1	1
12:30	3	1	0	0	0	0	0	4	4
12:45	0	0	1	0	0	0	0	1	1.5
H/TOT	8	2	1	0	0	0	0	11	11.5
13:00	2	0	0	0	0	0	0	2	2
13:15	1	0	1	0	0	0	0	2	2.5
13:30	1	1	0	0	0	0	0	2	2
13:45	0	0	0	0	0	0	0	0	0
H/TOT	4	1	1	0	0	0	0	6	6.5
14:00	0	1	0	0	0	0	0	1	1
14:15	1	0	0	0	0	0	0	1	1
14:30	1	0	0	0	0	0	0	1	1
14:45	1	1	0	0	0	0	0	2	2
H/TOT	3	2	0	0	0	0	0	5	5
15:00	1	0	0	0	0	0	0	1	1
15:15	0	1	0	0	0	0	0	1	1
15:30	2	0	0	0	0	0	0	2	2
15:45	1	1	0	0	0	0	0	2	2
H/TOT	4	2	0	0	0	0	0	6	6
16:00	1	0	0	0	0	0	0	1	1
16:15	1	0	0	0	0	0	0	1	1
16:30	1	2	1	0	0	0	0	4	4.5
16:45	0	1	0	0	0	0	0	1	1
H/TOT	3	3	1	0	0	0	0	7	7.5
17:00	0	1	0	0	0	0	0	1	1
17:15	3	0	0	0	0	0	0	3	3
17:30	1	1	0	0	0	0	0	2	2
17:45	3	1	0	0	0	0	0	4	4
H/TOT	7	3	0	0	0	0	0	10	10
18:00	5	0	0	0	1	0	0	6	7
18:15	1	0	0	0	0	0	0	1	1
18:30	1	1	0	0	0	0	0	2	2
18:45	1	1	0	0	0	0	0	2	2
H/TOT	8	2	0	0	1	0	0	11	12
19:00	1	0	0	0	0	0	0	1	1
19:15	1	0	0	0	0	0	0	1	1
19:30	2	0	0	0	0	0	0	2	2
19:45	1	0	0	0	0	1	0	2	1.4
H/TOT	5	0	0	0	0	1	0	6	5.4
20:00	1	0	0	0	0	0	0	1	1
20:15	1	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
21:00	0	0	0	1	0	0	0	1	2.3
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
22:00	1	0	0	0	0	0	0	1	1
22:15	1	0	0	0	0	0	0	1	1
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	59	24	7	2	1	1	0	94	100.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM A Lane 2 (A TO D)							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
05:00	1	0	0	0	0	0	0	1	1
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
06:00	1	0	0	0	0	0	0	1	1
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	1	1	0	0	0	0	0	2	2
H/TOT	1	1	0	0	0	0	0	2	2
08:00	1	0	0	0	0	0	0	1	1
08:15	1	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
09:00	0	2	0	0	0	0	0	2	2
09:15	0	1	0	0	0	0	0	1	1
09:30	1	1	0	0	0	0	0	2	2
09:45	2	0	0	0	0	0	0	2	2
H/TOT	3	4	0	0	0	0	0	7	7
10:00	0	1	0	0	0	0	0	1	1
10:15	4	1	0	0	0	0	0	5	5
10:30	2	0	0	0	0	0	0	2	2
10:45	1	0	0	0	0	0	0	1	1
H/TOT	7	2	0	0	0	0	0	9	9
11:00	1	1	0	0	0	0	0	2	2
11:15	2	0	0	0	0	0	0	2	2
11:30	2	1	0	0	0	0	0	3	3
11:45	4	1	1	0	0	0	0	6	6.5
H/TOT	9	3	1	0	0	0	0	13	13.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	2	2	0	0	0	0	0	4	4
12:15	1	3	0	0	0	0	0	4	4
12:30	2	2	0	0	0	0	0	4	4
12:45	4	0	0	0	0	0	0	4	4
H/TOT	9	7	0	0	0	0	0	16	16
13:00	0	0	0	0	0	0	0	0	0
13:15	3	1	0	0	0	0	0	4	4
13:30	0	0	0	0	0	0	0	0	0
13:45	0	2	0	0	0	0	0	2	2
H/TOT	3	3	0	0	0	0	0	6	6
14:00	3	1	0	0	0	0	0	4	4
14:15	2	1	1	0	0	0	0	4	4.5
14:30	2	0	0	0	0	0	0	2	2
14:45	1	0	0	0	0	0	0	1	1
H/TOT	8	2	1	0	0	0	0	11	11.5
15:00	1	1	1	0	0	0	0	3	3.5
15:15	1	0	0	0	0	0	0	1	1
15:30	2	0	0	0	0	0	0	2	2
15:45	6	2	0	0	0	0	0	8	8
H/TOT	10	3	1	0	0	0	0	14	14.5
16:00	4	0	0	0	0	0	0	4	4
16:15	1	2	0	0	0	0	0	3	3
16:30	4	0	0	0	0	0	0	4	4
16:45	4	1	0	0	0	0	0	5	5
H/TOT	13	3	0	0	0	0	0	16	16
17:00	3	1	0	0	0	0	0	4	4
17:15	5	0	0	0	0	0	0	5	5
17:30	5	1	0	0	0	0	0	6	6
17:45	2	0	0	0	0	0	0	2	2
H/TOT	15	2	0	0	0	0	0	17	17
18:00	11	0	0	0	6	0	0	17	23
18:15	1	1	0	0	0	0	0	2	2
18:30	3	1	0	0	0	0	0	4	4
18:45	4	3	0	0	0	0	0	7	7
H/TOT	19	5	0	0	6	0	0	30	36
19:00	0	1	0	0	0	0	0	1	1
19:15	1	0	0	0	0	0	0	1	1
19:30	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1	1
H/TOT	2	1	0	0	0	0	0	3	3
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	107	36	3	0	6	0	0	152	159.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM A Lane 1 (A TO E)							5a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	1	1	1
01:15	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	1	0	2	2	1.4
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	1	0	3	2.4	
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	1	1
H/TOT	1	0	0	0	0	0	0	1	1	
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	1	0	0	0	1	1	2.3
03:45	0	0	0	2	0	0	0	2	2	4.6
H/TOT	0	0	0	3	0	0	0	3	6.9	
04:00	1	0	0	0	0	0	0	1	1	1
04:15	1	0	0	1	0	0	0	2	2	3.3
04:30	1	0	0	0	0	0	0	1	1	1
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	1	0	0	0	4	5.3	
05:00	0	0	0	5	0	0	0	5	5	11.5
05:15	0	0	1	1	0	0	0	2	2	3.8
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	6	0	0	0	7	15.3	
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	1	0	0	0	1	1	2.3
06:30	0	0	0	1	0	0	0	1	1	2.3
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	4.6	
07:00	0	0	0	1	0	0	0	1	1	2.3
07:15	1	0	0	1	0	0	0	2	2	3.3
07:30	0	0	0	1	0	0	0	1	1	2.3
07:45	0	0	0	1	0	0	0	1	1	2.3
H/TOT	1	0	0	4	0	0	0	5	10.2	
08:00	0	1	0	0	0	0	0	1	1	1
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	0	1	1	1.5
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	0	0	0	0	2	2.5	
09:00	0	0	0	2	0	0	0	2	2	4.6
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	2	0	0	0	2	2	4.6
H/TOT	0	0	0	4	0	0	0	4	9.2	
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	0	1	1	2.3
10:30	1	0	0	0	0	0	0	1	1	1
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	2	3.3	
11:00	0	0	0	1	0	0	0	1	1	2.3
11:15	1	0	0	0	0	0	0	1	1	1
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	2	3.3	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	1	0	0	0	1	2.3
13:00	0	0	0	1	0	0	0	1	2.3
13:15	0	0	0	1	0	0	0	1	2.3
13:30	1	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	2	0	0	0	3	5.6
14:00	1	0	0	0	0	0	0	1	1
14:15	2	0	0	0	0	0	0	2	2
14:30	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	1
H/TOT	4	0	0	0	0	0	0	4	4
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	1	0	1	0	0	0	2	3.3
16:15	1	0	0	0	0	0	0	1	1
16:30	5	0	0	1	0	0	0	6	7.3
16:45	1	0	0	0	0	0	0	1	1
H/TOT	7	1	0	2	0	0	0	10	12.6
17:00	4	0	0	2	0	0	0	6	8.6
17:15	5	0	0	0	0	0	0	5	5
17:30	2	1	0	0	0	0	0	3	3
17:45	3	0	0	0	0	0	0	3	3
H/TOT	14	1	0	2	0	0	0	17	19.6
18:00	1	0	0	0	0	0	0	1	1
18:15	1	0	0	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	2
H/TOT	4	0	0	0	0	0	0	4	4
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	1	0	0	0	1	2.3
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	2	0	0	0	0	0	0	2	2
21:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
22:00	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	1	1
22:30	1	0	0	0	0	0	0	1	1
22:45	1	0	0	0	0	0	0	1	1
H/TOT	2	1	0	0	0	0	0	3	3
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	1	0	1	0.4
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	1	0.4
Total	44	4	2	30	0	2	0	82	120.8



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM A Lane 2 (A TO E)							5b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	1	0	0	0	0	0	0	0	1	1
00:15	0	0	0	1	0	0	0	0	1	2.3
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	0	2	3.3
01:00	0	0	0	1	0	0	0	0	1	2.3
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	0	1	2.3
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	1	0	1	0	0	0	2	3.5
02:30	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	0	1	1
H/TOT	1	0	1	0	1	0	0	0	3	4.5
03:00	0	0	0	3	0	0	0	0	3	6.9
03:15	1	0	0	0	0	0	0	0	1	1
03:30	2	0	0	0	0	0	0	0	2	2
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	3	0	0	0	0	6	9.9
04:00	1	0	0	2	0	0	0	0	3	5.6
04:15	1	1	0	3	0	0	0	0	5	8.9
04:30	1	0	0	3	0	0	0	0	4	7.9
04:45	0	0	0	5	0	0	0	0	5	11.5
H/TOT	3	1	0	13	0	0	0	0	17	33.9
05:00	0	0	0	5	0	0	0	0	5	11.5
05:15	1	0	0	2	0	0	0	0	3	5.6
05:30	1	0	1	6	0	0	0	0	8	16.3
05:45	0	0	0	4	0	0	0	0	4	9.2
H/TOT	2	0	1	17	0	0	0	0	20	42.6
06:00	9	0	1	5	0	0	0	0	15	22
06:15	5	1	1	8	0	0	0	0	15	25.9
06:30	4	0	0	4	0	0	0	0	8	13.2
06:45	2	0	3	1	0	0	0	0	6	8.8
H/TOT	20	1	5	18	0	0	0	0	44	69.9
07:00	4	0	0	4	1	0	0	0	9	15.2
07:15	1	2	0	2	0	0	0	0	5	7.6
07:30	1	3	0	3	0	0	0	0	7	10.9
07:45	2	0	0	2	0	0	0	0	4	6.6
H/TOT	8	5	0	11	1	0	0	0	25	40.3
08:00	1	0	0	2	0	0	0	0	3	5.6
08:15	1	1	1	3	0	0	0	0	6	10.4
08:30	0	3	0	2	0	0	0	0	5	7.6
08:45	1	1	0	4	0	0	0	0	6	11.2
H/TOT	3	5	1	11	0	0	0	0	20	34.8
09:00	0	0	2	2	0	0	0	0	4	7.6
09:15	0	2	2	2	0	0	0	0	6	9.6
09:30	3	2	2	4	0	0	0	0	11	17.2
09:45	1	0	1	4	0	0	0	0	6	11.7
H/TOT	4	4	7	12	0	0	0	0	27	46.1
10:00	3	0	0	2	0	0	0	0	5	7.6
10:15	1	0	0	6	0	0	0	0	7	14.8
10:30	3	1	1	3	0	0	0	0	8	12.4
10:45	2	2	0	4	0	0	0	0	8	13.2
H/TOT	9	3	1	15	0	0	0	0	28	48
11:00	6	2	0	1	0	0	0	0	9	10.3
11:15	3	2	0	3	0	0	0	0	8	11.9
11:30	0	0	1	5	0	0	0	0	6	13
11:45	1	0	0	1	0	0	0	0	2	3.3
H/TOT	10	4	1	10	0	0	0	0	25	38.5



SITE: 1 DATE: 21/06/2017
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12:00	3	6	0	4	0	1	0	14	18.6
12:15	4	1	2	3	0	0	0	10	14.9
12:30	4	3	0	2	0	0	0	9	11.6
12:45	1	1	2	1	0	0	0	5	7.3
H/TOT	12	11	4	10	0	1	0	38	52.4
13:00	3	3	0	1	0	0	0	7	8.3
13:15	5	1	0	3	0	0	0	9	12.9
13:30	4	0	1	5	0	0	0	10	17
13:45	0	1	1	2	0	0	0	4	7.1
H/TOT	12	5	2	11	0	0	0	30	45.3
14:00	17	3	2	2	0	1	0	25	28
14:15	10	1	0	2	0	0	0	13	15.6
14:30	7	4	0	1	0	0	0	12	13.3
14:45	4	1	0	0	0	0	0	5	5
H/TOT	38	9	2	5	0	1	0	55	61.9
15:00	5	0	1	1	0	1	0	8	9.2
15:15	10	3	0	1	0	1	0	15	15.7
15:30	10	5	0	1	0	0	0	16	17.3
15:45	11	5	1	1	0	1	0	19	20.2
H/TOT	36	13	2	4	0	3	0	58	62.4
16:00	13	8	1	1	0	0	0	23	24.8
16:15	23	4	1	3	0	0	0	31	35.4
16:30	15	3	1	0	0	0	0	19	19.5
16:45	20	3	0	1	0	1	0	25	25.7
H/TOT	71	18	3	5	0	1	0	98	105.4
17:00	28	6	0	0	0	0	0	34	34
17:15	21	7	0	0	1	0	0	29	30
17:30	19	9	0	2	0	0	0	30	32.6
17:45	16	4	1	0	0	0	0	21	21.5
H/TOT	84	26	1	2	1	0	0	114	118.1
18:00	41	14	0	1	0	0	0	56	57.3
18:15	15	5	1	3	0	0	0	24	28.4
18:30	10	2	0	1	0	0	0	13	14.3
18:45	5	1	1	2	0	0	0	9	12.1
H/TOT	71	22	2	7	0	0	0	102	112.1
19:00	3	0	0	1	0	0	0	4	5.3
19:15	3	0	1	1	0	0	0	5	6.8
19:30	3	0	0	2	0	0	0	5	7.6
19:45	4	1	0	1	0	0	0	6	7.3
H/TOT	13	1	1	5	0	0	0	20	27
20:00	1	0	0	0	0	0	0	1	1
20:15	2	0	0	0	0	0	0	2	2
20:30	3	0	0	0	0	0	0	3	3
20:45	2	0	0	1	0	0	0	3	4.3
H/TOT	8	0	0	1	0	0	0	9	10.3
21:00	1	0	0	0	0	0	0	1	1
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
22:00	8	1	0	0	0	0	0	9	9
22:15	0	0	0	0	0	1	0	1	0.4
22:30	0	0	0	0	0	0	0	0	0
22:45	2	0	0	0	0	0	0	2	2
H/TOT	10	1	0	0	0	1	0	12	11.4
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	421	129	34	162	3	7	0	756	982.4



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM B Lane 1 (B TO A)						6a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM B Lane 2 (B TO A)							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	6b PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
05:00	2	0	0	0	0	0	0	2	2
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	3	0	0	0	0	0	0	3	3
H/TOT	5	0	0	0	0	0	0	5	5
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	1	0	0	1	2
06:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	1	0	0	2	3
07:00	1	0	0	0	0	0	0	1	1
07:15	1	0	0	0	0	0	0	1	1
07:30	2	1	0	0	0	0	0	3	3
07:45	1	0	0	0	0	0	0	1	1
H/TOT	5	1	0	0	0	0	0	6	6
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	1	1
08:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	1	0	1	0	0	0	2	3.3
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	1	0	0	0	0	1	1.5
10:45	0	1	0	0	0	0	0	1	1
H/TOT	0	1	1	0	0	0	0	2	2.5
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	1	0	0	0	0	1	1.5
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	1	0	0	0	0	1	1.5
H/TOT	0	0	2	0	0	0	0	2	3



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	1	0	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
13:00	0	0	1	0	0	0	0	1	1.5
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	0	0	0	1	1.5
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	3
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	1	1.5
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1.5
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	1	0	0	0	1	2.3
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	11	5	6	2	1	0	0	25	31.6



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM B Lane 1 (B TO B)						7a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM B Lane 2 (B TO B)							7b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	0	0	0	
06:30	0	0	0	0	0	0	0	0	0	
06:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	0	0	0	0	
07:30	0	0	0	0	0	0	0	0	0	
07:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
08:00	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	
08:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
09:00	0	0	0	0	0	0	0	0	0	
09:15	0	0	1	0	0	0	0	1	1.5	
09:30	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	1	0	0	0	0	1	1.5	
10:00	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	1	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	0	0	0	3	3.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM B Lane 1 (B TO C)						8a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	1	0	0	0	1	2.3
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1	1
02:45	2	0	0	0	0	0	0	2	2
H/TOT	3	0	0	0	0	0	0	3	3
03:00	2	0	0	0	0	0	0	2	2
03:15	1	0	0	0	0	0	0	1	1
03:30	1	0	0	0	0	0	0	1	1
03:45	2	0	0	0	0	0	0	2	2
H/TOT	6	0	0	0	0	0	0	6	6
04:00	1	0	0	0	0	0	0	1	1
04:15	2	0	0	0	0	0	0	2	2
04:30	2	0	0	0	0	0	0	2	2
04:45	3	0	0	0	0	0	0	3	3
H/TOT	8	0	0	0	0	0	0	8	8
05:00	1	0	0	0	0	0	0	1	1
05:15	15	0	0	0	0	0	0	15	15
05:30	13	1	0	0	0	1	0	15	14.4
05:45	27	1	0	0	0	0	0	28	28
H/TOT	56	2	0	0	0	1	0	59	58.4
06:00	8	0	0	0	0	0	0	8	8
06:15	2	1	0	0	0	0	0	3	3
06:30	6	1	0	0	0	0	0	7	7
06:45	5	0	1	0	0	0	0	6	6.5
H/TOT	21	2	1	0	0	0	0	24	24.5
07:00	4	1	0	0	0	0	0	5	5
07:15	7	1	0	0	0	0	0	8	8
07:30	6	2	0	0	0	0	0	8	8
07:45	3	1	0	0	0	0	0	4	4
H/TOT	20	5	0	0	0	0	0	25	25
08:00	3	0	0	0	0	0	0	3	3
08:15	5	0	0	1	0	0	0	6	7.3
08:30	5	0	1	0	0	0	0	6	6.5
08:45	6	0	0	0	0	0	0	6	6
H/TOT	19	0	1	1	0	0	0	21	22.8
09:00	2	0	1	0	0	0	0	3	3.5
09:15	7	1	1	0	0	0	0	9	9.5
09:30	3	2	1	0	0	0	0	6	6.5
09:45	7	2	1	1	0	0	1	12	13
H/TOT	19	5	4	1	0	0	1	30	32.5
10:00	3	0	1	0	0	0	0	4	4.5
10:15	4	2	0	0	0	0	0	6	6
10:30	2	0	1	0	0	0	0	3	3.5
10:45	5	0	0	1	0	0	0	6	7.3
H/TOT	14	2	2	1	0	0	0	19	21.3
11:00	2	0	0	1	0	0	0	3	4.3
11:15	4	0	0	0	0	0	0	4	4
11:30	4	0	0	0	0	0	0	4	4
11:45	11	4	0	2	0	0	0	17	19.6
H/TOT	21	4	0	3	0	0	0	28	31.9



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	2	1	0	0	0	0	0	3	3
12:15	2	7	0	1	0	0	0	10	11.3
12:30	4	1	0	0	0	0	0	5	5
12:45	8	2	0	2	0	0	0	12	14.6
H/TOT	16	11	0	3	0	0	0	30	33.9
13:00	7	1	1	0	0	0	0	9	9.5
13:15	4	1	0	0	0	0	0	5	5
13:30	5	3	0	0	0	0	0	8	8
13:45	6	2	1	0	0	0	0	9	9.5
H/TOT	22	7	2	0	0	0	0	31	32
14:00	5	1	1	0	0	0	0	7	7.5
14:15	3	0	0	0	0	0	0	3	3
14:30	3	1	1	1	0	0	0	6	7.8
14:45	1	0	0	0	0	0	0	1	1
H/TOT	12	2	2	1	0	0	0	17	19.3
15:00	3	2	0	0	0	0	0	5	5
15:15	2	1	1	0	0	0	0	4	4.5
15:30	4	0	0	0	0	0	0	4	4
15:45	3	0	0	0	0	0	0	3	3
H/TOT	12	3	1	0	0	0	0	16	16.5
16:00	0	0	2	0	0	0	0	2	3
16:15	2	1	0	0	0	0	0	3	3
16:30	1	0	0	0	0	1	0	2	1.4
16:45	5	0	0	0	0	0	0	5	5
H/TOT	8	1	2	0	0	1	0	12	12.4
17:00	3	0	1	0	0	0	0	4	4.5
17:15	9	0	0	0	0	0	0	9	9
17:30	5	0	0	0	0	0	0	5	5
17:45	9	0	0	0	0	0	0	9	9
H/TOT	26	0	1	0	0	0	0	27	27.5
18:00	4	0	0	0	0	0	0	4	4
18:15	2	0	0	0	0	0	0	2	2
18:30	5	0	0	0	0	0	0	5	5
18:45	2	0	0	0	0	0	0	2	2
H/TOT	13	0	0	0	0	0	0	13	13
19:00	2	0	0	0	0	0	0	2	2
19:15	2	0	0	0	0	0	0	2	2
19:30	2	0	0	0	0	1	0	3	2.4
19:45	2	0	0	0	0	0	0	2	2
H/TOT	8	0	0	0	0	1	0	9	8.4
20:00	5	1	0	0	0	0	0	6	6
20:15	1	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	1	0	1	0.4
20:45	1	0	0	0	0	0	0	1	1
H/TOT	7	1	0	0	0	1	0	9	8.4
21:00	3	0	0	0	0	0	0	3	3
21:15	2	0	0	0	0	0	0	2	2
21:30	2	0	1	0	0	0	0	3	3.5
21:45	0	0	0	0	0	0	0	0	0
H/TOT	7	0	1	0	0	0	0	8	8.5
22:00	1	0	0	0	0	0	0	1	1
22:15	2	0	0	0	0	0	0	2	2
22:30	0	0	0	0	0	0	0	0	0
22:45	1	0	0	0	0	0	0	1	1
H/TOT	4	0	0	0	0	0	0	4	4
23:00	1	0	0	0	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	1	0	0	0	0	1	1.5
H/TOT	1	0	1	0	0	0	0	2	2.5
Total	323	45	18	11	0	4	1	402	422.1



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM B Lane 2 (B TO C)							8b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM B Lane 1 (B TO D)						9a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	1	0	0	0	0	0	0	1	1
00:15	3	0	0	0	0	0	0	3	3
00:30	2	0	0	0	0	0	0	2	2
00:45	0	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	6
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	2	0	0	0	0	0	0	2	2
03:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
04:00	0	0	0	0	0	0	0	0	0
04:15	3	0	0	0	0	0	0	3	3
04:30	4	0	0	0	0	0	0	4	4
04:45	9	0	0	0	0	0	0	9	9
H/TOT	16	0	0	0	0	0	0	16	16
05:00	2	0	0	0	0	0	0	2	2
05:15	4	2	0	0	0	0	0	6	6
05:30	14	0	0	0	1	0	0	15	16
05:45	12	0	0	0	0	1	0	13	12.4
H/TOT	32	2	0	0	1	1	0	36	36.4
06:00	2	2	0	0	1	0	0	5	6
06:15	5	0	0	0	0	0	0	5	5
06:30	4	3	0	0	1	0	0	8	9
06:45	6	1	0	0	1	0	0	8	9
H/TOT	17	6	0	0	3	0	0	26	29
07:00	14	3	1	0	1	0	0	19	20.5
07:15	15	1	1	0	2	0	0	19	21.5
07:30	20	1	0	0	0	0	0	21	21
07:45	17	1	0	0	1	0	0	19	20
H/TOT	66	6	2	0	4	0	0	78	83
08:00	24	4	0	0	1	1	1	31	30.6
08:15	16	2	0	0	1	0	0	19	20
08:30	33	1	2	0	1	0	0	37	39
08:45	36	3	0	0	1	0	0	40	41
H/TOT	109	10	2	0	4	1	1	127	130.6
09:00	25	0	1	0	1	0	0	27	28.5
09:15	20	3	1	0	1	0	0	25	26.5
09:30	19	1	0	0	1	0	0	21	22
09:45	22	5	0	0	0	0	0	27	27
H/TOT	86	9	2	0	3	0	0	100	104
10:00	23	1	0	0	1	0	0	25	26
10:15	18	3	0	0	1	0	0	22	23
10:30	29	2	1	0	1	1	0	34	34.9
10:45	15	1	0	0	1	0	0	17	18
H/TOT	85	7	1	0	4	1	0	98	101.9
11:00	21	1	1	0	1	0	0	24	25.5
11:15	21	1	0	0	1	0	0	23	24
11:30	20	4	0	0	1	0	0	25	26
11:45	17	1	0	0	1	0	0	19	20
H/TOT	79	7	1	0	4	0	0	91	95.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	22	5	0	0	1	1	0	29	29.4
12:15	37	4	0	0	1	0	0	42	43
12:30	34	2	2	0	1	0	0	39	41
12:45	21	2	0	0	0	0	0	23	23
H/TOT	114	13	2	0	3	1	0	133	136.4
13:00	21	3	1	0	1	0	0	26	27.5
13:15	26	2	0	0	1	0	0	29	30
13:30	27	1	0	0	1	0	0	29	30
13:45	17	6	0	0	1	0	0	24	25
H/TOT	91	12	1	0	4	0	0	108	112.5
14:00	24	2	0	0	1	0	0	27	28
14:15	18	2	2	0	1	0	0	23	25
14:30	17	1	0	0	1	0	0	19	20
14:45	20	1	0	0	0	0	0	21	21
H/TOT	79	6	2	0	3	0	0	90	94
15:00	19	1	0	0	1	0	0	21	22
15:15	31	1	0	0	1	0	0	33	34
15:30	20	4	0	0	1	0	0	25	26
15:45	20	3	0	0	1	0	0	24	25
H/TOT	90	9	0	0	4	0	0	103	107
16:00	26	3	0	0	1	0	0	30	31
16:15	24	0	0	0	1	0	2	27	26.4
16:30	21	5	0	0	1	0	0	27	28
16:45	33	6	1	0	1	0	0	41	42.5
H/TOT	104	14	1	0	4	0	2	125	127.9
17:00	22	0	0	0	1	1	0	24	24.4
17:15	34	2	0	0	1	0	0	37	38
17:30	20	1	2	0	1	1	0	25	26.4
17:45	34	2	0	0	1	0	0	37	38
H/TOT	110	5	2	0	4	2	0	123	126.8
18:00	29	0	0	0	1	0	0	30	31
18:15	29	0	0	0	1	1	0	31	31.4
18:30	29	2	1	0	0	0	0	32	32.5
18:45	31	2	0	0	1	1	0	35	35.4
H/TOT	118	4	1	0	3	2	0	128	130.3
19:00	24	3	1	0	0	0	0	28	28.5
19:15	23	1	0	0	0	0	0	24	24
19:30	20	1	1	0	0	0	0	22	22.5
19:45	15	0	0	0	0	0	0	15	15
H/TOT	82	5	2	0	0	0	0	89	90
20:00	29	1	1	0	0	0	0	31	31.5
20:15	18	1	0	0	0	0	0	19	19
20:30	18	2	0	0	0	0	0	20	20
20:45	16	1	1	0	0	0	0	18	18.5
H/TOT	81	5	2	0	0	0	0	88	89
21:00	18	0	1	0	1	0	0	20	21.5
21:15	16	3	0	0	0	0	0	19	19
21:30	11	1	0	0	0	0	0	12	12
21:45	17	1	1	0	0	0	0	19	19.5
H/TOT	62	5	2	0	1	0	0	70	72
22:00	17	2	0	0	0	0	0	19	19
22:15	7	0	0	0	0	0	0	7	7
22:30	6	0	0	0	0	0	0	6	6
22:45	13	0	0	0	0	1	0	14	13.4
H/TOT	43	2	0	0	0	1	0	46	45.4
23:00	8	0	0	0	0	0	0	8	8
23:15	3	0	0	0	0	0	0	3	3
23:30	1	2	0	0	0	0	0	3	3
23:45	2	0	0	0	0	0	0	2	2
H/TOT	14	2	0	0	0	0	0	16	16
Total	1488	129	23	0	49	9	3	1701	1753.7



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM B Lane 2 (B TO D)						9b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
06:00	1	0	0	0	0	0	0	1	1
06:15	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	1	1
06:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	1
08:30	1	0	0	0	0	0	0	1	1
08:45	1	0	0	0	0	0	0	1	1
H/TOT	3	0	0	0	0	0	0	3	3
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	1	1	0	0	0	0	0	2	2
H/TOT	1	1	0	0	0	0	0	2	2
10:00	0	1	0	0	0	0	0	1	1
10:15	2	0	0	0	0	0	0	2	2
10:30	0	1	0	0	0	0	0	1	1
10:45	1	0	0	0	0	0	0	1	1
H/TOT	3	2	0	0	0	0	0	5	5
11:00	1	1	0	0	0	0	0	2	2
11:15	1	0	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0
11:45	2	0	0	0	0	0	0	2	2
H/TOT	4	1	0	0	0	0	0	5	5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	1	0	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	1
12:45	0	0	0	0	0	2	0	2	0.8
H/TOT	2	0	0	0	0	2	0	4	2.8
13:00	0	0	0	0	0	0	0	0	0
13:15	1	1	0	0	0	0	0	2	2
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	2
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
17:00	2	0	0	0	0	0	0	2	2
17:15	1	0	0	0	0	0	0	1	1
17:30	2	0	0	0	0	0	0	2	2
17:45	5	0	0	0	0	0	0	5	5
H/TOT	10	0	0	0	0	0	0	10	10
18:00	2	0	0	0	0	0	0	2	2
18:15	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	3
19:00	1	0	0	0	0	0	0	1	1
19:15	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	1	0	2	1.4
19:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	1	0	3	2.4
20:00	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	1	1
20:30	1	0	0	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	1	0	0	0	0	0	0	1	1
21:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
22:00	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	1	1
22:30	1	0	0	0	0	0	0	1	1
22:45	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	2
23:00	1	0	0	0	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
Total	40	7	0	0	0	3	0	50	48.2



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM B Lane 1 (B TO E)							10a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	1	0	0	0	0	0	0	1	1	
00:15	3	0	0	0	0	0	0	3	3	
00:30	6	0	0	0	1	0	0	7	8	
00:45	2	1	0	0	0	0	0	3	3	
H/TOT	12	1	0	0	1	0	0	14	15	
01:00	4	0	0	0	0	0	0	4	4	
01:15	3	0	0	0	0	0	0	3	3	
01:30	3	0	0	0	0	0	0	3	3	
01:45	1	0	0	0	0	0	0	1	1	
H/TOT	11	0	0	0	0	0	0	11	11	
02:00	2	1	0	0	0	0	0	3	3	
02:15	0	0	0	0	0	0	0	0	0	
02:30	1	0	0	0	0	0	0	1	1	
02:45	3	1	0	0	0	0	0	4	4	
H/TOT	6	2	0	0	0	0	0	8	8	
03:00	3	0	0	0	0	0	0	3	3	
03:15	4	0	0	0	0	0	0	4	4	
03:30	1	2	0	0	0	0	0	3	3	
03:45	3	0	0	0	0	0	0	3	3	
H/TOT	11	2	0	0	0	0	0	13	13	
04:00	6	0	0	0	0	0	0	6	6	
04:15	6	0	1	0	0	0	0	7	7.5	
04:30	2	0	1	0	0	0	0	3	3.5	
04:45	6	2	0	0	0	0	0	8	8	
H/TOT	20	2	2	0	0	0	0	24	25	
05:00	12	1	0	0	0	0	0	13	13	
05:15	12	4	2	0	1	0	0	19	21	
05:30	11	4	0	0	0	0	0	15	15	
05:45	4	2	0	0	0	0	0	6	6	
H/TOT	39	11	2	0	1	0	0	53	55	
06:00	11	4	0	0	0	0	0	15	15	
06:15	5	5	1	0	0	1	0	12	11.9	
06:30	22	6	0	0	0	2	0	30	28.8	
06:45	9	2	0	0	0	0	0	11	11	
H/TOT	47	17	1	0	0	3	0	68	66.7	
07:00	11	4	2	0	1	1	0	19	20.4	
07:15	16	4	2	0	0	1	0	23	23.4	
07:30	16	3	1	0	0	0	0	20	20.5	
07:45	19	1	0	0	0	0	0	20	20	
H/TOT	62	12	5	0	1	2	0	82	84.3	
08:00	15	3	0	0	0	0	0	18	18	
08:15	14	1	3	0	0	0	0	18	19.5	
08:30	25	2	0	0	0	0	0	27	27	
08:45	13	2	0	0	1	1	0	17	17.4	
H/TOT	67	8	3	0	1	1	0	80	81.9	
09:00	10	0	1	0	0	0	0	11	11.5	
09:15	12	2	0	0	0	0	0	14	14	
09:30	9	1	2	0	0	0	0	12	13	
09:45	6	2	0	0	0	0	0	8	8	
H/TOT	37	5	3	0	0	0	0	45	46.5	
10:00	14	1	1	0	0	0	0	16	16.5	
10:15	9	1	1	0	0	0	0	11	11.5	
10:30	14	1	1	0	0	0	0	16	16.5	
10:45	13	2	2	0	0	0	0	17	18	
H/TOT	50	5	5	0	0	0	0	60	62.5	
11:00	11	1	1	0	1	0	0	14	15.5	
11:15	18	0	1	0	0	0	0	19	19.5	
11:30	20	1	2	0	0	1	0	24	24.4	
11:45	11	3	0	0	0	2	0	16	14.8	
H/TOT	60	5	4	0	1	3	0	73	74.2	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	10	4	3	0	0	0	0	17	18.5
12:15	12	2	0	0	0	0	0	14	14
12:30	14	1	0	0	1	0	0	16	17
12:45	12	1	0	1	0	0	0	14	15.3
H/TOT	48	8	3	1	1	0	0	61	64.8
13:00	11	2	0	0	0	0	0	13	13
13:15	15	1	0	0	0	0	0	16	16
13:30	9	2	1	0	0	0	0	12	12.5
13:45	4	1	0	0	0	0	0	5	5
H/TOT	39	6	1	0	0	0	0	46	46.5
14:00	19	4	0	0	0	0	0	23	23
14:15	15	3	0	0	0	0	0	18	18
14:30	12	3	0	0	0	0	0	15	15
14:45	19	2	1	0	0	0	0	22	22.5
H/TOT	65	12	1	0	0	0	0	78	78.5
15:00	13	3	1	0	0	1	0	18	17.9
15:15	15	1	0	0	0	0	0	16	16
15:30	18	2	1	0	3	0	0	24	27.5
15:45	14	2	2	0	0	0	0	18	19
H/TOT	60	8	4	0	3	1	0	76	80.4
16:00	9	6	1	0	1	0	0	17	18.5
16:15	13	2	0	0	0	0	0	15	15
16:30	17	2	0	0	0	0	1	20	19.2
16:45	13	1	0	0	1	0	0	15	16
H/TOT	52	11	1	0	2	0	1	67	68.7
17:00	11	1	0	0	0	0	0	12	12
17:15	9	1	0	0	0	0	0	10	10
17:30	23	1	0	0	0	0	0	24	24
17:45	14	4	0	0	0	1	0	19	18.4
H/TOT	57	7	0	0	0	1	0	65	64.4
18:00	7	2	2	1	0	0	0	12	14.3
18:15	16	1	0	0	0	1	0	18	17.4
18:30	14	1	0	0	0	0	0	15	15
18:45	22	1	0	0	0	0	0	23	23
H/TOT	59	5	2	1	0	1	0	68	69.7
19:00	19	1	0	0	0	0	0	20	20
19:15	20	1	0	0	1	0	0	22	23
19:30	9	1	0	0	1	0	0	11	12
19:45	13	2	0	0	0	1	0	16	15.4
H/TOT	61	5	0	0	2	1	0	69	70.4
20:00	8	1	0	0	0	0	0	9	9
20:15	14	0	1	0	0	1	0	16	15.9
20:30	8	2	1	0	0	0	0	11	11.5
20:45	12	2	0	0	0	0	0	14	14
H/TOT	42	5	2	0	0	1	0	50	50.4
21:00	14	1	1	0	0	0	1	17	16.7
21:15	24	3	0	0	0	0	0	27	27
21:30	11	0	1	0	0	1	1	14	13.1
21:45	12	0	0	0	0	1	0	13	12.4
H/TOT	61	4	2	0	0	2	2	71	69.2
22:00	17	0	0	0	0	0	0	17	17
22:15	13	1	1	0	0	0	0	15	15.5
22:30	6	0	0	0	0	0	0	6	6
22:45	10	1	0	0	0	0	0	11	11
H/TOT	46	2	1	0	0	0	0	49	49.5
23:00	9	1	0	0	0	0	0	10	10
23:15	13	0	0	0	1	0	0	14	15
23:30	6	1	0	0	0	0	0	7	7
23:45	5	2	0	0	1	1	0	9	9.4
H/TOT	33	4	0	0	2	1	0	40	41.4
Total	1045	147	42	2	15	17	3	1271	1297



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM B Lane 2 (B TO E)							10b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	1	0	0	0	0	0	0	1	1	
00:15	3	0	0	0	0	0	0	3	3	
00:30	0	0	0	0	0	0	0	0	0	
00:45	2	0	0	0	0	0	0	2	2	
H/TOT	6	0	0	0	0	0	0	6	6	
01:00	2	0	0	0	0	0	0	2	2	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	2	0	0	0	0	0	0	2	2	
02:00	3	0	0	0	0	0	0	3	3	
02:15	0	0	0	0	0	0	0	0	0	
02:30	1	0	0	0	0	0	0	1	1	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	4	0	0	0	0	0	0	4	4	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	
03:30	2	0	0	0	0	0	0	2	2	
03:45	1	0	0	0	0	0	0	1	1	
H/TOT	3	0	0	0	0	0	0	3	3	
04:00	0	2	0	0	0	0	0	2	2	
04:15	5	0	0	0	0	0	0	5	5	
04:30	0	4	0	0	0	0	0	4	4	
04:45	9	0	0	0	0	0	0	9	9	
H/TOT	14	6	0	0	0	0	0	20	20	
05:00	14	4	0	0	0	0	0	18	18	
05:15	35	11	0	0	0	0	0	46	46	
05:30	34	9	1	0	0	0	0	44	44.5	
05:45	25	11	0	0	0	1	0	37	36.4	
H/TOT	108	35	1	0	0	1	0	145	144.9	
06:00	17	10	1	0	0	1	0	29	28.9	
06:15	24	5	0	0	0	0	0	29	29	
06:30	51	6	2	0	0	1	0	60	60.4	
06:45	41	4	0	0	0	0	0	45	45	
H/TOT	133	25	3	0	0	2	0	163	163.3	
07:00	42	10	0	1	0	0	0	53	54.3	
07:15	39	8	2	0	0	0	0	49	50	
07:30	56	4	0	1	1	2	0	64	65.1	
07:45	53	9	0	1	0	1	0	64	64.7	
H/TOT	190	31	2	3	1	3	0	230	234.1	
08:00	51	7	0	0	1	0	0	59	60	
08:15	61	5	3	0	2	0	0	71	74.5	
08:30	70	6	0	0	1	0	0	77	78	
08:45	47	1	1	1	0	0	0	50	51.8	
H/TOT	229	19	4	1	4	0	0	257	264.3	
09:00	32	6	1	0	1	0	0	40	41.5	
09:15	38	2	1	0	1	1	0	43	43.9	
09:30	41	4	3	0	0	0	0	48	49.5	
09:45	29	4	3	1	0	0	0	37	39.8	
H/TOT	140	16	8	1	2	1	0	168	174.7	
10:00	35	3	2	0	0	0	0	40	41	
10:15	24	5	2	0	0	0	0	31	32	
10:30	36	6	2	0	0	0	0	44	45	
10:45	42	6	1	0	0	0	0	49	49.5	
H/TOT	137	20	7	0	0	0	0	164	167.5	
11:00	27	8	0	0	0	0	0	35	35	
11:15	40	9	0	0	0	0	0	49	49	
11:30	35	3	2	0	0	0	0	40	41	
11:45	36	5	2	1	0	0	0	44	46.3	
H/TOT	138	25	4	1	0	0	0	168	171.3	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	22	6	1	0	0	1	0	30	29.9
12:15	26	6	1	0	1	0	0	34	35.5
12:30	42	6	1	0	0	1	0	50	49.9
12:45	37	8	3	0	0	1	0	49	49.9
H/TOT	127	26	6	0	1	3	0	163	165.2
13:00	22	5	1	0	1	0	0	29	30.5
13:15	29	6	3	0	0	0	0	38	39.5
13:30	31	3	1	0	0	1	0	36	35.9
13:45	35	4	2	0	0	0	0	41	42
H/TOT	117	18	7	0	1	1	0	144	147.9
14:00	27	8	3	0	1	0	0	39	41.5
14:15	38	4	1	0	1	0	0	44	45.5
14:30	45	8	1	0	0	0	0	54	54.5
14:45	39	6	1	0	0	0	0	46	46.5
H/TOT	149	26	6	0	2	0	0	183	188
15:00	75	5	0	0	0	0	0	80	80
15:15	38	3	2	0	0	1	0	44	44.4
15:30	37	9	3	0	1	0	0	50	52.5
15:45	34	8	0	0	0	1	0	43	42.4
H/TOT	184	25	5	0	1	2	0	217	219.3
16:00	39	4	0	0	0	1	0	44	43.4
16:15	50	7	0	0	0	1	0	58	57.4
16:30	44	7	0	0	0	0	0	51	51
16:45	50	10	1	0	0	0	0	61	61.5
H/TOT	183	28	1	0	0	2	0	214	213.3
17:00	44	5	0	0	0	0	0	49	49
17:15	55	4	0	0	0	0	0	59	59
17:30	44	4	0	0	0	0	0	48	48
17:45	37	5	0	0	0	1	0	43	42.4
H/TOT	180	18	0	0	0	1	0	199	198.4
18:00	39	3	2	0	0	0	0	44	45
18:15	39	2	0	0	0	1	0	42	41.4
18:30	34	8	0	0	1	0	0	43	44
18:45	43	4	1	0	0	0	0	48	48.5
H/TOT	155	17	3	0	1	1	0	177	178.9
19:00	29	5	0	0	1	0	0	35	36
19:15	23	4	0	1	0	1	0	29	29.7
19:30	26	0	0	0	0	0	0	26	26
19:45	21	0	0	0	0	0	0	21	21
H/TOT	99	9	0	1	1	1	0	111	112.7
20:00	32	4	1	0	0	0	0	37	37.5
20:15	18	0	0	0	0	0	0	18	18
20:30	18	1	0	0	0	0	0	19	19
20:45	18	3	1	0	0	0	0	22	22.5
H/TOT	86	8	2	0	0	0	0	96	97
21:00	26	0	0	0	0	0	0	26	26
21:15	12	1	0	0	0	0	0	13	13
21:30	18	4	0	0	0	0	0	22	22
21:45	9	3	0	0	0	0	0	12	12
H/TOT	65	8	0	0	0	0	0	73	73
22:00	24	2	0	0	0	0	0	26	26
22:15	10	1	0	0	0	0	0	11	11
22:30	3	0	0	0	0	0	0	3	3
22:45	9	1	0	0	0	0	0	10	10
H/TOT	46	4	0	0	0	0	0	50	50
23:00	4	1	0	0	0	0	0	5	5
23:15	6	1	0	0	0	0	0	7	7
23:30	3	0	0	0	0	0	0	3	3
23:45	3	0	0	0	0	0	0	3	3
H/TOT	16	2	0	0	0	0	0	18	18
Total	2511	366	59	7	14	18	0	2975	3016.8



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM C Lane 1 (C TO A)							11a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	1	0	0	0	0	1	1.5	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	1	0	0	0	0	1	1.5	
04:00	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	0	0	0	
06:30	0	0	0	0	0	0	0	0	0	
06:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	0	0	0	0	
07:30	0	0	0	0	0	0	0	0	0	
07:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
08:00	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	
08:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
09:00	0	0	0	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	1	0	0	0	1	2.3
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	1	0	0	0	1	2.3
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	0	0	1	2	0	0	0	3	6.1



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM C Lane 2 (C TO A)							11b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	
04:30	1	0	0	0	0	0	0	1	1	
04:45	0	0	0	0	0	0	0	0	0	
H/TOT	1	0	0	0	0	0	0	1	1	
05:00	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	
05:30	0	0	1	0	0	0	0	1	1.5	
05:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	1	0	0	0	0	1	1.5	
06:00	0	0	0	0	0	0	0	0	0	
06:15	1	0	0	0	0	0	0	1	1	
06:30	0	0	1	1	0	0	0	2	3.8	
06:45	0	0	0	0	0	0	0	0	0	
H/TOT	1	0	1	1	0	0	0	3	4.8	
07:00	1	0	1	0	0	0	0	2	2.5	
07:15	1	0	0	1	0	0	0	2	3.3	
07:30	0	0	0	1	0	0	0	1	2.3	
07:45	0	0	0	1	0	0	0	1	2.3	
H/TOT	2	0	1	3	0	0	0	6	10.4	
08:00	2	0	0	0	0	0	0	2	2	
08:15	0	0	0	0	0	0	0	0	0	
08:30	0	1	0	0	0	0	0	1	1	
08:45	0	0	0	1	0	0	0	1	2.3	
H/TOT	2	1	0	1	0	0	0	4	5.3	
09:00	0	0	0	0	0	0	0	0	0	
09:15	1	0	0	0	0	0	0	1	1	
09:30	1	0	0	0	0	0	0	1	1	
09:45	0	0	0	1	0	0	0	1	2.3	
H/TOT	2	0	0	1	0	0	0	3	4.3	
10:00	0	0	0	1	0	0	0	1	2.3	
10:15	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	1	0	0	0	1	2.3	
10:45	0	0	0	2	0	0	0	2	4.6	
H/TOT	0	0	0	4	0	0	0	4	9.2	
11:00	3	0	1	0	0	0	0	4	4.5	
11:15	0	0	0	1	0	0	0	1	2.3	
11:30	0	1	1	0	0	0	0	2	2.5	
11:45	0	0	0	1	0	0	0	1	2.3	
H/TOT	3	1	2	2	0	0	0	8	11.6	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	1	0	0	0	0	0	0	1	1
12:15	0	0	0	1	0	0	0	1	2.3
12:30	0	0	0	0	0	0	0	0	0
12:45	1	0	0	2	0	0	0	3	5.6
H/TOT	2	0	0	3	0	0	0	5	8.9
13:00	0	0	0	1	0	0	0	1	2.3
13:15	1	0	1	2	0	0	0	4	7.1
13:30	1	0	1	0	0	0	0	2	2.5
13:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	2	3	0	0	0	7	11.9
14:00	1	0	0	3	0	0	0	4	7.9
14:15	0	1	1	0	0	0	0	2	2.5
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	1	0	0	0	0	1	1.5
H/TOT	1	1	2	3	0	0	0	7	11.9
15:00	0	0	0	1	0	0	0	1	2.3
15:15	0	1	0	0	0	0	0	1	1
15:30	0	0	1	3	0	0	0	4	8.4
15:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	1	1	5	0	0	0	7	14
16:00	0	0	1	1	0	0	0	2	3.8
16:15	0	1	0	4	0	0	0	5	10.2
16:30	0	0	0	3	0	0	0	3	6.9
16:45	0	0	1	1	0	0	0	2	3.8
H/TOT	0	1	2	9	0	0	0	12	24.7
17:00	0	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	3
17:30	1	0	0	2	0	0	0	3	5.6
17:45	0	1	0	0	0	1	0	2	1.4
H/TOT	4	1	0	2	0	1	0	8	10
18:00	1	1	0	3	0	0	0	5	8.9
18:15	1	0	0	0	0	0	0	1	1
18:30	0	0	0	2	0	0	0	2	4.6
18:45	0	0	0	2	0	0	0	2	4.6
H/TOT	2	1	0	7	0	0	0	10	19.1
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	2	0	0	0	2	4.6
19:30	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	2	0	0	0	3	5.6
20:00	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0
20:45	1	0	0	1	0	0	0	2	3.3
H/TOT	2	0	0	1	0	0	0	3	4.3
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	1	0	0	0	0	0	0	1	1
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	26	7	12	47	0	1	0	93	159.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM C Lane 1 (C TO B)							12a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	1	1
H/TOT	1	0	0	0	0	0	0	1	1	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	1	1	1
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
17:00	1	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	4	0	0	0	0	0	0	4	4



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM C Lane 2 (C TO B)							12b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	1	0	0	0	0	0	0	0	1	1
00:15	1	0	0	0	0	0	0	0	1	1
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	2	2
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	0	0	1	1
01:45	1	0	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	0	2	2
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	0	1	1
03:00	1	0	0	0	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	1	0	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	0	2	2
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	0	1	1
05:00	1	0	0	0	0	0	0	0	1	1
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	1	0	0	0	0	0	0	1	1
05:45	9	0	0	0	0	0	0	0	9	9
H/TOT	10	1	0	0	0	0	0	0	11	11
06:00	6	0	0	0	0	0	0	0	6	6
06:15	4	0	0	0	0	0	0	0	4	4
06:30	0	0	0	0	0	1	0	0	1	0.4
06:45	2	0	0	0	0	0	0	0	2	2
H/TOT	12	0	0	0	0	1	0	0	13	12.4
07:00	2	0	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	0	1	1
07:45	1	0	0	0	0	0	0	0	1	1
H/TOT	3	1	0	0	0	0	0	0	4	4
08:00	4	0	0	0	0	0	0	0	4	4
08:15	4	0	0	0	0	0	0	0	4	4
08:30	3	0	0	0	0	0	0	0	3	3
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	11	0	0	0	0	0	0	0	11	11
09:00	3	3	1	0	0	0	0	0	7	7.5
09:15	2	0	0	0	0	0	0	0	2	2
09:30	2	0	1	0	0	0	0	0	3	3.5
09:45	6	0	0	0	0	0	0	0	6	6
H/TOT	13	3	2	0	0	0	0	0	18	19
10:00	5	1	1	0	0	0	0	0	7	7.5
10:15	3	1	0	0	0	0	0	0	4	4
10:30	5	1	0	0	0	0	0	0	6	6
10:45	2	0	0	0	0	0	0	0	2	2
H/TOT	15	3	1	0	0	0	0	0	19	19.5
11:00	6	1	1	0	0	0	0	0	8	8.5
11:15	0	3	0	0	0	0	0	0	3	3
11:30	4	1	0	0	0	0	0	0	5	5
11:45	9	3	0	0	0	0	0	0	12	12
H/TOT	19	8	1	0	0	0	0	0	28	28.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	5	3	0	0	0	0	0	8	8
12:15	5	2	1	0	0	0	0	8	8.5
12:30	6	1	0	0	0	0	0	7	7
12:45	2	0	0	0	0	0	0	2	2
H/TOT	18	6	1	0	0	0	0	25	25.5
13:00	12	1	0	0	0	0	0	13	13
13:15	4	1	0	0	0	0	0	5	5
13:30	9	0	1	0	0	0	0	10	10.5
13:45	6	2	0	0	0	0	0	8	8
H/TOT	31	4	1	0	0	0	0	36	36.5
14:00	9	0	0	0	0	0	0	9	9
14:15	5	1	1	0	0	0	0	7	7.5
14:30	7	1	0	0	0	0	0	8	8
14:45	5	1	0	0	0	0	0	6	6
H/TOT	26	3	1	0	0	0	0	30	30.5
15:00	5	0	0	0	0	0	0	5	5
15:15	5	0	0	0	0	0	0	5	5
15:30	2	0	0	0	0	0	0	2	2
15:45	4	0	0	0	0	0	0	4	4
H/TOT	16	0	0	0	0	0	0	16	16
16:00	11	0	0	0	0	0	0	11	11
16:15	8	2	0	0	0	0	0	10	10
16:30	6	0	1	0	0	0	0	7	7.5
16:45	4	2	0	0	0	0	0	6	6
H/TOT	29	4	1	0	0	0	0	34	34.5
17:00	9	0	0	0	0	0	0	9	9
17:15	6	1	0	0	0	0	0	7	7
17:30	7	0	0	0	0	0	0	7	7
17:45	8	0	0	0	0	1	0	9	8.4
H/TOT	30	1	0	0	0	1	0	32	31.4
18:00	8	1	1	0	0	0	0	10	10.5
18:15	4	0	0	0	0	0	0	4	4
18:30	6	0	0	0	0	0	0	6	6
18:45	1	0	0	0	0	0	0	1	1
H/TOT	19	1	1	0	0	0	0	21	21.5
19:00	6	0	0	0	0	0	0	6	6
19:15	2	0	1	0	0	0	0	3	3.5
19:30	5	2	0	0	0	0	0	7	7
19:45	3	1	0	0	0	0	0	4	4
H/TOT	16	3	1	0	0	0	0	20	20.5
20:00	4	1	0	0	0	0	0	5	5
20:15	10	0	0	0	0	0	0	10	10
20:30	4	0	0	0	0	0	0	4	4
20:45	1	0	0	0	0	0	0	1	1
H/TOT	19	1	0	0	0	0	0	20	20
21:00	0	0	0	0	0	0	0	0	0
21:15	4	0	0	1	0	0	0	5	6.3
21:30	5	0	1	0	0	0	0	6	6.5
21:45	1	0	0	0	0	0	0	1	1
H/TOT	10	0	1	1	0	0	0	12	13.8
22:00	2	0	0	0	0	0	0	2	2
22:15	1	0	0	0	0	0	0	1	1
22:30	1	0	0	0	0	0	0	1	1
22:45	2	0	0	0	0	0	0	2	2
H/TOT	6	0	0	0	0	0	0	6	6
23:00	3	0	0	0	0	0	0	3	3
23:15	0	0	0	0	0	0	0	0	0
23:30	1	0	0	0	0	0	0	1	1
23:45	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	4
Total	315	39	11	1	0	2	0	368	373.6



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM C Lane 1 (C TO C)							13a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	1	0	0	0	1	2.3	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	1	0	0	0	1	2.3	
02:00	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	0	0	0	
06:30	0	0	0	0	0	0	0	0	0	
06:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	0	0	0	0	
07:30	0	0	0	0	0	0	0	0	0	
07:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
08:00	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	
08:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
09:00	0	0	0	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	1	0	0	0	1	2.3	
09:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	1	0	0	0	1	2.3	
10:00	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	1	0	0	0	1	2.3
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	2	0	0	0	2	4.6
H/TOT	0	0	0	2	0	0	0	2	4.6
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	1	0	0	0	1	2.3
17:00	0	0	0	1	0	0	0	1	2.3
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	1	0	0	0	1	2.3
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	0	0	0	8	0	0	0	8	18.4



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM C Lane 2 (C TO C)							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	13b PCL		
00:00	0	0	0	1	0	0	0	1	2.3
00:15	0	0	0	1	0	0	0	1	2.3
00:30	0	0	0	1	0	0	0	1	2.3
00:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	4	0	0	0	4	9.2
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	1	0	0	0	1	2.3
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
02:00	0	0	0	0	0	0	0	0	0
02:15	1	0	0	1	0	0	0	2	3.3
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	1	0	0	0	1	2.3
H/TOT	1	0	0	2	0	0	0	3	5.6
03:00	0	0	0	1	0	0	0	1	2.3
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
04:00	0	0	1	0	0	0	0	1	1.5
04:15	0	0	0	1	0	0	0	1	2.3
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	0	0	2	3.8
05:00	0	0	0	1	0	0	0	1	2.3
05:15	0	0	0	1	0	0	0	1	2.3
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	4.6
06:00	1	0	0	1	0	0	0	2	3.3
06:15	1	0	1	1	0	0	0	3	4.8
06:30	3	1	1	3	0	0	0	8	12.4
06:45	1	0	0	2	0	0	0	3	5.6
H/TOT	6	1	2	7	0	0	0	16	26.1
07:00	2	0	1	2	0	0	0	5	8.1
07:15	1	0	0	3	0	0	0	4	7.9
07:30	2	0	0	3	0	0	0	5	8.9
07:45	0	1	0	2	0	0	0	3	5.6
H/TOT	5	1	1	10	0	0	0	17	30.5
08:00	0	0	0	0	0	0	0	0	0
08:15	2	1	0	3	0	0	0	6	9.9
08:30	0	0	0	2	0	0	0	2	4.6
08:45	0	2	1	2	0	0	0	5	8.1
H/TOT	2	3	1	7	0	0	0	13	22.6
09:00	0	0	1	2	0	0	0	3	6.1
09:15	0	0	0	2	0	0	0	2	4.6
09:30	0	0	1	1	0	0	0	2	3.8
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	5	0	0	0	7	14.5
10:00	1	0	0	4	0	0	0	5	10.2
10:15	1	0	0	5	0	0	0	6	12.5
10:30	1	1	1	4	0	0	0	7	12.7
10:45	1	0	0	2	0	0	0	3	5.6
H/TOT	4	1	1	15	0	0	0	21	41
11:00	0	1	1	4	0	0	0	6	11.7
11:15	1	0	1	1	0	0	0	3	4.8
11:30	3	0	0	3	0	0	0	6	9.9
11:45	1	1	2	1	0	0	0	5	7.3
H/TOT	5	2	4	9	0	0	0	20	33.7



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	2	2	0	4	0	0	0	8	13.2
12:15	1	1	1	3	0	0	0	6	10.4
12:30	2	0	0	2	0	0	0	4	6.6
12:45	1	1	0	4	0	0	0	6	11.2
H/TOT	6	4	1	13	0	0	0	24	41.4
13:00	3	0	0	1	0	0	0	4	5.3
13:15	1	0	0	2	0	0	0	3	5.6
13:30	1	0	0	5	0	0	0	6	12.5
13:45	3	0	0	3	0	0	0	6	9.9
H/TOT	8	0	0	11	0	0	0	19	33.3
14:00	0	2	1	4	0	0	0	7	12.7
14:15	0	1	1	3	0	0	0	5	9.4
14:30	2	0	0	1	0	0	0	3	4.3
14:45	1	0	0	2	0	0	0	3	5.6
H/TOT	3	3	2	10	0	0	0	18	32
15:00	0	0	0	4	0	0	0	4	9.2
15:15	0	1	2	8	0	0	0	11	22.4
15:30	1	0	0	8	0	0	0	9	19.4
15:45	2	0	0	5	0	0	0	7	13.5
H/TOT	3	1	2	25	0	0	0	31	64.5
16:00	1	0	1	2	0	0	0	4	7.1
16:15	1	0	1	1	0	0	0	3	4.8
16:30	1	0	0	2	0	0	0	3	5.6
16:45	3	1	0	3	0	0	0	7	10.9
H/TOT	6	1	2	8	0	0	0	17	28.4
17:00	1	0	0	3	0	0	0	4	7.9
17:15	2	1	0	1	0	0	0	4	5.3
17:30	3	0	1	3	0	0	0	7	11.4
17:45	2	0	1	1	0	0	0	4	5.8
H/TOT	8	1	2	8	0	0	0	19	30.4
18:00	2	0	0	0	0	0	0	2	2
18:15	0	0	0	1	0	0	0	1	2.3
18:30	2	0	1	1	0	0	0	4	5.8
18:45	0	0	0	3	0	0	0	3	6.9
H/TOT	4	0	1	5	0	0	0	10	17
19:00	1	0	1	3	0	0	0	5	9.4
19:15	0	0	0	1	0	0	0	1	2.3
19:30	0	0	0	2	0	0	0	2	4.6
19:45	1	0	0	4	0	0	0	5	10.2
H/TOT	2	0	1	10	0	0	0	13	26.5
20:00	0	1	0	0	0	0	0	1	1
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	3	0	0	0	3	6.9
H/TOT	0	1	0	3	0	0	0	4	7.9
21:00	0	1	0	0	0	0	0	1	1
21:15	1	0	0	0	0	0	0	1	1
21:30	0	0	1	0	0	0	0	1	1.5
21:45	1	0	0	0	0	0	0	1	1
H/TOT	2	1	1	0	0	0	0	4	4.5
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	65	20	24	157	0	0	0	266	482.1



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM C Lane 1 (C TO D)							14a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	1	0	0	1	0	0	0	2	3.3	
00:15	0	0	0	0	0	0	0	0	0	
00:30	1	0	1	1	0	0	0	3	4.8	
00:45	0	0	1	0	0	0	0	1	1.5	
H/TOT	2	0	2	2	0	0	0	6	9.6	
01:00	0	0	0	0	0	0	0	0	0	
01:15	1	0	0	0	0	0	0	1	1	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	1	0	0	0	0	0	0	1	1	
02:00	1	0	0	0	0	0	0	1	1	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	1	0	0	0	0	1	1.5	
02:45	0	0	0	2	0	0	0	2	4.6	
H/TOT	1	0	1	2	0	0	0	4	7.1	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	1	1	0.2	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	1	1	0.2	
04:00	0	0	0	0	0	0	0	0	0	
04:15	1	0	0	0	0	0	0	1	1	
04:30	0	0	0	0	0	0	0	0	0	
04:45	0	0	1	0	0	0	0	1	1.5	
H/TOT	1	0	1	0	0	0	0	2	2.5	
05:00	0	1	0	0	0	0	0	1	1	
05:15	1	0	0	0	0	0	0	1	1	
05:30	4	2	0	0	0	0	0	6	6	
05:45	5	1	1	1	0	1	3	12	10.8	
H/TOT	10	4	1	1	0	1	3	20	18.8	
06:00	5	1	1	1	0	0	0	8	9.8	
06:15	4	0	0	1	0	0	2	7	6.7	
06:30	2	2	0	0	0	0	0	4	4	
06:45	8	1	0	0	0	0	1	10	9.2	
H/TOT	19	4	1	2	0	0	3	29	29.7	
07:00	12	3	0	0	0	0	0	15	15	
07:15	5	3	1	0	0	0	0	9	9.5	
07:30	8	0	0	1	0	0	1	10	10.5	
07:45	12	1	2	0	0	0	1	16	16.2	
H/TOT	37	7	3	1	0	0	2	50	51.2	
08:00	6	5	1	2	0	0	0	14	17.1	
08:15	13	4	0	0	0	0	0	17	17	
08:30	16	3	0	2	0	0	0	21	23.6	
08:45	10	4	1	0	0	0	2	17	15.9	
H/TOT	45	16	2	4	0	0	2	69	73.6	
09:00	16	7	2	1	0	0	1	27	28.5	
09:15	12	5	0	0	0	0	0	17	17	
09:30	8	6	0	0	0	0	0	14	14	
09:45	11	1	1	1	0	0	0	14	15.8	
H/TOT	47	19	3	2	0	0	1	72	75.3	
10:00	14	3	0	2	0	0	0	19	21.6	
10:15	7	3	1	0	0	0	1	12	11.7	
10:30	13	3	1	1	0	0	0	18	19.8	
10:45	15	9	0	1	0	1	0	26	26.7	
H/TOT	49	18	2	4	0	1	1	75	79.8	
11:00	10	2	0	3	2	1	0	18	23.3	
11:15	17	3	0	1	0	0	0	21	22.3	
11:30	9	2	2	2	0	0	1	16	18.8	
11:45	23	2	3	3	0	0	0	31	36.4	
H/TOT	59	9	5	9	2	1	1	86	100.8	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	23	3	0	0	0	0	1	27	26.2
12:15	16	4	1	1	0	0	1	23	24
12:30	21	4	1	2	0	0	0	28	31.1
12:45	12	11	0	3	0	0	0	26	29.9
H/TOT	72	22	2	6	0	0	2	104	111.2
13:00	26	7	0	1	0	0	0	34	35.3
13:15	20	6	0	1	0	0	0	27	28.3
13:30	26	5	0	2	0	0	1	34	35.8
13:45	23	1	2	1	0	0	1	28	29.5
H/TOT	95	19	2	5	0	0	2	123	128.9
14:00	23	2	2	0	0	0	2	29	28.4
14:15	8	4	0	1	0	0	0	13	14.3
14:30	15	2	0	3	0	0	1	21	24.1
14:45	18	4	1	1	0	0	0	24	25.8
H/TOT	64	12	3	5	0	0	3	87	92.6
15:00	8	4	0	1	0	0	2	15	14.7
15:15	15	4	2	1	0	0	0	22	24.3
15:30	12	3	2	2	0	0	0	19	22.6
15:45	12	3	1	1	0	0	2	19	19.2
H/TOT	47	14	5	5	0	0	4	75	80.8
16:00	21	6	0	0	0	1	1	29	27.6
16:15	14	0	0	2	0	0	0	16	18.6
16:30	17	2	1	0	0	1	2	23	21.3
16:45	18	1	0	6	0	1	1	27	33.4
H/TOT	70	9	1	8	0	3	4	95	100.9
17:00	17	2	1	1	0	0	0	21	22.8
17:15	19	2	2	0	0	0	1	24	24.2
17:30	19	1	0	0	0	1	1	22	20.6
17:45	11	2	0	2	0	0	6	21	18.8
H/TOT	66	7	3	3	0	1	8	88	86.4
18:00	17	2	0	2	0	0	7	28	25
18:15	13	4	1	2	0	0	1	21	23.3
18:30	13	5	0	0	0	0	2	20	18.4
18:45	11	0	1	0	0	0	1	13	12.7
H/TOT	54	11	2	4	0	0	11	82	79.4
19:00	10	5	0	0	0	0	0	15	15
19:15	5	0	3	1	0	0	0	9	11.8
19:30	3	1	1	1	0	0	2	8	8.2
19:45	5	0	2	2	0	0	0	9	12.6
H/TOT	23	6	6	4	0	0	2	41	47.6
20:00	6	1	1	0	0	1	0	9	8.9
20:15	17	2	1	0	0	1	0	21	20.9
20:30	3	3	0	1	0	0	1	8	8.5
20:45	9	0	0	0	0	0	0	9	9
H/TOT	35	6	2	1	0	2	1	47	47.3
21:00	6	0	0	1	0	0	0	7	8.3
21:15	3	0	0	0	0	0	0	3	3
21:30	5	1	0	0	0	0	1	7	6.2
21:45	6	1	0	0	0	1	0	8	7.4
H/TOT	20	2	0	1	0	1	1	25	24.9
22:00	2	0	0	0	0	0	2	4	2.4
22:15	0	0	0	0	0	0	0	0	0
22:30	3	1	1	0	0	2	1	8	6.5
22:45	0	0	0	1	0	0	1	2	2.5
H/TOT	5	1	1	1	0	2	4	14	11.4
23:00	2	0	0	1	0	0	0	3	4.3
23:15	2	0	0	0	0	0	0	2	2
23:30	1	0	0	0	0	0	0	1	1
23:45	1	0	0	0	0	0	0	1	1
H/TOT	6	0	0	1	0	0	0	7	8.3
Total	828	186	48	71	2	12	56	1203	1269.3



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM C Lane 2 (C TO D)							14b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	1	1
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	1	1	1
H/TOT	0	1	0	0	0	0	0	1	1	1
10:00	0	1	0	0	0	0	0	1	1	1
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	1	1
H/TOT	1	1	0	0	0	0	0	2	2	2
11:00	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1	1	1
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	1	0	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	1	0	0	0	0	0	1	1
H/TOT	1	1	0	0	0	0	0	2	2
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	1
13:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	1	1
14:45	0	0	1	0	0	0	0	1	1.5
H/TOT	1	0	1	0	0	0	0	2	2.5
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	1	0	0	0	1	2.3
20:15	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	2	3.3
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	9	3	1	1	0	0	0	14	15.8



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM C Lane 1 (C TO E)							15a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	1	0	5	0	0	0	6	12.5	
00:15	5	0	0	5	0	0	0	10	16.5	
00:30	0	0	0	9	0	0	0	9	20.7	
00:45	2	0	0	11	0	0	0	13	27.3	
H/TOT	7	1	0	30	0	0	0	38	77	
01:00	6	0	0	7	0	0	0	13	22.1	
01:15	4	0	0	8	0	0	0	12	22.4	
01:30	0	0	0	2	0	0	0	2	4.6	
01:45	0	1	0	5	0	0	0	6	12.5	
H/TOT	10	1	0	22	0	0	0	33	61.6	
02:00	3	1	0	7	0	0	0	11	20.1	
02:15	3	0	0	8	0	0	0	11	21.4	
02:30	5	0	0	15	0	0	0	20	39.5	
02:45	6	0	0	8	0	0	0	14	24.4	
H/TOT	17	1	0	38	0	0	0	56	105.4	
03:00	5	0	1	10	0	0	0	16	29.5	
03:15	3	0	4	13	0	1	0	21	39.3	
03:30	1	0	4	12	0	0	0	17	34.6	
03:45	1	1	0	13	0	0	0	15	31.9	
H/TOT	10	1	9	48	0	1	0	69	135.3	
04:00	5	1	3	25	0	0	0	34	68	
04:15	6	1	6	23	0	0	0	36	68.9	
04:30	5	2	2	27	0	0	0	36	72.1	
04:45	2	0	4	29	0	0	0	35	74.7	
H/TOT	18	4	15	104	0	0	0	141	283.7	
05:00	0	1	1	30	0	0	0	32	71.5	
05:15	2	0	4	47	0	0	0	53	116.1	
05:30	4	0	5	46	0	0	0	55	117.3	
05:45	9	1	5	45	0	0	0	60	121	
H/TOT	15	2	15	168	0	0	0	200	425.9	
06:00	9	4	3	37	0	1	0	54	103	
06:15	6	2	6	53	0	2	0	69	139.7	
06:30	2	3	2	55	0	0	0	62	134.5	
06:45	5	1	3	58	0	0	0	67	143.9	
H/TOT	22	10	14	203	0	3	0	252	521.1	
07:00	5	2	5	53	0	0	0	65	136.4	
07:15	3	3	5	46	0	0	0	57	119.3	
07:30	1	1	1	47	0	0	0	50	111.6	
07:45	1	0	3	64	0	0	0	68	152.7	
H/TOT	10	6	14	210	0	0	0	240	520	
08:00	6	2	2	55	0	0	0	65	137.5	
08:15	2	1	10	48	0	0	0	61	128.4	
08:30	1	0	3	58	0	0	0	62	138.9	
08:45	4	0	5	41	0	0	0	50	105.8	
H/TOT	13	3	20	202	0	0	0	238	510.6	
09:00	5	3	4	51	0	0	0	63	131.3	
09:15	4	2	5	50	0	0	0	61	128.5	
09:30	3	7	4	37	0	0	0	51	101.1	
09:45	5	1	6	53	0	0	0	65	136.9	
H/TOT	17	13	19	191	0	0	0	240	497.8	
10:00	7	3	6	50	0	0	0	66	134	
10:15	3	4	4	52	0	0	0	63	132.6	
10:30	6	6	4	43	0	0	0	59	116.9	
10:45	8	5	2	50	0	0	0	65	131	
H/TOT	24	18	16	195	0	0	0	253	514.5	
11:00	4	1	1	46	0	0	0	52	112.3	
11:15	5	2	5	48	0	0	0	60	124.9	
11:30	6	2	3	47	0	0	0	58	120.6	
11:45	2	1	5	57	0	0	0	65	141.6	
H/TOT	17	6	14	198	0	0	0	235	499.4	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	11	4	7	56	0	0	0	78	154.3
12:15	7	3	3	56	0	0	0	69	143.3
12:30	5	2	5	50	0	0	0	62	129.5
12:45	4	5	3	52	0	0	0	64	133.1
H/TOT	27	14	18	214	0	0	0	273	560.2
13:00	7	1	3	47	0	0	0	58	120.6
13:15	7	3	9	53	0	0	0	72	145.4
13:30	13	1	8	46	0	1	0	69	132.2
13:45	7	3	5	53	0	2	0	70	140.2
H/TOT	34	8	25	199	0	3	0	269	538.4
14:00	12	2	6	50	0	0	0	70	138
14:15	14	5	8	57	0	0	0	84	162.1
14:30	16	5	5	58	0	0	0	84	161.9
14:45	11	3	8	47	0	0	0	69	134.1
H/TOT	53	15	27	212	0	0	0	307	596.1
15:00	10	5	8	50	0	0	0	73	142
15:15	18	1	9	44	0	0	0	72	133.7
15:30	10	5	10	37	0	0	0	62	115.1
15:45	12	0	6	45	0	0	0	63	124.5
H/TOT	50	11	33	176	0	0	0	270	515.3
16:00	13	7	9	50	0	0	0	79	148.5
16:15	14	2	2	52	0	1	0	71	139
16:30	21	5	3	33	0	0	0	62	106.4
16:45	21	1	2	33	0	1	0	58	101.3
H/TOT	69	15	16	168	0	2	0	270	495.2
17:00	38	3	6	37	0	0	1	85	135.3
17:15	38	0	5	25	0	0	0	68	103
17:30	41	2	5	21	0	1	0	70	99.2
17:45	28	4	3	28	0	0	0	63	100.9
H/TOT	145	9	19	111	0	1	1	286	438.4
18:00	36	4	0	27	0	0	0	67	102.1
18:15	15	6	2	28	0	0	0	51	88.4
18:30	12	3	2	27	0	0	0	44	80.1
18:45	6	2	2	22	1	0	0	33	63.6
H/TOT	69	15	6	104	1	0	0	195	334.2
19:00	18	0	2	21	0	0	0	41	69.3
19:15	13	0	2	20	0	1	0	36	62.4
19:30	13	2	0	23	0	0	0	38	67.9
19:45	11	0	0	16	0	2	0	29	48.6
H/TOT	55	2	4	80	0	3	0	144	248.2
20:00	16	1	0	11	0	1	0	29	42.7
20:15	31	1	1	8	0	1	0	42	52.3
20:30	5	1	2	7	0	0	0	15	25.1
20:45	5	2	1	7	0	0	1	16	24.8
H/TOT	57	5	4	33	0	2	1	102	144.9
21:00	18	1	1	3	0	1	0	24	27.8
21:15	13	0	0	14	0	2	0	29	46
21:30	10	5	1	6	0	0	0	22	30.3
21:45	10	0	1	9	0	0	0	20	32.2
H/TOT	51	6	3	32	0	3	0	95	136.3
22:00	6	2	1	11	0	1	0	21	35.2
22:15	5	0	0	11	0	0	0	16	30.3
22:30	6	1	2	7	0	0	0	16	26.1
22:45	1	0	0	11	0	0	0	12	26.3
H/TOT	18	3	3	40	0	1	0	65	117.9
23:00	3	0	2	5	0	0	0	10	17.5
23:15	3	0	1	7	0	0	0	11	20.6
23:30	1	1	0	6	0	0	0	8	15.8
23:45	0	0	0	14	0	0	0	14	32.2
H/TOT	7	1	3	32	0	0	0	43	86.1
Total	815	170	297	3010	1	19	2	4314	8363.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM C Lane 2 (C TO E)							15b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	1	0	0	0	0	0	0	1	1	
00:15	1	0	0	0	0	0	0	1	1	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	1	0	0	1	2	
H/TOT	2	0	0	0	1	0	0	3	4	
01:00	0	0	0	0	0	0	0	0	0	
01:15	1	0	0	0	0	0	0	1	1	
01:30	1	0	0	0	0	0	0	1	1	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	2	0	0	0	0	0	0	2	2	
02:00	4	0	0	0	0	0	0	4	4	
02:15	1	0	0	0	0	0	0	1	1	
02:30	0	0	0	0	0	0	0	0	0	
02:45	2	0	0	0	0	0	0	2	2	
H/TOT	7	0	0	0	0	0	0	7	7	
03:00	4	0	0	0	0	0	0	4	4	
03:15	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	4	0	0	0	0	0	0	4	4	
04:00	2	0	0	1	0	0	0	3	4.3	
04:15	0	0	0	0	0	0	0	0	0	
04:30	3	0	0	0	0	0	0	3	3	
04:45	2	0	0	2	0	0	0	4	6.6	
H/TOT	7	0	0	3	0	0	0	10	13.9	
05:00	2	1	0	2	0	0	0	5	7.6	
05:15	2	0	2	3	0	0	0	7	11.9	
05:30	14	3	0	1	0	0	0	18	19.3	
05:45	25	1	0	1	0	0	0	27	28.3	
H/TOT	43	5	2	7	0	0	0	57	67.1	
06:00	15	0	0	4	0	0	0	19	24.2	
06:15	6	5	1	4	0	0	0	16	21.7	
06:30	6	4	1	4	0	0	0	15	20.7	
06:45	10	4	0	1	0	0	0	15	16.3	
H/TOT	37	13	2	13	0	0	0	65	82.9	
07:00	8	12	0	6	0	0	0	26	33.8	
07:15	8	3	1	3	0	0	0	15	19.4	
07:30	6	2	1	9	0	0	0	18	30.2	
07:45	15	2	1	6	0	0	0	24	32.3	
H/TOT	37	19	3	24	0	0	0	83	115.7	
08:00	15	3	0	5	0	0	0	23	29.5	
08:15	10	7	3	4	0	0	0	24	30.7	
08:30	7	6	2	4	0	0	0	19	25.2	
08:45	11	8	2	6	0	0	0	27	35.8	
H/TOT	43	24	7	19	0	0	0	93	121.2	
09:00	6	5	3	5	0	0	0	19	27	
09:15	8	5	0	3	0	0	0	16	19.9	
09:30	5	7	0	1	0	0	0	13	14.3	
09:45	7	6	0	4	0	0	0	17	22.2	
H/TOT	26	23	3	13	0	0	0	65	83.4	
10:00	4	5	0	4	0	0	0	13	18.2	
10:15	8	3	1	1	0	0	0	13	14.8	
10:30	3	5	2	11	0	0	0	21	36.3	
10:45	5	5	1	6	0	0	0	17	25.3	
H/TOT	20	18	4	22	0	0	0	64	94.6	
11:00	7	3	0	4	0	0	0	14	19.2	
11:15	11	2	0	3	0	0	0	16	19.9	
11:30	13	10	2	5	0	0	0	30	37.5	
11:45	13	3	4	4	0	0	0	24	31.2	
H/TOT	44	18	6	16	0	0	0	84	107.8	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	24	8	4	5	0	2	0	43	50.3
12:15	11	3	1	4	0	0	0	19	24.7
12:30	11	8	3	3	0	0	0	25	30.4
12:45	22	8	3	7	0	0	0	40	50.6
H/TOT	68	27	11	19	0	2	0	127	156
13:00	32	5	2	4	0	2	0	45	50
13:15	24	7	1	6	0	0	0	38	46.3
13:30	36	4	3	2	0	0	0	45	49.1
13:45	36	3	1	7	0	0	0	47	56.6
H/TOT	128	19	7	19	0	2	0	175	202
14:00	35	5	1	4	0	3	0	48	51.9
14:15	17	3	3	3	0	0	0	26	31.4
14:30	60	11	4	12	0	2	0	89	105.4
14:45	31	6	2	7	0	0	0	46	56.1
H/TOT	143	25	10	26	0	5	0	209	244.8
15:00	27	6	1	3	0	0	0	37	41.4
15:15	37	11	1	1	0	0	0	50	51.8
15:30	31	7	0	6	0	1	0	45	52.2
15:45	30	5	3	7	0	0	0	45	55.6
H/TOT	125	29	5	17	0	1	0	177	201
16:00	88	9	1	3	0	1	0	102	105.8
16:15	55	10	1	3	0	2	0	71	74.2
16:30	74	9	0	2	0	0	0	85	87.6
16:45	54	7	2	1	1	0	0	65	68.3
H/TOT	271	35	4	9	1	3	0	323	335.9
17:00	119	9	0	2	0	1	0	131	133
17:15	66	6	0	0	0	0	0	72	72
17:30	48	3	1	0	0	0	0	52	52.5
17:45	51	3	0	1	0	1	0	56	56.7
H/TOT	284	21	1	3	0	2	0	311	314.2
18:00	59	1	0	1	0	1	0	62	62.7
18:15	28	2	1	0	0	1	0	32	31.9
18:30	24	3	0	2	0	0	0	29	31.6
18:45	20	1	0	0	0	1	0	22	21.4
H/TOT	131	7	1	3	0	3	0	145	147.6
19:00	14	0	0	0	0	0	0	14	14
19:15	12	1	0	0	0	0	0	13	13
19:30	9	1	0	0	0	0	0	10	10
19:45	5	1	0	0	0	0	0	6	6
H/TOT	40	3	0	0	0	0	0	43	43
20:00	4	0	0	0	0	0	0	4	4
20:15	24	2	0	0	0	1	0	27	26.4
20:30	6	1	0	0	0	0	0	7	7
20:45	3	0	0	1	0	0	0	4	5.3
H/TOT	37	3	0	1	0	1	0	42	42.7
21:00	7	2	0	0	0	0	0	9	9
21:15	11	0	0	0	0	0	0	11	11
21:30	6	0	0	0	0	0	0	6	6
21:45	14	0	0	0	0	0	0	14	14
H/TOT	38	2	0	0	0	0	0	40	40
22:00	10	0	0	0	0	0	0	10	10
22:15	1	0	0	0	0	0	0	1	1
22:30	3	0	0	0	0	0	0	3	3
22:45	2	0	0	1	0	0	0	3	4.3
H/TOT	16	0	0	1	0	0	0	17	18.3
23:00	5	0	0	0	0	0	0	5	5
23:15	0	0	0	0	0	0	0	0	0
23:30	1	0	0	0	0	0	0	1	1
23:45	1	0	0	0	0	0	0	1	1
H/TOT	7	0	0	0	0	0	0	7	7
Total	1560	291	66	215	2	19	0	2153	2456.1



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM D Lane 1 (D TO A)							16a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	
04:15	1	0	0	0	0	0	0	1	1	
04:30	1	0	0	0	0	0	0	1	1	
04:45	0	0	0	0	0	0	0	0	0	
H/TOT	2	0	0	0	0	0	0	2	2	
05:00	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	
05:30	1	0	0	0	0	0	0	1	1	
05:45	0	0	0	0	0	0	0	0	0	
H/TOT	1	0	0	0	0	0	0	1	1	
06:00	1	0	0	0	0	0	0	1	1	
06:15	2	3	0	0	0	0	0	5	5	
06:30	4	2	0	0	0	0	0	6	6	
06:45	8	9	0	0	0	0	0	17	17	
H/TOT	15	14	0	0	0	0	0	29	29	
07:00	11	10	0	0	0	0	0	21	21	
07:15	5	2	0	0	0	0	0	7	7	
07:30	3	7	1	0	0	0	0	11	11.5	
07:45	5	0	0	0	0	0	0	5	5	
H/TOT	24	19	1	0	0	0	0	44	44.5	
08:00	4	3	0	1	0	0	0	8	9.3	
08:15	5	0	0	0	0	0	0	5	5	
08:30	0	0	0	0	0	0	0	0	0	
08:45	2	0	0	0	0	0	0	2	2	
H/TOT	11	3	0	1	0	0	0	15	16.3	
09:00	2	1	0	0	0	0	0	3	3	
09:15	0	3	0	0	0	0	0	3	3	
09:30	0	0	0	1	0	0	0	1	2.3	
09:45	3	1	0	1	0	0	0	5	6.3	
H/TOT	5	5	0	2	0	0	0	12	14.6	
10:00	1	0	0	0	0	0	0	1	1	
10:15	2	0	1	0	0	0	0	3	3.5	
10:30	4	3	1	0	0	0	0	8	8.5	
10:45	1	1	0	0	0	0	0	2	2	
H/TOT	8	4	2	0	0	0	0	14	15	
11:00	2	2	0	0	0	0	0	4	4	
11:15	1	0	0	0	0	0	0	1	1	
11:30	2	2	0	0	0	0	0	4	4	
11:45	2	0	0	0	0	0	0	2	2	
H/TOT	7	4	0	0	0	0	0	11	11	



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	1	1	0	0	0	0	0	2	2
12:15	2	2	0	0	0	0	0	4	4
12:30	6	2	0	0	0	0	0	8	8
12:45	3	1	0	0	0	0	0	4	4
H/TOT	12	6	0	0	0	0	0	18	18
13:00	4	2	0	0	0	0	0	6	6
13:15	3	0	0	0	0	0	0	3	3
13:30	3	0	0	0	0	1	0	4	3.4
13:45	1	3	0	0	0	0	0	4	4
H/TOT	11	5	0	0	0	1	0	17	16.4
14:00	0	2	0	0	0	0	0	2	2
14:15	2	2	0	1	0	0	0	5	6.3
14:30	1	0	1	0	0	0	0	2	2.5
14:45	0	0	0	0	0	0	0	0	0
H/TOT	3	4	1	1	0	0	0	9	10.8
15:00	1	0	0	0	0	0	0	1	1
15:15	1	1	0	0	0	0	0	2	2
15:30	1	2	0	0	0	0	0	3	3
15:45	2	0	0	1	0	0	0	3	4.3
H/TOT	5	3	0	1	0	0	0	9	10.3
16:00	1	0	0	0	1	0	0	2	3
16:15	1	0	0	0	0	0	0	1	1
16:30	2	1	1	0	0	0	0	4	4.5
16:45	2	0	0	0	0	0	0	2	2
H/TOT	6	1	1	0	1	0	0	9	10.5
17:00	1	0	0	0	0	0	0	1	1
17:15	1	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	2	0	0	0	0	0	0	2	2
19:15	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	0	0	1	1
19:45	3	0	0	0	0	0	0	3	3
H/TOT	6	0	0	0	0	0	0	6	6
20:00	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	1	1
20:30	1	0	0	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
21:00	0	0	0	0	0	0	0	0	0
21:15	1	0	0	0	0	0	0	1	1
21:30	1	0	0	0	0	0	0	1	1
21:45	1	0	0	0	0	0	0	1	1
H/TOT	3	0	0	0	0	0	0	3	3
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	1	0	0	0	0	0	0	1	1
23:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
Total	124	68	5	5	1	1	0	204	213.4



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM D Lane 2 (D TO A)							16b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	1	1
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	0	0	0	1	1	1
06:15	0	0	0	0	0	0	0	0	0	0
06:30	1	1	0	0	0	0	0	2	2	2
06:45	3	0	0	0	0	0	0	3	3	3
H/TOT	5	1	0	0	0	0	0	6	6	6
07:00	2	0	0	0	0	0	0	2	2	2
07:15	2	1	0	0	0	0	0	3	3	3
07:30	1	1	0	0	0	0	0	2	2	2
07:45	1	0	0	0	0	0	0	1	1	1
H/TOT	6	2	0	0	0	0	0	8	8	8
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	1	0	1	0	0	0	0	2	2.5	2.5
09:30	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	1	1
H/TOT	2	0	1	0	0	0	0	3	3.5	3.5
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	1	1
10:45	2	1	0	0	0	0	0	3	3	3
H/TOT	3	1	0	0	0	0	0	4	4	4
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	1	1	1
H/TOT	1	0	0	0	0	0	0	1	1	1



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	1	0	1	0	0	0	0	2	2.5
12:15	1	0	0	0	0	0	0	1	1
12:30	0	1	0	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0
H/TOT	2	1	1	0	0	0	0	4	4.5
13:00	1	0	0	0	0	0	0	1	1
13:15	3	0	0	0	0	0	0	3	3
13:30	2	0	0	0	0	0	0	2	2
13:45	1	0	0	0	0	0	0	1	1
H/TOT	7	0	0	0	0	0	0	7	7
14:00	0	0	0	1	0	0	0	1	2.3
14:15	0	0	1	0	0	0	0	1	1.5
14:30	2	0	0	0	0	0	0	2	2
14:45	1	0	0	0	0	0	0	1	1
H/TOT	3	0	1	1	0	0	0	5	6.8
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
16:00	1	1	0	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	1
16:45	1	0	0	0	0	0	0	1	1
H/TOT	3	1	0	0	0	0	0	4	4
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	1	0	0	1	1	0	0	3	5.3
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	1	1	0	0	4	6.3
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	1	0	0	0	0	0	0	1	1
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	37	6	3	2	1	0	0	49	54.1



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM D Lane 1 (D TO B)							17a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	0	1	1
00:30	1	0	0	0	0	0	0	0	1	1
00:45	1	0	0	0	0	0	0	0	1	1
H/TOT	3	0	0	0	0	0	0	0	3	3
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	1	0	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0	0
05:15	1	0	0	0	0	0	0	0	1	1
05:30	2	0	0	0	0	0	0	0	2	2
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	0	3	3
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	1	0	0	0	0	0	0	0	1	1
07:15	0	1	0	0	0	0	0	0	1	1
07:30	2	0	0	0	0	0	0	0	2	2
07:45	0	0	1	1	0	0	0	0	2	3.8
H/TOT	3	1	1	1	0	0	0	0	6	7.8
08:00	0	0	0	0	0	0	0	0	0	0
08:15	1	1	0	0	0	0	0	0	2	2
08:30	1	1	0	0	0	0	0	0	2	2
08:45	3	0	0	0	1	0	0	0	4	5
H/TOT	5	2	0	0	1	0	0	0	8	9
09:00	3	1	0	0	0	0	0	0	4	4
09:15	4	0	0	0	1	0	0	0	5	6
09:30	1	0	0	0	0	0	0	0	1	1
09:45	3	0	0	0	0	0	0	0	3	3
H/TOT	11	1	0	0	1	0	0	0	13	14
10:00	2	0	0	0	0	0	0	0	2	2
10:15	1	0	0	0	1	0	0	0	2	3
10:30	4	0	0	0	0	0	0	0	4	4
10:45	0	1	0	0	1	0	0	0	2	3
H/TOT	7	1	0	0	2	0	0	0	10	12
11:00	1	0	0	0	0	0	0	0	1	1
11:15	1	0	0	0	0	0	0	0	1	1
11:30	1	1	0	0	0	0	0	0	2	2
11:45	2	0	0	0	0	0	0	0	2	2
H/TOT	5	1	0	0	0	0	0	0	6	6



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	4	0	0	0	0	0	0	4	4
12:15	0	0	0	0	0	0	0	0	0
12:30	2	1	0	0	0	0	0	3	3
12:45	3	0	0	0	0	0	0	3	3
H/TOT	9	1	0	0	0	0	0	10	10
13:00	3	0	0	0	0	2	0	5	3.8
13:15	2	1	0	0	1	0	0	4	5
13:30	0	0	0	0	0	0	0	0	0
13:45	3	0	0	0	0	0	0	3	3
H/TOT	8	1	0	0	1	2	0	12	11.8
14:00	0	0	1	0	0	0	0	1	1.5
14:15	4	0	0	1	0	0	0	5	6.3
14:30	0	1	0	0	0	0	0	1	1
14:45	4	1	0	0	0	0	0	5	5
H/TOT	8	2	1	1	0	0	0	12	13.8
15:00	0	0	0	0	0	0	0	0	0
15:15	1	1	0	0	0	0	0	2	2
15:30	1	0	0	0	1	0	0	2	3
15:45	1	0	0	0	0	0	0	1	1
H/TOT	3	1	0	0	1	0	0	5	6
16:00	1	0	0	0	0	0	0	1	1
16:15	2	1	0	0	0	0	0	3	3
16:30	2	0	0	0	0	0	0	2	2
16:45	2	0	0	0	0	0	0	2	2
H/TOT	7	1	0	0	0	0	0	8	8
17:00	4	0	0	0	0	0	0	4	4
17:15	3	0	0	0	0	0	0	3	3
17:30	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	3
H/TOT	10	0	0	0	0	0	0	10	10
18:00	1	0	0	0	0	0	0	1	1
18:15	6	1	0	0	0	0	0	7	7
18:30	8	0	0	0	0	1	0	9	8.4
18:45	7	0	0	0	0	0	0	7	7
H/TOT	22	1	0	0	0	1	0	24	23.4
19:00	3	0	0	0	0	0	0	3	3
19:15	5	0	0	0	0	0	0	5	5
19:30	3	0	0	0	0	0	0	3	3
19:45	4	0	0	0	0	0	0	4	4
H/TOT	15	0	0	0	0	0	0	15	15
20:00	2	0	0	0	0	0	0	2	2
20:15	1	1	0	0	0	0	0	2	2
20:30	7	1	0	0	0	0	0	8	8
20:45	6	1	0	0	0	0	0	7	7
H/TOT	16	3	0	0	0	0	0	19	19
21:00	9	0	0	0	0	0	0	9	9
21:15	7	0	0	0	0	0	0	7	7
21:30	4	1	0	0	0	0	0	5	5
21:45	0	0	0	0	0	0	0	0	0
H/TOT	20	1	0	0	0	0	0	21	21
22:00	4	1	0	0	0	0	0	5	5
22:15	2	0	0	0	0	0	0	2	2
22:30	3	0	0	0	0	0	0	3	3
22:45	1	0	0	0	0	0	0	1	1
H/TOT	10	1	0	0	0	0	0	11	11
23:00	1	0	0	0	0	0	0	1	1
23:15	1	1	0	0	0	0	0	2	2
23:30	2	0	0	0	0	0	0	2	2
23:45	1	0	0	0	0	0	0	1	1
H/TOT	5	1	0	0	0	0	0	6	6
Total	173	19	2	2	6	3	0	205	212.8



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM D Lane 2 (D TO B)							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	17b PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	2	0	0	0	0	0	0	2	2
00:30	0	1	0	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	3	3
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	0	1	1
01:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	1
04:30	2	0	0	0	0	0	0	2	2
04:45	3	0	0	0	0	0	0	3	3
H/TOT	6	0	0	0	0	0	0	6	6
05:00	0	2	0	0	1	0	0	3	4
05:15	2	0	0	0	0	0	0	2	2
05:30	5	0	0	0	0	0	0	5	5
05:45	4	1	0	0	0	0	0	5	5
H/TOT	11	3	0	0	1	0	0	15	16
06:00	4	1	0	0	0	0	0	5	5
06:15	6	0	0	0	0	0	0	6	6
06:30	5	0	0	0	0	0	0	5	5
06:45	4	1	0	0	0	0	0	5	5
H/TOT	19	2	0	0	0	0	0	21	21
07:00	3	0	0	0	1	1	0	5	5.4
07:15	2	1	0	0	0	0	0	3	3
07:30	7	1	1	0	0	0	0	9	9.5
07:45	6	0	0	0	0	0	0	6	6
H/TOT	18	2	1	0	1	1	0	23	23.9
08:00	7	1	0	0	0	0	0	8	8
08:15	11	2	0	0	1	0	0	14	15
08:30	9	0	0	0	0	0	0	9	9
08:45	22	0	0	0	0	0	0	22	22
H/TOT	49	3	0	0	1	0	0	53	54
09:00	18	2	0	0	0	0	0	20	20
09:15	21	0	0	0	0	0	0	21	21
09:30	28	3	0	1	0	0	0	32	33.3
09:45	16	2	0	0	1	0	0	19	20
H/TOT	83	7	0	1	1	0	0	92	94.3
10:00	15	3	0	0	1	0	0	19	20
10:15	21	2	1	0	0	0	0	24	24.5
10:30	12	1	0	0	0	0	0	13	13
10:45	13	1	1	0	0	0	0	15	15.5
H/TOT	61	7	2	0	1	0	0	71	73
11:00	21	1	0	0	0	0	0	22	22
11:15	25	3	0	0	0	0	0	28	28
11:30	19	4	1	0	0	0	0	24	24.5
11:45	15	1	0	0	1	0	0	17	18
H/TOT	80	9	1	0	1	0	0	91	92.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	24	3	0	0	0	0	0	27	27
12:15	22	5	1	0	1	1	0	30	30.9
12:30	25	3	0	0	0	0	0	28	28
12:45	29	3	0	0	1	1	1	35	34.6
H/TOT	100	14	1	0	2	2	1	120	120.5
13:00	30	2	1	0	0	0	0	33	33.5
13:15	21	3	0	0	0	0	0	24	24
13:30	34	3	0	0	0	0	0	37	37
13:45	18	0	0	0	1	0	0	19	20
H/TOT	103	8	1	0	1	0	0	113	114.5
14:00	21	1	0	0	0	0	0	22	22
14:15	27	0	0	0	0	0	0	27	27
14:30	20	2	0	0	0	0	0	22	22
14:45	32	1	0	0	1	0	0	34	35
H/TOT	100	4	0	0	1	0	0	105	106
15:00	16	3	0	0	0	0	0	19	19
15:15	20	2	0	0	0	0	0	22	22
15:30	27	2	1	0	0	0	0	30	30.5
15:45	26	2	1	0	0	0	0	29	29.5
H/TOT	89	9	2	0	0	0	0	100	101
16:00	25	1	0	0	1	0	0	27	28
16:15	30	3	0	0	1	0	0	34	35
16:30	36	0	1	0	0	0	0	37	37.5
16:45	20	6	0	0	1	1	0	28	28.4
H/TOT	111	10	1	0	3	1	0	126	128.9
17:00	37	5	0	0	0	0	0	42	42
17:15	28	1	0	0	0	0	0	29	29
17:30	47	2	0	0	0	0	0	49	49
17:45	30	2	0	0	0	0	0	32	32
H/TOT	142	10	0	0	0	0	0	152	152
18:00	39	2	1	1	0	0	0	43	44.8
18:15	31	0	0	0	1	0	0	32	33
18:30	33	1	0	0	0	0	0	34	34
18:45	28	1	0	0	0	0	0	29	29
H/TOT	131	4	1	1	1	0	0	138	140.8
19:00	28	3	0	0	1	0	0	32	33
19:15	25	1	1	0	0	1	0	28	27.9
19:30	23	1	0	0	0	0	0	24	24
19:45	20	3	1	0	0	1	0	25	24.9
H/TOT	96	8	2	0	1	2	0	109	109.8
20:00	20	1	2	0	0	1	0	24	24.4
20:15	22	0	0	0	0	0	0	22	22
20:30	26	0	0	0	0	0	0	26	26
20:45	17	0	0	0	0	0	0	17	17
H/TOT	85	1	2	0	0	1	0	89	89.4
21:00	19	3	0	0	0	0	0	22	22
21:15	16	0	0	0	0	0	0	16	16
21:30	19	1	0	0	0	0	0	20	20
21:45	11	1	0	0	0	0	0	12	12
H/TOT	65	5	0	0	0	0	0	70	70
22:00	17	1	0	0	0	0	0	18	18
22:15	14	0	0	0	0	0	0	14	14
22:30	4	0	0	0	0	0	0	4	4
22:45	5	0	0	0	0	0	0	5	5
H/TOT	40	1	0	0	0	0	0	41	41
23:00	5	0	0	0	0	0	0	5	5
23:15	8	0	0	0	0	0	0	8	8
23:30	4	0	0	0	0	0	0	4	4
23:45	1	1	0	0	0	0	0	2	2
H/TOT	18	1	0	0	0	0	0	19	19
Total	1410	109	14	2	15	7	1	1558	1577.6



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM D Lane 1 (D TO C)							18a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	1	0	0	0	0	1	1.5	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	1	0	0	0	0	1	1.5	
04:00	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	1	0	0	0	1	2.3	
04:45	0	0	1	0	0	0	0	1	1.5	
H/TOT	0	0	1	1	0	0	0	2	3.8	
05:00	0	0	0	0	0	0	0	0	0	
05:15	0	0	1	0	0	0	0	1	1.5	
05:30	0	0	0	0	0	0	0	0	0	
05:45	0	0	2	0	0	0	0	2	3	
H/TOT	0	0	3	0	0	0	0	3	4.5	
06:00	0	0	1	0	0	0	0	1	1.5	
06:15	1	0	0	0	0	0	0	1	1	
06:30	1	0	0	0	0	0	0	1	1	
06:45	0	0	3	0	0	0	0	3	4.5	
H/TOT	2	0	4	0	0	0	0	6	8	
07:00	1	0	0	0	0	0	0	1	1	
07:15	0	1	0	0	0	0	0	1	1	
07:30	0	0	0	0	0	0	0	0	0	
07:45	0	1	0	0	0	0	0	1	1	
H/TOT	1	2	0	0	0	0	0	3	3	
08:00	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	
08:45	1	0	0	0	0	0	0	1	1	
H/TOT	1	0	0	0	0	0	0	1	1	
09:00	0	0	1	0	0	0	0	1	1.5	
09:15	0	0	0	0	0	0	0	0	0	
09:30	1	0	0	1	0	0	0	2	3.3	
09:45	1	0	0	0	0	0	0	1	1	
H/TOT	2	0	1	1	0	0	0	4	5.8	
10:00	0	0	0	0	0	0	0	0	0	
10:15	1	0	0	0	0	0	0	1	1	
10:30	0	0	0	0	0	0	0	0	0	
10:45	1	1	1	0	0	0	0	3	3.5	
H/TOT	2	1	1	0	0	0	0	4	4.5	
11:00	0	0	0	1	0	0	0	1	2.3	
11:15	1	0	0	0	0	0	0	1	1	
11:30	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	1	0	0	0	1	2.3	
H/TOT	1	0	0	2	0	0	0	3	5.6	



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	1	0	0	0	1	2.3
13:00	0	1	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
14:00	1	0	0	0	0	0	0	1	1
14:15	0	1	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	2
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	2	0	0	0	2	4.6
16:30	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	2	0	0	0	3	5.6
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	1	2.3
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	1	0	0	0	0	0	0	1	1
19:15	0	0	0	1	0	0	0	1	2.3
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	2	0	2	0.8
H/TOT	1	0	0	1	0	2	0	4	4.1
20:00	0	0	1	1	0	0	0	2	3.8
20:15	0	0	1	0	0	0	0	1	1.5
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	1	0	0	0	3	5.3
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	2	0	0	0	0	0	0	2	2
H/TOT	2	0	0	0	0	0	0	2	2
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	14	5	13	10	0	2	0	44	62.3



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM D Lane 2 (D TO C)							18b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	1	1
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	1	2.3	2.3
04:15	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	0	1	1	1
04:45	0	0	1	0	0	0	0	1	1.5	1.5
H/TOT	1	0	1	1	0	0	0	3	4.8	4.8
05:00	2	0	1	0	0	0	0	3	3.5	3.5
05:15	0	0	0	0	0	1	0	1	0.4	0.4
05:30	6	0	0	0	1	0	1	8	8.2	8.2
05:45	6	1	0	0	0	0	0	7	7	7
H/TOT	14	1	1	0	1	1	1	19	19.1	19.1
06:00	4	0	2	1	1	1	0	9	11.7	11.7
06:15	8	8	2	2	0	0	0	20	23.6	23.6
06:30	13	2	1	1	1	0	0	18	20.8	20.8
06:45	20	5	1	0	0	0	0	26	26.5	26.5
H/TOT	45	15	6	4	2	1	0	73	82.6	82.6
07:00	14	6	0	0	1	0	0	21	22	22
07:15	16	6	0	3	0	0	0	25	28.9	28.9
07:30	24	7	0	0	1	0	0	32	33	33
07:45	22	2	0	1	0	0	0	25	26.3	26.3
H/TOT	76	21	0	4	2	0	0	103	110.2	110.2
08:00	13	9	0	0	1	0	0	23	24	24
08:15	27	1	0	1	0	0	0	29	30.3	30.3
08:30	19	4	1	1	1	0	0	26	28.8	28.8
08:45	21	3	1	1	0	0	0	26	27.8	27.8
H/TOT	80	17	2	3	2	0	0	104	110.9	110.9
09:00	15	4	0	0	1	1	0	21	21.4	21.4
09:15	14	0	1	2	0	0	0	17	20.1	20.1
09:30	11	0	2	0	0	0	0	13	14	14
09:45	12	4	1	1	0	0	0	18	19.8	19.8
H/TOT	52	8	4	3	1	1	0	69	75.3	75.3
10:00	14	2	1	0	1	0	0	18	19.5	19.5
10:15	11	3	0	1	1	0	0	16	18.3	18.3
10:30	11	3	2	0	0	0	0	16	17	17
10:45	10	4	0	0	1	0	0	15	16	16
H/TOT	46	12	3	1	3	0	0	65	70.8	70.8
11:00	10	2	0	1	0	1	0	14	14.7	14.7
11:15	13	5	0	2	1	0	0	21	24.6	24.6
11:30	16	3	1	1	0	0	0	21	22.8	22.8
11:45	8	3	0	1	1	0	0	13	15.3	15.3
H/TOT	47	13	1	5	2	1	0	69	77.4	77.4



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LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	9	4	1	1	0	0	0	15	16.8
12:15	18	3	0	2	1	1	0	25	28
12:30	25	4	1	1	0	0	0	31	32.8
12:45	19	7	2	0	1	0	0	29	31
H/TOT	71	18	4	4	2	1	0	100	108.6
13:00	23	2	2	0	0	0	0	27	28
13:15	29	4	0	1	1	0	0	35	37.3
13:30	26	4	1	2	0	0	0	33	36.1
13:45	23	3	1	2	1	0	0	30	34.1
H/TOT	101	13	4	5	2	0	0	125	135.5
14:00	13	2	1	0	0	0	0	16	16.5
14:15	8	4	0	1	0	0	0	13	14.3
14:30	10	4	0	3	0	0	0	17	20.9
14:45	9	3	0	0	0	0	0	12	12
H/TOT	40	13	1	4	0	0	0	58	63.7
15:00	9	0	2	1	1	0	0	13	16.3
15:15	9	1	3	0	0	0	0	13	14.5
15:30	8	1	0	1	1	0	0	11	13.3
15:45	6	0	0	4	1	0	0	11	17.2
H/TOT	32	2	5	6	3	0	0	48	61.3
16:00	10	6	0	1	0	0	0	17	18.3
16:15	8	1	0	0	1	0	0	10	11
16:30	9	1	0	0	0	0	0	10	10
16:45	7	4	0	3	1	0	0	15	19.9
H/TOT	34	12	0	4	2	0	0	52	59.2
17:00	10	0	0	1	1	1	0	13	14.7
17:15	19	1	1	1	1	1	0	24	26.2
17:30	7	0	0	1	0	0	0	8	9.3
17:45	13	3	0	1	0	1	0	18	18.7
H/TOT	49	4	1	4	2	3	0	63	68.9
18:00	8	2	1	2	0	0	0	13	16.1
18:15	3	1	1	0	1	0	0	6	7.5
18:30	7	1	0	0	1	0	0	9	10
18:45	10	1	1	0	1	0	0	13	14.5
H/TOT	28	5	3	2	3	0	0	41	48.1
19:00	8	0	0	1	0	0	0	9	10.3
19:15	3	3	1	1	0	0	0	8	9.8
19:30	7	0	0	0	0	0	0	7	7
19:45	4	0	0	0	0	0	0	4	4
H/TOT	22	3	1	2	0	0	0	28	31.1
20:00	3	0	0	2	0	0	0	5	7.6
20:15	8	0	0	0	0	0	0	8	8
20:30	6	0	0	0	0	0	0	6	6
20:45	3	0	0	0	0	0	0	3	3
H/TOT	20	0	0	2	0	0	0	22	24.6
21:00	6	1	0	1	0	0	0	8	9.3
21:15	5	0	0	0	0	0	0	5	5
21:30	2	0	0	0	0	0	0	2	2
21:45	1	1	0	0	0	0	0	2	2
H/TOT	14	2	0	1	0	0	0	17	18.3
22:00	1	0	0	0	0	0	0	1	1
22:15	1	0	0	0	0	0	0	1	1
22:30	1	0	0	0	0	0	0	1	1
22:45	2	0	0	0	0	0	0	2	2
H/TOT	5	0	0	0	0	0	0	5	5
23:00	1	1	0	0	0	0	0	2	2
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	1	0	0	0	0	0	0	1	1
H/TOT	2	1	0	0	0	0	0	3	3
Total	780	160	37	55	27	8	1	1068	1179.4



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM D Lane 1 (D TO D)							19a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	0	0	0	1	2.3	2.3
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3	2.3
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	1	1.5	1.5
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1.5	1.5
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	1	1
H/TOT	1	0	0	0	0	0	0	1	1	1
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	1	0	0	0	1	2.3
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	1	0	2	1.4
H/TOT	1	0	0	0	0	1	0	2	1.4
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	1	0	0	0	0	0	1	1
19:30	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1	1
H/TOT	1	1	0	0	0	0	0	2	2
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	4	1	1	2	0	1	0	9	11.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM D Lane 2 (D TO D)							19b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	0	
05:45	1	0	0	0	0	0	0	1	1	
H/TOT	1	0	0	0	0	0	0	1	1	
06:00	0	0	0	0	0	0	0	0	0	
06:15	1	0	0	0	0	0	0	1	1	
06:30	0	0	0	0	0	0	0	0	0	
06:45	0	0	0	0	0	0	0	0	0	
H/TOT	1	0	0	0	0	0	0	1	1	
07:00	0	1	0	0	0	0	0	1	1	
07:15	2	0	0	1	0	0	0	3	4.3	
07:30	0	1	0	0	0	0	0	1	1	
07:45	1	0	0	1	0	0	0	2	3.3	
H/TOT	3	2	0	2	0	0	0	7	9.6	
08:00	0	0	0	0	0	0	0	0	0	
08:15	2	0	0	0	0	0	0	2	2	
08:30	1	0	0	0	0	0	0	1	1	
08:45	2	0	0	0	0	0	0	2	2	
H/TOT	5	0	0	0	0	0	0	5	5	
09:00	1	0	0	0	0	0	0	1	1	
09:15	1	1	0	1	0	0	0	3	4.3	
09:30	2	0	0	0	0	0	0	2	2	
09:45	1	0	0	0	0	0	0	1	1	
H/TOT	5	1	0	1	0	0	0	7	8.3	
10:00	0	0	0	0	0	0	0	0	0	
10:15	2	0	0	1	0	0	0	3	4.3	
10:30	0	0	0	1	0	0	0	1	2.3	
10:45	1	0	0	0	0	0	0	1	1	
H/TOT	3	0	0	2	0	0	0	5	7.6	
11:00	0	0	0	0	0	0	0	0	0	
11:15	1	1	0	0	0	0	0	2	2	
11:30	0	0	0	0	0	0	0	0	0	
11:45	1	0	0	0	0	0	0	1	1	
H/TOT	2	1	0	0	0	0	0	3	3	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	1	0	1	0	0	0	0	2	2.5
12:15	1	0	0	0	0	0	0	1	1
12:30	1	0	0	0	0	0	0	1	1
12:45	1	0	0	0	0	0	0	1	1
H/TOT	4	0	1	0	0	0	0	5	5.5
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	3	0	0	0	0	0	0	3	3
13:45	1	0	0	0	0	0	0	1	1
H/TOT	4	0	0	0	0	0	0	4	4
14:00	0	1	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0
14:30	0	2	0	0	0	0	0	2	2
14:45	0	1	0	0	0	0	0	1	1
H/TOT	0	4	0	0	0	0	0	4	4
15:00	1	0	0	0	0	0	0	1	1
15:15	0	0	0	1	0	0	0	1	2.3
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	2	3.3
16:00	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	1
16:30	1	0	0	0	0	0	0	1	1
16:45	1	0	0	1	0	1	0	3	3.7
H/TOT	3	0	0	1	0	1	0	5	5.7
17:00	1	0	0	0	0	0	0	1	1
17:15	0	0	0	1	0	0	0	1	2.3
17:30	1	0	0	0	0	0	0	1	1
17:45	1	0	0	0	0	0	0	1	1
H/TOT	3	0	0	1	0	0	0	4	5.3
18:00	1	0	0	0	0	0	0	1	1
18:15	1	0	0	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
19:00	0	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	1	1
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
20:00	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	1	0	0	0	0	0	0	1	1
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	40	8	1	8	0	1	0	58	68.3



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM D Lane 1 (D TO E)							20a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	8	1	1	1	0	0	0	11	12.8	
00:15	4	0	0	0	0	0	0	4	4	
00:30	8	1	0	1	0	0	0	10	11.3	
00:45	4	1	0	0	0	1	0	6	5.4	
H/TOT	24	3	1	2	0	1	0	31	33.5	
01:00	2	0	0	0	0	0	0	2	2	
01:15	1	0	0	0	0	0	0	1	1	
01:30	1	1	0	0	0	0	0	2	2	
01:45	2	0	0	1	0	0	0	3	4.3	
H/TOT	6	1	0	1	0	0	0	8	9.3	
02:00	2	0	0	0	0	0	0	2	2	
02:15	1	0	0	3	0	0	0	4	7.9	
02:30	1	0	0	1	0	0	0	2	3.3	
02:45	0	0	1	5	0	0	0	6	13	
H/TOT	4	0	1	9	0	0	0	14	26.2	
03:00	4	0	0	3	0	0	0	7	10.9	
03:15	2	1	0	0	0	0	0	3	3	
03:30	3	0	0	1	0	0	1	5	5.5	
03:45	1	0	1	2	0	0	1	5	7.3	
H/TOT	10	1	1	6	0	0	2	20	26.7	
04:00	1	0	0	1	0	0	0	2	3.3	
04:15	2	0	0	3	0	0	0	5	8.9	
04:30	2	0	2	6	0	0	0	10	18.8	
04:45	5	0	1	7	0	0	0	13	22.6	
H/TOT	10	0	3	17	0	0	0	30	53.6	
05:00	3	2	6	1	0	0	0	12	16.3	
05:15	4	2	1	8	0	0	0	15	25.9	
05:30	14	6	2	6	0	0	0	28	36.8	
05:45	12	1	8	6	0	0	3	30	39.4	
H/TOT	33	11	17	21	0	0	3	85	118.4	
06:00	17	3	7	10	0	1	1	39	54.1	
06:15	13	1	5	5	0	0	2	26	33.4	
06:30	10	2	3	6	0	0	0	21	30.3	
06:45	10	3	4	3	1	0	1	22	28.1	
H/TOT	50	9	19	24	1	1	4	108	145.9	
07:00	14	8	2	3	0	0	0	27	31.9	
07:15	20	3	3	2	1	0	0	29	34.1	
07:30	26	4	4	4	0	0	1	39	45.4	
07:45	25	6	4	2	1	0	1	39	43.8	
H/TOT	85	21	13	11	2	0	2	134	155.2	
08:00	27	6	0	6	0	0	0	39	46.8	
08:15	37	15	1	4	1	1	0	59	65.1	
08:30	39	10	3	9	0	0	1	62	74.4	
08:45	34	7	6	7	0	0	1	55	66.3	
H/TOT	137	38	10	26	1	1	2	215	252.6	
09:00	35	11	4	6	1	0	1	58	68	
09:15	52	11	4	5	1	0	0	73	82.5	
09:30	44	19	5	4	1	0	1	74	81.9	
09:45	47	16	3	2	0	0	0	68	72.1	
H/TOT	178	57	16	17	3	0	2	273	304.5	
10:00	66	6	2	2	1	0	0	77	81.6	
10:15	52	13	0	6	0	0	1	72	79	
10:30	53	7	4	2	1	1	1	69	73.2	
10:45	39	9	5	3	0	0	0	56	62.4	
H/TOT	210	35	11	13	2	1	2	274	296.2	
11:00	75	11	2	3	2	1	0	94	100.3	
11:15	56	6	2	6	1	1	1	73	81.4	
11:30	69	6	2	2	1	1	2	83	85.4	
11:45	61	13	1	7	0	0	0	82	91.6	
H/TOT	261	36	7	18	4	3	3	332	358.7	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	64	14	1	5	1	0	1	86	93.2
12:15	60	7	6	4	0	0	1	78	85.4
12:30	66	12	0	4	1	1	1	85	89.8
12:45	73	12	4	4	0	0	0	93	100.2
H/TOT	263	45	11	17	2	1	3	342	368.6
13:00	74	17	2	3	1	0	0	97	102.9
13:15	60	16	2	2	0	0	1	82	84.2
13:30	51	13	2	5	2	0	1	74	82.7
13:45	63	14	1	1	0	0	2	81	81.2
H/TOT	248	60	7	11	3	1	4	334	351
14:00	82	12	2	2	1	0	2	101	104
14:15	78	14	4	6	0	1	0	103	112.2
14:30	52	8	4	5	1	0	2	72	79.9
14:45	61	14	3	6	0	0	0	84	93.3
H/TOT	273	48	13	19	2	1	4	360	389.4
15:00	58	8	3	7	1	0	3	80	89.2
15:15	51	9	4	2	0	1	0	67	71
15:30	66	9	3	4	1	0	1	84	90.9
15:45	74	11	3	1	0	0	0	89	91.8
H/TOT	249	37	13	14	2	1	4	320	342.9
16:00	107	14	2	3	1	0	6	133	134.1
16:15	86	21	3	2	0	1	1	114	116.7
16:30	97	10	2	3	1	1	1	115	119.5
16:45	75	8	4	3	0	1	5	96	97.3
H/TOT	365	53	11	11	2	3	13	458	467.6
17:00	122	17	1	3	1	2	1	147	150.4
17:15	103	9	4	6	0	0	0	122	131.8
17:30	155	8	1	4	1	2	1	172	176.7
17:45	101	4	0	3	0	1	4	113	113.1
H/TOT	481	38	6	16	2	5	6	554	572
18:00	126	10	4	6	1	0	10	157	159.8
18:15	90	4	1	2	2	2	1	102	105.1
18:30	78	9	2	2	4	0	1	96	102.8
18:45	76	10	1	1	0	0	2	90	90.2
H/TOT	370	33	8	11	7	2	14	445	457.9
19:00	62	9	0	2	1	1	0	75	78
19:15	56	9	2	2	0	0	0	69	72.6
19:30	44	4	0	2	0	0	1	51	52.8
19:45	49	1	0	1	0	1	1	53	52.9
H/TOT	211	23	2	7	1	2	2	248	256.3
20:00	60	7	1	0	0	0	1	69	68.7
20:15	48	7	0	2	0	1	1	59	60.2
20:30	48	3	1	0	0	0	1	53	52.7
20:45	50	6	1	0	0	1	0	58	57.9
H/TOT	206	23	3	2	0	2	3	239	239.5
21:00	37	1	0	0	1	0	0	39	40
21:15	47	3	0	2	0	1	0	53	55
21:30	34	4	1	2	0	0	1	42	44.3
21:45	28	2	3	0	0	1	0	34	34.9
H/TOT	146	10	4	4	1	2	1	168	174.2
22:00	42	2	0	1	0	0	1	46	46.5
22:15	31	1	0	0	0	0	0	32	32
22:30	20	1	0	0	0	2	0	23	21.8
22:45	6	3	0	1	0	0	1	11	11.5
H/TOT	99	7	0	2	0	2	2	112	111.8
23:00	18	5	1	2	0	1	0	27	29.5
23:15	9	2	1	0	0	0	0	12	12.5
23:30	9	1	1	1	0	0	0	12	13.8
23:45	10	1	0	0	0	0	0	11	11
H/TOT	46	9	3	3	0	1	0	62	66.8
Total	3965	598	180	282	35	30	76	5166	5578.8



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM D Lane 2 (D TO E)							20b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	1	1	1
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	1
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	1	1
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	1	1	0	0	0	0	0	2	2	2
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	2	2
11:00	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1	1	1
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	1	0	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
13:00	0	1	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
14:00	1	0	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	0	0	2	2
14:45	0	1	0	0	0	0	0	1	1
H/TOT	3	1	0	0	0	0	0	4	4
15:00	1	0	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	2
15:45	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	3
16:00	3	0	0	0	0	0	0	3	3
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	3
17:00	2	0	0	0	0	0	0	2	2
17:15	0	1	0	0	0	0	0	1	1
17:30	2	1	0	0	0	2	0	5	3.8
17:45	0	0	0	0	0	0	0	0	0
H/TOT	4	2	0	0	0	2	0	8	6.8
18:00	0	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	2
18:30	2	0	0	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	4
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	0	0	1	1
19:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
20:00	1	0	0	0	0	0	0	1	1
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	1	0	0	0	0	1	1.5
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1.5
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	25	6	1	0	0	2	0	34	33.3



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM E Lane 1 (E TO A)							21a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	1	0	0	1	0	0	0	2	3.3	
00:30	0	0	0	1	0	0	0	1	2.3	
00:45	1	0	0	1	0	0	0	2	3.3	
H/TOT	2	0	0	3	0	0	0	5	8.9	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	3	0	0	0	0	0	0	3	3	
01:45	0	0	0	1	0	0	0	1	2.3	
H/TOT	3	0	0	1	0	0	0	4	5.3	
02:00	0	0	0	0	0	0	0	0	0	
02:15	1	0	0	2	0	0	0	3	5.6	
02:30	1	0	0	0	0	0	0	1	1	
02:45	0	0	0	1	0	0	0	1	2.3	
H/TOT	2	0	0	3	0	0	0	5	8.9	
03:00	1	0	0	2	0	0	0	3	5.6	
03:15	2	0	0	0	0	0	0	2	2	
03:30	2	0	0	0	0	0	0	2	2	
03:45	3	0	2	2	0	1	0	8	11	
H/TOT	8	0	2	4	0	1	0	15	20.6	
04:00	5	0	0	1	0	0	0	6	7.3	
04:15	9	0	0	0	0	0	1	10	9.2	
04:30	7	1	0	1	0	0	0	9	10.3	
04:45	13	0	0	1	0	0	0	14	15.3	
H/TOT	34	1	0	3	0	0	1	39	42.1	
05:00	2	0	1	0	0	0	1	4	3.7	
05:15	13	1	0	1	0	1	0	16	16.7	
05:30	5	2	0	1	0	0	0	8	9.3	
05:45	16	0	1	1	0	0	0	18	19.8	
H/TOT	36	3	2	3	0	1	1	46	49.5	
06:00	10	1	0	4	0	0	0	15	20.2	
06:15	6	0	0	3	0	0	0	9	12.9	
06:30	25	1	1	4	0	0	0	31	36.7	
06:45	36	11	1	3	0	0	3	54	56	
H/TOT	77	13	2	14	0	0	3	109	125.8	
07:00	57	10	0	1	1	2	2	73	72.5	
07:15	50	8	2	2	0	1	2	65	66.4	
07:30	34	8	2	2	5	1	0	52	60	
07:45	32	13	0	4	2	0	0	51	58.2	
H/TOT	173	39	4	9	8	4	4	241	257.1	
08:00	29	4	0	7	0	0	0	40	49.1	
08:15	5	5	2	3	0	0	0	15	19.9	
08:30	7	2	0	1	0	0	0	10	11.3	
08:45	7	1	1	4	0	0	0	13	18.7	
H/TOT	48	12	3	15	0	0	0	78	99	
09:00	6	1	1	5	0	0	0	13	20	
09:15	4	1	1	3	0	0	0	9	13.4	
09:30	3	1	0	5	0	0	0	9	15.5	
09:45	2	1	0	2	0	0	0	5	7.6	
H/TOT	15	4	2	15	0	0	0	36	56.5	
10:00	3	2	1	3	0	0	0	9	13.4	
10:15	1	0	0	2	0	0	0	3	5.6	
10:30	2	3	0	6	0	0	0	11	18.8	
10:45	4	1	3	4	0	0	0	12	18.7	
H/TOT	10	6	4	15	0	0	0	35	56.5	
11:00	0	2	0	1	0	0	0	3	4.3	
11:15	6	2	0	4	0	0	0	12	17.2	
11:30	3	2	0	1	0	0	0	6	7.3	
11:45	1	2	1	3	0	0	0	7	11.4	
H/TOT	10	8	1	9	0	0	0	28	40.2	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	4	0	0	8	0	0	0	12	22.4
12:15	0	2	0	0	0	0	0	2	2
12:30	0	2	0	4	0	0	0	6	11.2
12:45	0	0	0	3	1	0	0	4	8.9
H/TOT	4	4	0	15	1	0	0	24	44.5
13:00	4	0	1	4	0	0	0	9	14.7
13:15	2	1	1	5	0	1	1	11	16.6
13:30	8	1	1	2	0	0	0	12	15.1
13:45	3	4	0	4	0	1	1	13	16.8
H/TOT	17	6	3	15	0	2	2	45	63.2
14:00	4	0	1	3	0	0	0	8	12.4
14:15	4	1	1	0	0	0	0	6	6.5
14:30	2	0	0	5	0	0	0	7	13.5
14:45	0	1	3	2	0	0	0	6	10.1
H/TOT	10	2	5	10	0	0	0	27	42.5
15:00	0	0	0	4	0	0	0	4	9.2
15:15	2	0	0	3	0	0	0	5	8.9
15:30	0	1	1	4	0	0	0	6	11.7
15:45	4	0	1	4	0	0	0	9	14.7
H/TOT	6	1	2	15	0	0	0	24	44.5
16:00	4	1	0	4	0	0	0	9	14.2
16:15	2	1	0	5	0	0	0	8	14.5
16:30	7	1	1	2	0	0	0	11	14.1
16:45	1	1	0	5	0	0	0	7	13.5
H/TOT	14	4	1	16	0	0	0	35	56.3
17:00	1	0	1	2	0	0	0	4	7.1
17:15	0	0	0	3	0	0	0	3	6.9
17:30	3	2	0	4	0	0	0	9	14.2
17:45	5	0	0	2	0	0	0	7	9.6
H/TOT	9	2	1	11	0	0	0	23	37.8
18:00	0	0	1	2	0	0	0	3	6.1
18:15	2	0	0	0	0	0	0	2	2
18:30	4	1	0	3	0	0	0	8	11.9
18:45	4	1	0	1	0	0	0	6	7.3
H/TOT	10	2	1	6	0	0	0	19	27.3
19:00	0	0	0	1	0	0	0	1	2.3
19:15	0	0	0	2	0	0	0	2	4.6
19:30	2	0	0	1	0	0	0	3	4.3
19:45	3	0	0	0	0	0	0	3	3
H/TOT	5	0	0	4	0	0	0	9	14.2
20:00	0	0	1	2	0	0	0	3	6.1
20:15	2	0	0	2	0	0	0	4	6.6
20:30	2	0	0	0	0	0	0	2	2
20:45	1	0	0	1	0	0	0	2	3.3
H/TOT	5	0	1	5	0	0	0	11	18
21:00	1	0	0	0	0	0	0	1	1
21:15	4	0	0	1	0	0	0	5	6.3
21:30	6	0	0	0	0	0	0	6	6
21:45	6	0	0	0	0	0	0	6	6
H/TOT	17	0	0	1	0	0	0	18	19.3
22:00	2	0	0	1	0	0	0	3	4.3
22:15	1	1	0	0	0	0	0	2	2
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	1	1	0	0	0	2	3.8
H/TOT	3	1	1	2	0	0	0	7	10.1
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	1	0	1	0	0	0	2	3.3
H/TOT	0	1	0	1	0	0	0	2	3.3
Total	518	109	35	195	9	8	11	885	1151.4



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM E Lane 2 (E TO A)							21b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	0	0	0	
06:30	0	0	0	0	0	0	0	0	0	
06:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	1	0	1	0.4	
07:30	0	0	0	0	0	0	0	0	0	
07:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	1	0	1	0.4	
08:00	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	
08:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
09:00	0	0	0	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	1	0	3	2.4



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM E Lane 1 (E TO B)							22a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	12	0	0	1	0	0	0	13	14.3	
00:15	15	0	0	0	0	0	0	15	15	
00:30	10	0	0	0	0	0	0	10	10	
00:45	7	0	0	0	0	0	0	7	7	
H/TOT	44	0	0	1	0	0	0	45	46.3	
01:00	7	0	0	0	0	0	0	7	7	
01:15	8	1	0	0	0	0	0	9	9	
01:30	6	0	0	0	0	1	0	7	6.4	
01:45	5	1	0	0	0	0	0	6	6	
H/TOT	26	2	0	0	0	1	0	29	28.4	
02:00	5	0	0	0	0	0	0	5	5	
02:15	4	0	0	0	0	0	0	4	4	
02:30	3	0	0	0	0	0	0	3	3	
02:45	2	0	0	0	0	0	0	2	2	
H/TOT	14	0	0	0	0	0	0	14	14	
03:00	3	0	1	0	0	0	0	4	4.5	
03:15	6	2	0	0	0	0	0	8	8	
03:30	3	0	0	0	0	0	0	3	3	
03:45	4	0	0	0	1	0	0	5	6	
H/TOT	16	2	1	0	1	0	0	20	21.5	
04:00	2	1	0	0	0	0	0	3	3	
04:15	7	0	0	0	0	0	0	7	7	
04:30	5	0	1	0	0	0	0	6	6.5	
04:45	4	1	0	0	0	0	0	5	5	
H/TOT	18	2	1	0	0	0	0	21	21.5	
05:00	9	2	0	0	1	0	0	12	13	
05:15	14	2	1	0	0	0	0	17	17.5	
05:30	13	5	0	0	0	0	0	18	18	
05:45	22	4	1	0	0	0	0	27	27.5	
H/TOT	58	13	2	0	1	0	0	74	76	
06:00	14	5	0	0	0	0	0	19	19	
06:15	24	5	5	0	0	0	0	34	36.5	
06:30	25	4	0	1	0	0	1	31	31.5	
06:45	28	4	1	1	1	0	0	35	37.8	
H/TOT	91	18	6	2	1	0	1	119	124.8	
07:00	35	13	1	1	3	0	0	53	57.8	
07:15	38	9	3	0	0	0	0	50	51.5	
07:30	37	9	2	2	4	2	0	56	62.4	
07:45	43	11	0	0	0	1	0	55	54.4	
H/TOT	153	42	6	3	7	3	0	214	226.1	
08:00	45	4	2	0	0	0	0	51	52	
08:15	53	5	1	1	0	0	0	60	61.8	
08:30	43	4	1	0	0	0	0	48	48.5	
08:45	59	3	3	0	0	0	0	65	66.5	
H/TOT	200	16	7	1	0	0	0	224	228.8	
09:00	56	8	2	0	0	0	0	66	67	
09:15	34	6	2	0	0	0	0	42	43	
09:30	47	6	4	1	0	0	0	58	61.3	
09:45	41	10	5	0	0	0	0	56	58.5	
H/TOT	178	30	13	1	0	0	0	222	229.8	
10:00	28	7	2	0	0	0	0	37	38	
10:15	43	11	4	0	0	0	0	58	60	
10:30	42	8	1	0	0	0	0	51	51.5	
10:45	41	11	1	1	0	0	0	54	55.8	
H/TOT	154	37	8	1	0	0	0	200	205.3	
11:00	38	10	6	1	0	0	0	55	59.3	
11:15	37	11	2	0	0	0	0	50	51	
11:30	45	10	0	0	0	2	0	57	55.8	
11:45	51	6	4	2	0	0	0	63	67.6	
H/TOT	171	37	12	3	0	2	0	225	233.7	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	47	3	1	0	0	0	0	51	51.5
12:15	46	14	0	0	2	0	0	62	64
12:30	30	8	3	0	0	0	0	41	42.5
12:45	38	5	3	1	1	2	0	50	52.6
H/TOT	161	30	7	1	3	2	0	204	210.6
13:00	47	6	1	0	0	2	0	56	55.3
13:15	63	11	1	0	1	1	0	77	77.9
13:30	27	5	4	1	0	0	0	37	40.3
13:45	52	10	1	0	0	1	0	64	63.9
H/TOT	189	32	7	1	1	4	0	234	237.4
14:00	52	9	1	0	1	0	0	63	64.5
14:15	47	7	1	1	0	0	0	56	57.8
14:30	53	12	3	1	0	0	1	70	72
14:45	56	20	1	0	0	2	0	79	78.3
H/TOT	208	48	6	2	1	2	1	268	272.6
15:00	60	11	4	0	1	0	0	76	79
15:15	68	9	6	0	1	0	0	84	88
15:30	74	12	4	1	3	3	0	97	101.5
15:45	63	9	2	1	1	0	0	76	79.3
H/TOT	265	41	16	2	6	3	0	333	347.8
16:00	67	12	0	0	0	0	0	79	79
16:15	68	11	1	0	0	1	0	81	80.9
16:30	67	13	0	0	0	1	0	81	80.4
16:45	78	11	1	0	1	1	0	92	92.9
H/TOT	280	47	2	0	1	3	0	333	333.2
17:00	76	8	1	0	1	1	0	87	87.9
17:15	86	12	1	1	0	3	0	103	103
17:30	79	10	1	0	0	1	0	91	90.9
17:45	76	9	0	0	0	2	0	87	85.8
H/TOT	317	39	3	1	1	7	0	368	367.6
18:00	78	10	0	0	0	1	0	89	88.4
18:15	69	5	1	1	0	0	0	76	77.8
18:30	81	11	1	0	0	1	0	94	93.9
18:45	67	4	0	0	0	1	0	72	71.4
H/TOT	295	30	2	1	0	3	0	331	331.5
19:00	59	14	1	0	0	2	1	77	75.5
19:15	59	8	0	0	0	0	0	67	67
19:30	57	3	1	0	0	3	0	64	62.7
19:45	49	3	0	0	0	0	0	52	52
H/TOT	224	28	2	0	0	5	1	260	257.2
20:00	56	3	0	0	0	0	0	59	59
20:15	38	5	2	0	0	0	0	45	46
20:30	49	7	1	0	0	0	0	57	57.5
20:45	38	5	2	0	0	0	0	45	46
H/TOT	181	20	5	0	0	0	0	206	208.5
21:00	47	4	1	0	0	1	0	53	52.9
21:15	29	1	2	0	0	0	0	32	33
21:30	32	2	0	0	0	0	0	34	34
21:45	30	2	0	0	0	0	0	32	32
H/TOT	138	9	3	0	0	1	0	151	151.9
22:00	39	2	1	0	0	0	0	42	42.5
22:15	34	1	0	0	1	0	0	36	37
22:30	22	3	0	0	0	0	0	25	25
22:45	21	1	0	0	0	0	0	22	22
H/TOT	116	7	1	0	1	0	0	125	126.5
23:00	14	2	0	0	0	0	0	16	16
23:15	8	2	0	0	1	0	0	11	12
23:30	17	0	0	0	0	0	0	17	17
23:45	7	0	0	0	0	0	0	7	7
H/TOT	46	4	0	0	1	0	0	51	52
Total	3543	534	110	20	25	36	3	4271	4353



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM E Lane 2 (E TO B)							22b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
02:00	1	0	0	0	0	0	0	1	1	
02:15	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	
H/TOT	1	0	0	0	0	0	0	1	1	
03:00	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	0	0	0	
06:30	0	0	0	0	0	0	0	0	0	
06:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	
07:15	1	1	0	0	0	0	0	2	2	
07:30	0	1	0	0	0	0	0	1	1	
07:45	0	0	0	0	0	0	0	0	0	
H/TOT	1	2	0	0	0	0	0	3	3	
08:00	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	1	0	0	0	1	2.3	
08:30	0	0	0	0	0	0	0	0	0	
08:45	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	1	0	0	0	1	2.3	
09:00	0	0	0	0	0	0	0	0	0	
09:15	1	1	0	0	0	0	0	2	2	
09:30	1	0	0	0	0	0	0	1	1	
09:45	1	0	0	0	0	0	0	1	1	
H/TOT	3	1	0	0	0	0	0	4	4	
10:00	0	0	0	0	0	0	0	0	0	
10:15	1	0	0	0	0	0	0	1	1	
10:30	0	0	0	0	0	0	0	0	0	
10:45	1	0	0	0	0	0	0	1	1	
H/TOT	2	0	0	0	0	0	0	2	2	
11:00	2	0	0	0	0	0	0	2	2	
11:15	2	0	0	0	0	0	0	2	2	
11:30	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	
H/TOT	4	0	0	0	0	0	0	4	4	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	1	0	0	0	0	0	0	1	1
12:15	1	1	0	0	0	0	0	2	2
12:30	0	1	0	0	0	0	0	1	1
12:45	0	1	0	0	0	0	0	1	1
H/TOT	2	3	0	0	0	0	0	5	5
13:00	0	1	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0
13:30	2	1	0	0	0	0	0	3	3
13:45	0	0	0	0	0	0	0	0	0
H/TOT	2	2	0	0	0	0	0	4	4
14:00	2	0	0	0	0	0	0	2	2
14:15	0	0	0	0	0	0	0	0	0
14:30	0	1	0	0	0	0	0	1	1
14:45	1	0	0	0	0	0	0	1	1
H/TOT	3	1	0	0	0	0	0	4	4
15:00	2	0	0	0	0	0	0	2	2
15:15	0	0	0	0	0	0	0	0	0
15:30	0	2	0	0	0	0	0	2	2
15:45	4	2	0	0	0	0	0	6	6
H/TOT	6	4	0	0	0	0	0	10	10
16:00	1	0	0	0	0	0	0	1	1
16:15	2	0	0	0	0	0	0	2	2
16:30	1	1	0	0	0	0	0	2	2
16:45	1	0	0	0	0	0	0	1	1
H/TOT	5	1	0	0	0	0	0	6	6
17:00	2	0	0	0	0	0	0	2	2
17:15	1	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	1	0	1	0.4
H/TOT	3	0	0	0	0	1	0	4	3.4
18:00	4	1	0	0	0	0	0	5	5
18:15	1	0	0	0	0	1	0	2	1.4
18:30	2	0	0	0	0	0	0	2	2
18:45	1	0	0	0	0	0	0	1	1
H/TOT	8	1	0	0	0	1	0	10	9.4
19:00	1	0	0	0	0	1	0	2	1.4
19:15	2	0	0	0	0	0	0	2	2
19:30	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1	1
H/TOT	4	0	0	0	0	1	0	5	4.4
20:00	0	1	0	0	0	0	0	1	1
20:15	1	0	0	0	0	0	0	1	1
20:30	1	0	0	0	0	0	0	1	1
20:45	1	0	0	0	0	0	0	1	1
H/TOT	3	1	0	0	0	0	0	4	4
21:00	0	2	0	0	0	0	0	2	2
21:15	0	0	0	0	0	0	0	0	0
21:30	1	1	0	0	0	0	0	2	2
21:45	0	0	0	0	0	0	0	0	0
H/TOT	1	3	0	0	0	0	0	4	4
22:00	1	0	0	0	0	0	0	1	1
22:15	0	0	0	0	0	0	0	0	0
22:30	1	0	0	0	0	0	0	1	1
22:45	1	0	0	0	0	0	0	1	1
H/TOT	3	0	0	0	0	0	0	3	3
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	1	0	0	0	0	1	1.5
H/TOT	0	0	1	0	0	0	0	1	1.5
Total	51	19	1	1	0	3	0	75	75

SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM E Lane 1 (E TO C)							23a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	1	0	0	8	0	0	0	9	19.4	
00:15	2	0	0	6	0	0	0	8	15.8	
00:30	3	1	0	7	0	0	0	11	20.1	
00:45	1	0	0	7	0	0	0	8	17.1	
H/TOT	7	1	0	28	0	0	0	36	72.4	
01:00	0	0	0	6	0	0	0	6	13.8	
01:15	0	0	1	8	0	0	0	9	19.9	
01:30	3	0	0	7	0	0	0	10	19.1	
01:45	2	0	1	13	0	0	0	16	33.4	
H/TOT	5	0	2	34	0	0	0	41	86.2	
02:00	0	1	0	4	0	0	0	5	10.2	
02:15	3	0	0	6	0	0	0	9	16.8	
02:30	0	0	3	9	0	0	0	12	25.2	
02:45	6	0	2	7	0	0	0	15	25.1	
H/TOT	9	1	5	26	0	0	0	41	77.3	
03:00	4	0	0	5	0	0	0	9	15.5	
03:15	11	0	3	15	0	0	0	29	50	
03:30	4	0	1	16	0	0	0	21	42.3	
03:45	12	0	2	10	0	0	0	24	38	
H/TOT	31	0	6	46	0	0	0	83	145.8	
04:00	12	0	1	12	0	0	0	25	41.1	
04:15	13	0	2	11	0	0	0	26	41.3	
04:30	16	3	4	15	0	2	0	40	60.3	
04:45	27	3	1	11	0	0	0	42	56.8	
H/TOT	68	6	8	49	0	2	0	133	199.5	
05:00	24	4	5	12	0	0	0	45	63.1	
05:15	43	5	1	18	0	1	0	68	91.3	
05:30	42	9	0	32	0	1	0	84	125	
05:45	42	9	4	35	0	1	0	91	137.9	
H/TOT	151	27	10	97	0	3	0	288	417.3	
06:00	14	7	8	37	0	0	0	66	118.1	
06:15	19	7	5	35	1	1	0	68	116.4	
06:30	25	5	5	37	0	0	0	72	122.6	
06:45	30	6	7	32	0	0	1	76	120.3	
H/TOT	88	25	25	141	1	1	1	282	477.4	
07:00	17	4	3	46	0	0	0	70	131.3	
07:15	13	4	3	40	0	0	0	60	113.5	
07:30	26	5	1	37	0	0	0	69	117.6	
07:45	29	7	3	35	0	0	0	74	121	
H/TOT	85	20	10	158	0	0	0	273	483.4	
08:00	20	5	3	41	0	0	0	69	123.8	
08:15	17	6	3	41	0	0	0	67	121.8	
08:30	32	4	4	42	0	0	0	82	138.6	
08:45	20	1	6	46	0	0	0	73	135.8	
H/TOT	89	16	16	170	0	0	0	291	520	
09:00	10	6	5	40	0	0	0	61	115.5	
09:15	11	7	5	43	0	0	0	66	124.4	
09:30	18	1	3	47	0	0	0	69	131.6	
09:45	4	3	7	53	0	0	0	67	139.4	
H/TOT	43	17	20	183	0	0	0	263	510.9	
10:00	13	2	7	57	0	1	0	80	157	
10:15	8	3	2	53	0	0	0	66	135.9	
10:30	7	3	7	54	0	0	0	71	144.7	
10:45	13	1	3	53	0	0	0	70	140.4	
H/TOT	41	9	19	217	0	1	0	287	578	
11:00	6	4	7	53	0	0	0	70	142.4	
11:15	3	1	2	54	0	1	0	61	131.6	
11:30	1	1	7	46	0	0	0	55	118.3	
11:45	8	5	7	52	0	0	0	72	143.1	
H/TOT	18	11	23	205	0	1	0	258	535.4	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	4	2	5	45	0	0	0	56	117
12:15	3	3	11	63	0	0	0	80	167.4
12:30	7	3	6	54	0	0	0	70	143.2
12:45	10	2	10	62	0	0	0	84	169.6
H/TOT	24	10	32	224	0	0	0	290	597.2
13:00	10	2	8	45	0	0	0	65	127.5
13:15	9	5	11	56	0	0	0	81	159.3
13:30	9	2	17	51	0	1	0	80	154.2
13:45	9	2	5	60	0	0	0	76	156.5
H/TOT	37	11	41	212	0	1	0	302	597.5
14:00	4	6	13	60	0	0	0	83	167.5
14:15	6	2	10	46	0	0	0	64	128.8
14:30	6	2	8	43	0	0	0	59	118.9
14:45	4	1	4	53	0	0	0	62	132.9
H/TOT	20	11	35	202	0	0	0	268	548.1
15:00	0	4	3	65	0	0	0	72	158
15:15	4	0	7	54	0	0	0	65	138.7
15:30	6	0	1	48	0	0	0	55	117.9
15:45	5	3	6	50	0	0	0	64	132
H/TOT	15	7	17	217	0	0	0	256	546.6
16:00	6	1	3	40	0	0	0	50	103.5
16:15	2	0	3	40	0	0	0	45	98.5
16:30	3	2	4	26	0	0	0	35	70.8
16:45	12	2	5	32	0	0	0	51	95.1
H/TOT	23	5	15	138	0	0	0	181	367.9
17:00	5	1	1	39	0	2	0	48	98
17:15	11	3	0	27	0	0	0	41	76.1
17:30	2	2	0	27	0	1	0	32	66.5
17:45	7	1	2	37	0	0	0	47	96.1
H/TOT	25	7	3	130	0	3	0	168	336.7
18:00	9	1	0	22	0	0	0	32	60.6
18:15	6	2	1	32	1	1	0	43	85.5
18:30	7	2	3	36	1	0	0	49	98.3
18:45	10	2	1	15	0	1	0	29	48.4
H/TOT	32	7	5	105	2	2	0	153	292.8
19:00	9	2	1	27	0	0	0	39	74.6
19:15	7	3	1	18	0	0	0	29	52.9
19:30	8	2	3	9	0	0	2	24	35.6
19:45	4	1	0	15	0	0	0	20	39.5
H/TOT	28	8	5	69	0	0	2	112	202.6
20:00	4	2	0	15	0	0	0	21	40.5
20:15	3	0	1	13	0	0	0	17	34.4
20:30	3	0	0	12	0	0	0	15	30.6
20:45	4	1	1	8	1	0	0	15	26.9
H/TOT	14	3	2	48	1	0	0	68	132.4
21:00	6	1	2	14	1	0	0	24	44.2
21:15	5	0	2	12	0	0	0	19	35.6
21:30	5	0	0	12	0	0	0	17	32.6
21:45	4	0	0	8	0	0	0	12	22.4
H/TOT	20	1	4	46	1	0	0	72	134.8
22:00	2	1	0	5	0	0	0	8	14.5
22:15	0	0	1	8	0	0	0	9	19.9
22:30	3	0	0	9	0	0	0	12	23.7
22:45	0	0	0	12	0	0	0	12	27.6
H/TOT	5	1	1	34	0	0	0	41	85.7
23:00	1	0	4	15	0	3	0	23	42.7
23:15	3	0	0	5	0	0	0	8	14.5
23:30	2	0	0	9	0	2	0	13	23.5
23:45	1	0	0	7	0	0	0	8	17.1
H/TOT	7	0	4	36	0	5	0	52	97.8
Total	885	204	308	2815	5	19	3	4239	8043.7



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM E Lane 2 (E TO C)							23b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	1	0	0	0	1	2.3	
00:15	0	0	0	0	0	0	0	0	0	
00:30	0	1	0	0	0	0	0	1	1	
00:45	0	0	0	1	0	0	0	1	2.3	
H/TOT	0	1	0	2	0	0	0	3	5.6	
01:00	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	1	0	0	0	1	2.3	
H/TOT	0	0	0	1	0	0	0	1	2.3	
02:00	0	0	0	0	0	0	0	0	0	
02:15	1	0	0	0	0	0	0	1	1	
02:30	1	0	0	0	0	0	0	1	1	
02:45	2	0	0	1	0	0	0	3	4.3	
H/TOT	4	0	0	1	0	0	0	5	6.3	
03:00	0	0	0	0	0	0	0	0	0	
03:15	2	0	0	1	0	0	0	3	4.3	
03:30	3	0	0	0	0	0	0	3	3	
03:45	9	0	0	2	0	0	0	11	13.6	
H/TOT	14	0	0	3	0	0	0	17	20.9	
04:00	5	0	0	0	0	0	0	5	5	
04:15	4	0	0	1	0	0	0	5	6.3	
04:30	4	1	0	0	0	0	0	5	5	
04:45	15	2	1	0	0	1	0	19	18.9	
H/TOT	28	3	1	1	0	1	0	34	35.2	
05:00	14	6	1	0	0	0	0	21	21.5	
05:15	43	3	1	3	0	1	0	51	54.8	
05:30	106	7	0	1	0	1	0	115	115.7	
05:45	114	9	0	4	0	2	0	129	133	
H/TOT	277	25	2	8	0	4	0	316	325	
06:00	35	7	1	7	0	0	0	50	59.6	
06:15	26	7	0	1	0	3	0	37	36.5	
06:30	39	5	1	3	0	1	0	49	52.8	
06:45	69	8	1	7	0	2	0	87	95.4	
H/TOT	169	27	3	18	0	6	0	223	244.3	
07:00	55	8	0	4	0	1	0	68	72.6	
07:15	41	8	1	3	0	1	0	54	57.8	
07:30	54	11	0	4	0	0	0	69	74.2	
07:45	74	11	2	4	0	1	0	92	97.6	
H/TOT	224	38	3	15	0	3	0	283	302.2	
08:00	40	4	4	6	0	1	0	55	64.2	
08:15	41	4	1	3	0	0	0	49	53.4	
08:30	49	7	2	9	0	1	0	68	80.1	
08:45	70	4	1	5	0	0	0	80	87	
H/TOT	200	19	8	23	0	2	0	252	284.7	
09:00	42	7	3	3	0	0	0	55	60.4	
09:15	17	10	2	3	0	0	0	32	36.9	
09:30	16	5	0	9	0	0	0	30	41.7	
09:45	21	6	1	8	0	0	0	36	46.9	
H/TOT	96	28	6	23	0	0	0	153	185.9	
10:00	17	4	1	2	0	1	0	25	27.5	
10:15	16	6	1	8	0	0	0	31	41.9	
10:30	6	2	2	6	0	0	0	16	24.8	
10:45	14	6	1	9	0	0	0	30	42.2	
H/TOT	53	18	5	25	0	1	0	102	136.4	
11:00	9	6	0	7	0	0	0	22	31.1	
11:15	11	5	1	3	0	0	0	20	24.4	
11:30	9	3	0	8	0	0	0	20	30.4	
11:45	12	4	4	11	0	0	0	31	47.3	
H/TOT	41	18	5	29	0	0	0	93	133.2	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	13	2	2	6	0	0	0	23	31.8
12:15	14	2	4	11	0	0	0	31	47.3
12:30	10	3	5	5	0	0	0	23	32
12:45	17	5	3	5	0	1	0	31	38.4
H/TOT	54	12	14	27	0	1	0	108	149.5
13:00	19	3	0	5	0	0	0	27	33.5
13:15	39	7	2	7	0	0	0	55	65.1
13:30	50	3	1	12	0	2	0	68	82.9
13:45	25	3	2	10	0	0	0	40	54
H/TOT	133	16	5	34	0	2	0	190	235.5
14:00	12	3	4	9	0	0	0	28	41.7
14:15	8	3	3	7	0	0	0	21	31.6
14:30	11	4	2	4	0	0	0	21	27.2
14:45	10	3	4	8	0	0	0	25	37.4
H/TOT	41	13	13	28	0	0	0	95	137.9
15:00	4	6	1	8	0	1	0	20	30.3
15:15	13	6	2	3	0	0	0	24	28.9
15:30	10	5	2	6	0	0	0	23	31.8
15:45	15	1	1	9	0	0	0	26	38.2
H/TOT	42	18	6	26	0	1	0	93	129.2
16:00	9	2	2	8	0	0	0	21	32.4
16:15	6	1	2	1	0	1	0	11	12.7
16:30	16	3	1	3	0	0	0	23	27.4
16:45	11	2	1	6	0	0	0	20	28.3
H/TOT	42	8	6	18	0	1	0	75	100.8
17:00	9	3	0	3	0	1	0	16	19.3
17:15	18	3	2	6	0	0	0	29	37.8
17:30	7	0	0	4	0	1	0	12	16.6
17:45	20	2	1	2	0	0	0	25	28.1
H/TOT	54	8	3	15	0	2	0	82	101.8
18:00	7	1	0	1	0	0	0	9	10.3
18:15	10	3	0	3	0	0	0	16	19.9
18:30	7	0	1	4	0	0	0	12	17.7
18:45	6	1	0	2	0	0	0	9	11.6
H/TOT	30	5	1	10	0	0	0	46	59.5
19:00	3	2	0	3	0	0	0	8	11.9
19:15	6	0	1	0	0	0	0	7	7.5
19:30	2	0	0	1	0	0	0	3	4.3
19:45	6	0	0	0	0	0	0	6	6
H/TOT	17	2	1	4	0	0	0	24	29.7
20:00	4	2	0	2	0	0	0	8	10.6
20:15	2	2	0	2	0	0	0	6	8.6
20:30	3	0	0	1	0	0	0	4	5.3
20:45	4	0	0	2	0	0	0	6	8.6
H/TOT	13	4	0	7	0	0	0	24	33.1
21:00	4	0	0	0	0	1	0	5	4.4
21:15	8	0	0	0	0	0	0	8	8
21:30	11	1	0	2	0	0	0	14	16.6
21:45	6	0	0	0	0	0	0	6	6
H/TOT	29	1	0	2	0	1	0	33	35
22:00	2	0	0	1	0	0	0	3	4.3
22:15	0	0	1	1	0	0	0	2	3.8
22:30	1	1	0	1	0	0	0	3	4.3
22:45	2	0	1	0	0	0	0	3	3.5
H/TOT	5	1	2	3	0	0	0	11	15.9
23:00	2	0	0	0	0	0	0	2	2
23:15	2	0	0	0	0	0	0	2	2
23:30	0	0	0	1	0	0	0	1	2.3
23:45	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	1	0	0	0	5	6.3
Total	1570	265	84	324	0	25	0	2268	2716.2



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM E Lane 1 (E TO D)						24a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	2	0	0	1	0	0	0	3	4.3
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	1	0	0	0	3	4.3
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	1	0	0	0	1	2.3
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	1	0	0	0	1	2.3
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	1	1.5
H/TOT	0	0	1	0	0	0	0	1	1.5
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
05:00	1	0	0	1	0	0	0	2	3.3
05:15	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	1	1
05:45	2	0	0	0	0	0	0	2	2
H/TOT	4	0	0	1	0	0	0	5	6.3
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	1	0	0	0	1	2.3
06:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	1	0	0	0	2	3.3
07:00	1	0	0	0	0	0	0	1	1
07:15	0	2	0	0	0	0	0	2	2
07:30	1	0	0	1	0	0	0	2	3.3
07:45	0	0	0	0	0	0	0	0	0
H/TOT	2	2	0	1	0	0	0	5	6.3
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	1	1	0	0	0	2	3.8
08:45	0	1	0	0	0	0	0	1	1
H/TOT	0	1	1	1	0	0	0	3	4.8
09:00	1	0	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	1	0	0	0	1	2.3
09:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	2	3.3
10:00	0	0	1	0	0	0	0	1	1.5
10:15	0	0	0	2	0	0	0	2	4.6
10:30	1	1	0	1	0	0	0	3	4.3
10:45	0	0	0	0	0	0	0	0	0
H/TOT	1	1	1	3	0	0	0	6	10.4
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	1	1
11:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	1	2	0	1	0	0	0	4	5.3
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	1	0	1	0.4
12:45	1	1	0	0	0	0	0	2	2
H/TOT	2	3	0	1	0	1	0	7	7.7
13:00	2	2	0	1	0	0	0	5	6.3
13:15	3	0	0	0	0	0	0	3	3
13:30	0	1	1	2	0	0	0	4	7.1
13:45	2	1	1	1	0	0	0	5	6.8
H/TOT	7	4	2	4	0	0	0	17	23.2
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	1	0	0	0	1	2.3
14:30	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	1	0	0	0	2	3.3
15:00	2	0	0	3	0	0	0	5	8.9
15:15	1	0	0	1	0	0	0	2	3.3
15:30	3	1	0	2	0	0	0	6	8.6
15:45	0	0	0	2	0	0	0	2	4.6
H/TOT	6	1	0	8	0	0	0	15	25.4
16:00	0	2	0	2	0	0	0	4	6.6
16:15	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	2
16:45	2	0	0	2	0	0	0	4	6.6
H/TOT	4	2	0	4	0	0	0	10	15.2
17:00	1	0	0	3	0	0	0	4	7.9
17:15	3	0	0	0	0	0	0	3	3
17:30	1	0	0	1	0	0	0	2	3.3
17:45	0	0	1	2	0	0	0	3	6.1
H/TOT	5	0	1	6	0	0	0	12	20.3
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	1	0	0	0	1	2.3
18:30	1	0	0	2	0	0	0	3	5.6
18:45	1	0	0	1	0	0	0	2	3.3
H/TOT	2	0	0	4	0	0	0	6	11.2
19:00	2	0	1	0	0	0	0	3	3.5
19:15	1	0	0	1	0	0	0	2	3.3
19:30	0	0	1	0	0	0	0	1	1.5
19:45	1	0	0	1	0	0	0	2	3.3
H/TOT	4	0	2	2	0	0	0	8	11.6
20:00	0	0	0	1	0	0	0	1	2.3
20:15	1	0	0	2	0	0	0	3	5.6
20:30	2	0	0	3	0	0	0	5	8.9
20:45	3	0	0	0	0	0	0	3	3
H/TOT	6	0	0	6	0	0	0	12	19.8
21:00	0	1	1	1	0	0	0	3	4.8
21:15	1	0	0	0	0	0	0	1	1
21:30	2	0	0	1	0	0	0	3	4.3
21:45	2	1	1	1	0	0	0	5	6.8
H/TOT	5	2	2	3	0	0	0	12	16.9
22:00	0	1	0	0	0	0	0	1	1
22:15	0	0	0	0	0	0	0	0	0
22:30	1	0	0	0	0	0	0	1	1
22:45	0	1	0	0	0	0	0	1	1
H/TOT	1	2	0	0	0	0	0	3	3
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	1	0	0	0	0	0	0	1	1
23:45	0	0	0	1	0	0	0	1	2.3
H/TOT	1	0	0	1	0	0	0	2	3.3
Total	58	18	10	51	0	1	0	138	208.7



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM E Lane 2 (E TO D)							24b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	1	0	0	1	0	0	0	2	3.3	
00:15	1	0	0	5	0	0	0	6	12.5	
00:30	1	1	0	0	0	0	0	2	2	
00:45	1	0	0	0	0	0	0	1	1	
H/TOT	4	1	0	6	0	0	0	11	18.8	
01:00	2	1	1	0	0	0	0	4	4.5	
01:15	0	0	0	0	0	0	0	0	0	
01:30	2	0	1	1	0	0	0	4	5.8	
01:45	3	0	0	0	0	0	0	3	3	
H/TOT	7	1	2	1	0	0	0	11	13.3	
02:00	0	0	0	2	0	0	0	2	4.6	
02:15	0	0	1	0	0	0	0	1	1.5	
02:30	2	0	1	1	0	0	0	4	5.8	
02:45	3	0	1	0	0	0	0	4	4.5	
H/TOT	5	0	3	3	0	0	0	11	16.4	
03:00	2	1	0	1	0	0	0	4	5.3	
03:15	0	0	0	1	0	0	0	1	2.3	
03:30	7	0	0	0	0	1	0	8	7.4	
03:45	9	1	1	0	0	0	0	11	11.5	
H/TOT	18	2	1	2	0	1	0	24	26.5	
04:00	2	0	2	1	0	0	0	5	7.3	
04:15	6	0	0	0	1	0	0	7	8	
04:30	6	1	0	1	0	0	0	8	9.3	
04:45	26	4	0	1	0	0	0	31	32.3	
H/TOT	40	5	2	3	1	0	0	51	56.9	
05:00	10	2	0	0	1	0	0	13	14	
05:15	8	7	1	1	0	2	0	19	19.6	
05:30	22	6	0	0	0	0	0	28	28	
05:45	38	2	0	0	0	0	0	40	40	
H/TOT	78	17	1	1	1	2	0	100	101.6	
06:00	22	7	2	3	0	1	0	35	39.3	
06:15	27	8	1	2	0	0	0	38	41.1	
06:30	40	13	1	2	0	0	0	56	59.1	
06:45	44	19	0	1	1	1	0	66	67.7	
H/TOT	133	47	4	8	1	2	0	195	207.2	
07:00	45	18	3	7	0	1	0	74	84	
07:15	50	21	4	2	0	1	0	78	82	
07:30	77	16	1	4	0	0	0	98	103.7	
07:45	81	15	0	3	1	0	0	100	104.9	
H/TOT	253	70	8	16	1	2	0	350	374.6	
08:00	91	7	1	4	0	0	0	103	108.7	
08:15	95	8	3	6	1	1	0	114	123.7	
08:30	92	5	1	0	1	1	0	100	100.9	
08:45	118	11	3	2	1	1	0	136	140.5	
H/TOT	396	31	8	12	3	3	0	453	473.8	
09:00	91	12	3	4	0	1	0	111	117.1	
09:15	75	8	5	4	1	0	0	93	101.7	
09:30	65	12	0	6	0	0	0	83	90.8	
09:45	52	12	3	3	1	0	0	71	77.4	
H/TOT	283	44	11	17	2	1	0	358	387	
10:00	58	6	2	3	0	0	0	69	73.9	
10:15	62	6	4	6	4	0	0	82	95.8	
10:30	57	11	2	2	0	0	0	72	75.6	
10:45	46	10	7	2	2	0	0	67	75.1	
H/TOT	223	33	15	13	6	0	0	290	320.4	
11:00	58	14	2	5	0	0	0	79	86.5	
11:15	48	10	1	6	1	1	0	67	75.7	
11:30	55	9	2	0	0	0	0	66	67	
11:45	53	10	3	4	1	1	0	72	79.1	
H/TOT	214	43	8	15	2	2	0	284	308.3	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	43	10	4	6	0	0	0	63	72.8
12:15	60	14	1	6	2	1	0	84	93.7
12:30	67	6	0	1	0	1	0	75	75.7
12:45	75	13	2	1	2	0	0	93	97.3
H/TOT	245	43	7	14	4	2	0	315	339.5
13:00	57	9	1	4	0	1	0	72	77.1
13:15	54	12	6	0	1	0	0	73	77
13:30	52	9	5	3	1	1	0	71	77.8
13:45	77	11	6	3	1	0	0	98	105.9
H/TOT	240	41	18	10	3	2	0	314	337.8
14:00	43	8	4	5	0	0	0	60	68.5
14:15	46	6	4	3	1	0	0	60	66.9
14:30	46	12	2	6	0	0	0	66	74.8
14:45	47	10	4	4	1	1	0	67	74.6
H/TOT	182	36	14	18	2	1	0	253	284.8
15:00	42	8	7	4	0	1	0	62	70.1
15:15	62	7	3	2	1	0	0	75	80.1
15:30	74	3	5	4	0	0	0	86	93.7
15:45	75	11	2	4	1	2	0	95	101
H/TOT	253	29	17	14	2	3	0	318	344.9
16:00	65	9	7	2	1	1	0	85	91.5
16:15	77	10	2	5	1	1	0	96	103.9
16:30	55	6	1	6	0	1	0	69	76.7
16:45	70	8	4	9	2	0	0	93	108.7
H/TOT	267	33	14	22	4	3	0	343	380.8
17:00	60	4	2	8	0	0	0	74	85.4
17:15	75	4	2	3	1	1	0	86	91.3
17:30	69	6	2	4	0	1	0	82	87.6
17:45	69	7	2	4	0	0	0	82	88.2
H/TOT	273	21	8	19	1	2	0	324	352.5
18:00	58	3	0	2	1	0	0	64	67.6
18:15	55	4	0	4	2	0	0	65	72.2
18:30	62	4	0	3	0	1	0	70	73.3
18:45	45	4	1	2	0	0	0	52	55.1
H/TOT	220	15	1	11	3	1	0	251	268.2
19:00	45	7	0	0	2	0	0	54	56
19:15	51	5	1	3	0	0	0	60	64.4
19:30	48	5	1	1	0	2	0	57	57.6
19:45	51	4	0	4	0	1	0	60	64.6
H/TOT	195	21	2	8	2	3	0	231	242.6
20:00	51	1	1	0	0	0	0	53	53.5
20:15	46	5	0	1	0	0	0	52	53.3
20:30	40	2	3	3	0	0	0	48	53.4
20:45	35	3	1	0	0	0	0	39	39.5
H/TOT	172	11	5	4	0	0	0	192	199.7
21:00	45	3	0	2	0	0	0	50	52.6
21:15	24	2	1	2	0	0	0	29	32.1
21:30	29	1	1	1	0	0	0	32	33.8
21:45	35	3	0	1	0	0	0	39	40.3
H/TOT	133	9	2	6	0	0	0	150	158.8
22:00	0	0	0	0	0	0	0	0	0
22:15	14	0	0	1	0	0	0	15	16.3
22:30	16	2	0	2	0	0	0	20	22.6
22:45	11	1	0	0	0	0	0	12	12
H/TOT	41	3	0	3	0	0	0	47	50.9
23:00	7	0	0	2	0	0	0	9	11.6
23:15	8	0	1	0	0	0	0	9	9.5
23:30	6	0	0	1	0	0	0	7	8.3
23:45	3	0	0	4	0	0	0	7	12.2
H/TOT	24	0	1	7	0	0	0	32	41.6
Total	3899	556	152	233	38	30	0	4908	5306.9



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM E Lane 1 (E TO E)							25a	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	0	1	1
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	1	0	0	0	0	1	2.3
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	0	1	2.3
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	1	0	0	0	0	1	2.3
H/TOT	0	0	0	1	0	0	0	0	1	2.3
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	1	0	0	0	1	2.3
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	2
H/TOT	2	0	0	0	0	0	0	2	2
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	5	0	0	3	0	0	0	8	11.9



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	ARM E Lane 2 (E TO E)							25b	TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	1	0	0	0	0	2	3.3
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	0	2	3.3
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	1	1	0	0	0	0	2	3.8
H/TOT	0	0	1	1	0	0	0	0	2	3.8
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	1	0	0	0	0	1	2.3
H/TOT	0	0	0	1	0	0	0	0	1	2.3
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	0	0	1	2.3
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	0	1	2.3
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	1	1	0	0	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	0
13:30	3	1	0	0	0	0	0	4	4
13:45	0	0	1	0	0	0	0	1	1.5
H/TOT	4	2	1	0	0	0	0	7	7.5
14:00	1	0	1	0	0	0	0	2	2.5
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	1	1
H/TOT	1	1	1	0	0	0	0	3	3.5
15:00	1	0	0	0	0	1	0	2	1.4
15:15	1	2	2	0	0	0	0	5	6
15:30	2	1	1	0	0	0	0	4	4.5
15:45	0	1	0	0	0	0	0	1	1
H/TOT	4	4	3	0	0	1	0	12	12.9
16:00	2	0	0	0	0	0	0	2	2
16:15	2	0	0	0	0	0	0	2	2
16:30	1	0	0	0	0	0	0	1	1
16:45	5	0	0	0	0	0	0	5	5
H/TOT	10	0	0	0	0	0	0	10	10
17:00	1	0	0	0	0	0	0	1	1
17:15	1	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
18:00	1	0	0	0	0	0	0	1	1
18:15	0	1	0	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	2
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	3	0	0	0	0	0	0	3	3
20:15	1	0	0	0	0	0	0	1	1
20:30	2	0	0	0	0	0	0	2	2
20:45	3	0	0	0	0	0	0	3	3
H/TOT	9	0	0	0	0	0	0	9	9
21:00	0	0	0	0	0	0	0	0	0
21:15	2	0	0	0	0	0	0	2	2
21:30	0	0	0	0	0	0	0	0	0
21:45	2	0	0	0	0	0	0	2	2
H/TOT	4	0	0	0	0	0	0	4	4
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
23:00	0	1	0	0	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
Total	39	9	6	4	0	1	0	59	66.6



SITE: 1 DATE: 21/06/2017 SITE:
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday LOCATION:

TIME	CAR	LGV	ARM A (A TO A)		PSV	MCL	PCL	TOT	PCUs	TIME
			OGV1	OGV2						
00:00	0	0	0	0	0	0	0	0	0	00:00
00:15	0	0	0	0	0	0	0	0	0	00:15
00:30	0	0	0	0	0	0	0	0	0	00:30
00:45	0	0	0	0	0	0	0	0	0	00:45
H/TOT	0	0	0	0	0	0	0	0	0	H/TOT
01:00	0	0	0	0	0	0	0	0	0	01:00
01:15	0	0	0	0	0	0	0	0	0	01:15
01:30	0	0	0	0	0	0	0	0	0	01:30
01:45	0	0	0	0	0	0	0	0	0	01:45
H/TOT	0	0	0	0	0	0	0	0	0	H/TOT
02:00	0	0	0	0	0	0	0	0	0	02:00
02:15	0	0	0	0	0	0	0	0	0	02:15
02:30	0	0	0	0	0	0	0	0	0	02:30
02:45	0	0	0	0	0	0	0	0	0	02:45
H/TOT	0	0	0	0	0	0	0	0	0	H/TOT
03:00	0	0	0	0	0	0	0	0	0	03:00
03:15	0	0	0	0	0	0	0	0	0	03:15
03:30	0	0	0	0	0	0	0	0	0	03:30
03:45	0	0	0	0	0	0	0	0	0	03:45
H/TOT	0	0	0	0	0	0	0	0	0	H/TOT
04:00	0	0	0	0	0	0	0	0	0	04:00
04:15	0	0	0	0	0	0	0	0	0	04:15
04:30	0	0	0	0	0	0	0	0	0	04:30
04:45	0	0	0	0	0	0	0	0	0	04:45
H/TOT	0	0	0	0	0	0	0	0	0	H/TOT
05:00	0	0	0	0	0	0	0	0	0	05:00
05:15	0	0	0	0	0	0	0	0	0	05:15
05:30	0	0	0	0	0	0	0	0	0	05:30
05:45	0	0	0	0	0	0	0	0	0	05:45
H/TOT	0	0	0	0	0	0	0	0	0	H/TOT
06:00	0	0	0	0	0	0	0	0	0	06:00
06:15	0	0	0	0	0	0	0	0	0	06:15
06:30	0	0	0	1	0	0	0	1	2.3	06:30
06:45	0	0	0	0	0	0	0	0	0	06:45
H/TOT	0	0	0	1	0	0	0	1	2.3	H/TOT
07:00	0	0	0	0	0	0	0	0	0	07:00
07:15	0	0	0	0	0	0	0	0	0	07:15
07:30	0	1	0	0	0	0	0	1	1	07:30
07:45	0	0	1	0	0	0	0	1	1.5	07:45
H/TOT	0	1	1	0	0	0	0	2	2.5	H/TOT
08:00	1	0	0	0	0	0	0	1	1	08:00
08:15	0	0	0	0	0	0	0	0	0	08:15
08:30	0	0	0	0	0	0	0	0	0	08:30
08:45	0	0	0	0	0	0	0	0	0	08:45
H/TOT	1	0	0	0	0	0	0	1	1	H/TOT
09:00	0	0	0	0	0	0	0	0	0	09:00
09:15	0	0	0	0	0	0	0	0	0	09:15
09:30	0	0	0	0	0	0	0	0	0	09:30
09:45	0	0	0	0	0	0	0	0	0	09:45
H/TOT	0	0	0	0	0	0	0	0	0	H/TOT
10:00	0	0	0	0	0	0	0	0	0	10:00
10:15	0	0	0	0	0	0	0	0	0	10:15
10:30	0	0	0	0	0	0	0	0	0	10:30
10:45	0	0	0	0	0	0	0	0	0	10:45
H/TOT	0	0	0	0	0	0	0	0	0	H/TOT
11:00	0	0	0	0	0	0	0	0	0	11:00
11:15	0	0	0	0	0	0	0	0	0	11:15
11:30	0	0	0	0	0	0	0	0	0	11:30
11:45	0	0	0	1	0	0	0	1	2.3	11:45
H/TOT	0	0	0	1	0	0	0	1	2.3	H/TOT
12:00	0	0	0	0	0	0	0	0	0	12:00
12:15	0	0	0	0	0	0	0	0	0	12:15
12:30	0	0	0	0	0	0	0	0	0	12:30
12:45	1	0	0	0	0	0	0	1	1	12:45
H/TOT	1	0	0	0	0	0	0	1	1	H/TOT



SITE:		1							DATE:		21/06/2017		SITE:	
LOCATION:		A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa							DAY:		Wednesday		LOCATION:	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	13:00	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	13:15	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	13:30	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	13:45	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	14:00	
14:15	0	0	0	0	0	0	0	0	0	0	0	0	14:15	
14:30	0	0	0	0	0	0	0	0	0	0	0	0	14:30	
14:45	0	0	0	0	0	0	0	0	0	0	0	0	14:45	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	15:00	
15:15	0	0	0	0	0	0	0	0	0	0	0	0	15:15	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	15:30	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	15:45	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	16:00	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	16:15	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	16:30	
16:45	1	0	0	0	0	0	0	0	0	1	1	1	16:45	
H/TOT	1	0	0	0	0	0	0	0	0	1	1	1	H/TOT	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	17:00	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	17:15	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	17:30	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	17:45	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	18:00	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	18:15	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	18:30	
18:45	0	0	0	0	0	0	0	0	0	0	0	0	18:45	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	19:00	
19:15	0	0	0	0	0	0	0	0	0	0	0	0	19:15	
19:30	0	0	0	0	0	0	0	0	0	0	0	0	19:30	
19:45	0	0	0	0	0	0	0	0	0	0	0	0	19:45	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	
20:00	0	0	0	1	0	0	0	0	1	2.3	2.3	2.3	20:00	
20:15	0	0	0	0	0	0	0	0	0	0	0	0	20:15	
20:30	0	0	0	0	0	0	0	0	0	0	0	0	20:30	
20:45	0	0	0	0	0	0	0	0	0	0	0	0	20:45	
H/TOT	0	0	0	1	0	0	0	0	1	2.3	2.3	2.3	H/TOT	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	21:00	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	21:15	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	21:30	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	21:45	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	22:00	
22:15	0	0	0	0	0	0	0	0	0	0	0	0	22:15	
22:30	0	0	0	0	0	0	0	0	0	0	0	0	22:30	
22:45	0	0	0	0	0	0	0	0	0	0	0	0	22:45	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	23:00	
23:15	0	0	0	0	0	0	0	0	0	0	0	0	23:15	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	23:30	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	23:45	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	
Total	3	1	1	3	0	0	0	0	8	12.4	12.4	12.4	Total	



SITE: 1 DATE: 21/06/2017 SITE:
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday LOCATION

TIME	CAR	LGV	ARM B (B TO A)		PSV	MCL	6		TOT	PCUs	TIME
			OGV1	OGV2			PCL				
00:00	0	0	0	0	0	0	0	0	0	0	00:00
00:15	0	0	0	0	0	0	0	0	0	0	00:15
00:30	0	0	0	0	0	0	0	0	0	0	00:30
00:45	0	0	0	0	0	0	0	0	0	0	00:45
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT
01:00	0	0	0	0	0	0	0	0	0	0	01:00
01:15	0	0	0	0	0	0	0	0	0	0	01:15
01:30	0	0	0	0	0	0	0	0	0	0	01:30
01:45	0	0	0	0	0	0	0	0	0	0	01:45
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT
02:00	0	0	0	0	0	0	0	0	0	0	02:00
02:15	0	0	0	0	0	0	0	0	0	0	02:15
02:30	0	0	0	0	0	0	0	0	0	0	02:30
02:45	0	0	0	0	0	0	0	0	0	0	02:45
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT
03:00	0	0	0	0	0	0	0	0	0	0	03:00
03:15	0	0	0	0	0	0	0	0	0	0	03:15
03:30	0	0	0	0	0	0	0	0	0	0	03:30
03:45	0	0	0	0	0	0	0	0	0	0	03:45
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT
04:00	0	0	0	0	0	0	0	0	0	0	04:00
04:15	0	1	0	0	0	0	0	1	1	1	04:15
04:30	0	0	0	0	0	0	0	0	0	0	04:30
04:45	0	0	0	0	0	0	0	0	0	0	04:45
H/TOT	0	1	0	0	0	0	0	1	1	1	H/TOT
05:00	2	0	0	0	0	0	0	2	2	2	05:00
05:15	0	0	0	0	0	0	0	0	0	0	05:15
05:30	0	0	0	0	0	0	0	0	0	0	05:30
05:45	3	0	0	0	0	0	0	3	3	3	05:45
H/TOT	5	0	0	0	0	0	0	5	5	5	H/TOT
06:00	0	0	0	0	0	0	0	0	0	0	06:00
06:15	0	0	0	0	0	0	0	0	0	0	06:15
06:30	0	0	0	0	1	0	0	1	2	2	06:30
06:45	1	0	0	0	0	0	0	1	1	1	06:45
H/TOT	1	0	0	0	1	0	0	2	3	3	H/TOT
07:00	1	0	0	0	0	0	0	1	1	1	07:00
07:15	1	0	0	0	0	0	0	1	1	1	07:15
07:30	2	1	0	0	0	0	0	3	3	3	07:30
07:45	1	0	0	0	0	0	0	1	1	1	07:45
H/TOT	5	1	0	0	0	0	0	6	6	6	H/TOT
08:00	0	0	0	0	0	0	0	0	0	0	08:00
08:15	0	0	0	0	0	0	0	0	0	0	08:15
08:30	0	1	0	0	0	0	0	1	1	1	08:30
08:45	0	0	0	1	0	0	0	1	2.3	2.3	08:45
H/TOT	0	1	0	1	0	0	0	2	3.3	3.3	H/TOT
09:00	0	0	0	0	0	0	0	0	0	0	09:00
09:15	0	0	0	0	0	0	0	0	0	0	09:15
09:30	0	0	0	0	0	0	0	0	0	0	09:30
09:45	0	0	0	0	0	0	0	0	0	0	09:45
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT
10:00	0	0	0	0	0	0	0	0	0	0	10:00
10:15	0	0	0	0	0	0	0	0	0	0	10:15
10:30	0	0	1	0	0	0	0	1	1.5	1.5	10:30
10:45	0	1	0	0	0	0	0	1	1	1	10:45
H/TOT	0	1	1	0	0	0	0	2	2.5	2.5	H/TOT
11:00	0	0	0	0	0	0	0	0	0	0	11:00
11:15	0	0	1	0	0	0	0	1	1.5	1.5	11:15
11:30	0	0	0	0	0	0	0	0	0	0	11:30
11:45	0	0	1	0	0	0	0	1	1.5	1.5	11:45
H/TOT	0	0	2	0	0	0	0	2	3	3	H/TOT
12:00	0	0	0	0	0	0	0	0	0	0	12:00
12:15	0	1	0	0	0	0	0	1	1	1	12:15
12:30	0	0	0	0	0	0	0	0	0	0	12:30
12:45	0	0	0	0	0	0	0	0	0	0	12:45
H/TOT	0	1	0	0	0	0	0	1	1	1	H/TOT



SITE:		1							DATE:		21/06/2017		SITE:	
LOCATION:		A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa							DAY:		Wednesday		LOCATION:	
13:00	0	0	1	0	0	0	0	0	1	1.5		13:00		
13:15	0	0	0	0	0	0	0	0	0	0		13:15		
13:30	0	0	1	0	0	0	0	0	1	1.5		13:30		
13:45	0	0	0	0	0	0	0	0	0	0		13:45		
H/TOT	0	0	2	0	0	0	0	0	2	3		H/TOT		
14:00	0	0	0	0	0	0	0	0	0	0		14:00		
14:15	0	0	1	0	0	0	0	0	1	1.5		14:15		
14:30	0	0	0	0	0	0	0	0	0	0		14:30		
14:45	0	0	0	0	0	0	0	0	0	0		14:45		
H/TOT	0	0	1	0	0	0	0	0	1	1.5		H/TOT		
15:00	0	0	0	0	0	0	0	0	0	0		15:00		
15:15	0	0	0	0	0	0	0	0	0	0		15:15		
15:30	0	0	0	0	0	0	0	0	0	0		15:30		
15:45	0	0	1	0	0	0	0	0	1	2.3		15:45		
H/TOT	0	0	0	1	0	0	0	0	1	2.3		H/TOT		
16:00	0	0	0	0	0	0	0	0	0	0		16:00		
16:15	0	0	0	0	0	0	0	0	0	0		16:15		
16:30	0	0	0	0	0	0	0	0	0	0		16:30		
16:45	0	0	0	0	0	0	0	0	0	0		16:45		
H/TOT	0	0	0	0	0	0	0	0	0	0		H/TOT		
17:00	0	0	0	0	0	0	0	0	0	0		17:00		
17:15	0	0	0	0	0	0	0	0	0	0		17:15		
17:30	0	0	0	0	0	0	0	0	0	0		17:30		
17:45	0	0	0	0	0	0	0	0	0	0		17:45		
H/TOT	0	0	0	0	0	0	0	0	0	0		H/TOT		
18:00	0	0	0	0	0	0	0	0	0	0		18:00		
18:15	0	0	0	0	0	0	0	0	0	0		18:15		
18:30	0	0	0	0	0	0	0	0	0	0		18:30		
18:45	0	0	0	0	0	0	0	0	0	0		18:45		
H/TOT	0	0	0	0	0	0	0	0	0	0		H/TOT		
19:00	0	0	0	0	0	0	0	0	0	0		19:00		
19:15	0	0	0	0	0	0	0	0	0	0		19:15		
19:30	0	0	0	0	0	0	0	0	0	0		19:30		
19:45	0	0	0	0	0	0	0	0	0	0		19:45		
H/TOT	0	0	0	0	0	0	0	0	0	0		H/TOT		
20:00	0	0	0	0	0	0	0	0	0	0		20:00		
20:15	0	0	0	0	0	0	0	0	0	0		20:15		
20:30	0	0	0	0	0	0	0	0	0	0		20:30		
20:45	0	0	0	0	0	0	0	0	0	0		20:45		
H/TOT	0	0	0	0	0	0	0	0	0	0		H/TOT		
21:00	0	0	0	0	0	0	0	0	0	0		21:00		
21:15	0	0	0	0	0	0	0	0	0	0		21:15		
21:30	0	0	0	0	0	0	0	0	0	0		21:30		
21:45	0	0	0	0	0	0	0	0	0	0		21:45		
H/TOT	0	0	0	0	0	0	0	0	0	0		H/TOT		
22:00	0	0	0	0	0	0	0	0	0	0		22:00		
22:15	0	0	0	0	0	0	0	0	0	0		22:15		
22:30	0	0	0	0	0	0	0	0	0	0		22:30		
22:45	0	0	0	0	0	0	0	0	0	0		22:45		
H/TOT	0	0	0	0	0	0	0	0	0	0		H/TOT		
23:00	0	0	0	0	0	0	0	0	0	0		23:00		
23:15	0	0	0	0	0	0	0	0	0	0		23:15		
23:30	0	0	0	0	0	0	0	0	0	0		23:30		
23:45	0	0	0	0	0	0	0	0	0	0		23:45		
H/TOT	0	0	0	0	0	0	0	0	0	0		H/TOT		
Total	11	5	6	2	1	0	0	0	25	31.6		Total		



SITE: 1 DATE: 21/06/2017 SITE:
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday LOCATION

TIME	CAR	LGV	ARM C (C TO A)		PSV	MCL	11		TOT	PCUs	TIME
			OGV1	OGV2			PCL				
00:00	0	0	0	0	0	0	0	0	0	0	00:00
00:15	0	0	0	0	0	0	0	0	0	0	00:15
00:30	0	0	0	0	0	0	0	0	0	0	00:30
00:45	0	0	0	0	0	0	0	0	0	0	00:45
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT
01:00	0	0	0	0	0	0	0	0	0	0	01:00
01:15	0	0	0	0	0	0	0	0	0	0	01:15
01:30	0	0	0	0	0	0	0	0	0	0	01:30
01:45	0	0	0	0	0	0	0	0	0	0	01:45
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT
02:00	0	0	0	0	0	0	0	0	0	0	02:00
02:15	0	0	0	0	0	0	0	0	0	0	02:15
02:30	0	0	0	0	0	0	0	0	0	0	02:30
02:45	0	0	0	0	0	0	0	0	0	0	02:45
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT
03:00	0	0	0	0	0	0	0	0	0	0	03:00
03:15	0	0	1	0	0	0	0	1	1.5	0	03:15
03:30	0	0	0	0	0	0	0	0	0	0	03:30
03:45	0	0	0	0	0	0	0	0	0	0	03:45
H/TOT	0	0	1	0	0	0	0	1	1.5	0	H/TOT
04:00	0	0	0	0	0	0	0	0	0	0	04:00
04:15	0	0	0	0	0	0	0	0	0	0	04:15
04:30	1	0	0	0	0	0	0	1	1	0	04:30
04:45	0	0	0	0	0	0	0	0	0	0	04:45
H/TOT	1	0	0	0	0	0	0	1	1	0	H/TOT
05:00	0	0	0	0	0	0	0	0	0	0	05:00
05:15	0	0	0	0	0	0	0	0	0	0	05:15
05:30	0	0	1	0	0	0	0	1	1.5	0	05:30
05:45	0	0	0	0	0	0	0	0	0	0	05:45
H/TOT	0	0	1	0	0	0	0	1	1.5	0	H/TOT
06:00	0	0	0	0	0	0	0	0	0	0	06:00
06:15	1	0	0	0	0	0	0	1	1	0	06:15
06:30	0	0	1	1	0	0	0	2	3.8	0	06:30
06:45	0	0	0	0	0	0	0	0	0	0	06:45
H/TOT	1	0	1	1	0	0	0	3	4.8	0	H/TOT
07:00	1	0	1	0	0	0	0	2	2.5	0	07:00
07:15	1	0	0	1	0	0	0	2	3.3	0	07:15
07:30	0	0	0	1	0	0	0	1	2.3	0	07:30
07:45	0	0	0	1	0	0	0	1	2.3	0	07:45
H/TOT	2	0	1	3	0	0	0	6	10.4	0	H/TOT
08:00	2	0	0	0	0	0	0	2	2	0	08:00
08:15	0	0	0	0	0	0	0	0	0	0	08:15
08:30	0	1	0	0	0	0	0	1	1	0	08:30
08:45	0	0	0	1	0	0	0	1	2.3	0	08:45
H/TOT	2	1	0	1	0	0	0	4	5.3	0	H/TOT
09:00	0	0	0	0	0	0	0	0	0	0	09:00
09:15	1	0	0	0	0	0	0	1	1	0	09:15
09:30	1	0	0	0	0	0	0	1	1	0	09:30
09:45	0	0	0	1	0	0	0	1	2.3	0	09:45
H/TOT	2	0	0	1	0	0	0	3	4.3	0	H/TOT
10:00	0	0	0	1	0	0	0	1	2.3	0	10:00
10:15	0	0	0	0	0	0	0	0	0	0	10:15
10:30	0	0	0	1	0	0	0	1	2.3	0	10:30
10:45	0	0	0	2	0	0	0	2	4.6	0	10:45
H/TOT	0	0	0	4	0	0	0	4	9.2	0	H/TOT
11:00	3	0	1	0	0	0	0	4	4.5	0	11:00
11:15	0	0	0	1	0	0	0	1	2.3	0	11:15
11:30	0	1	1	0	0	0	0	2	2.5	0	11:30
11:45	0	0	0	1	0	0	0	1	2.3	0	11:45
H/TOT	3	1	2	2	0	0	0	8	11.6	0	H/TOT
12:00	1	0	0	0	0	0	0	1	1	0	12:00
12:15	0	0	0	1	0	0	0	1	2.3	0	12:15
12:30	0	0	0	0	0	0	0	0	0	0	12:30
12:45	1	0	0	2	0	0	0	3	5.6	0	12:45
H/TOT	2	0	0	3	0	0	0	5	8.9	0	H/TOT



SITE:		1							DATE:		21/06/2017		SITE:	
LOCATION:	A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa							DAY:	Wednesday		LOCATION:			
13:00	0	0	0	1	0	0	0	0	1	2.3	13:00			
13:15	1	0	1	2	0	0	0	0	4	7.1	13:15			
13:30	1	0	1	0	0	0	0	0	2	2.5	13:30			
13:45	0	0	0	0	0	0	0	0	0	0	13:45			
H/TOT	2	0	2	3	0	0	0	0	7	11.9	H/TOT			
14:00	1	0	0	3	0	0	0	0	4	7.9	14:00			
14:15	0	1	1	0	0	0	0	0	2	2.5	14:15			
14:30	0	0	0	0	0	0	0	0	0	0	14:30			
14:45	0	0	1	0	0	0	0	0	1	1.5	14:45			
H/TOT	1	1	2	3	0	0	0	0	7	11.9	H/TOT			
15:00	0	0	0	1	0	0	0	0	1	2.3	15:00			
15:15	0	1	0	0	0	0	0	0	1	1	15:15			
15:30	0	0	1	3	0	0	0	0	4	8.4	15:30			
15:45	0	0	0	1	0	0	0	0	1	2.3	15:45			
H/TOT	0	1	1	5	0	0	0	0	7	14	H/TOT			
16:00	0	0	1	1	0	0	0	0	2	3.8	16:00			
16:15	0	1	0	4	0	0	0	0	5	10.2	16:15			
16:30	0	0	0	3	0	0	0	0	3	6.9	16:30			
16:45	0	0	1	2	0	0	0	0	3	6.1	16:45			
H/TOT	0	1	2	10	0	0	0	0	13	27	H/TOT			
17:00	0	0	0	0	0	0	0	0	0	0	17:00			
17:15	3	0	0	0	0	0	0	0	3	3	17:15			
17:30	1	0	0	2	0	0	0	0	3	5.6	17:30			
17:45	0	1	0	0	0	0	1	0	2	1.4	17:45			
H/TOT	4	1	0	2	0	1	0	0	8	10	H/TOT			
18:00	1	1	0	3	0	0	0	0	5	8.9	18:00			
18:15	1	0	0	0	0	0	0	0	1	1	18:15			
18:30	0	0	0	2	0	0	0	0	2	4.6	18:30			
18:45	0	0	0	2	0	0	0	0	2	4.6	18:45			
H/TOT	2	1	0	7	0	0	0	0	10	19.1	H/TOT			
19:00	0	0	0	1	0	0	0	0	1	2.3	19:00			
19:15	0	0	0	2	0	0	0	0	2	4.6	19:15			
19:30	0	0	0	0	0	0	0	0	0	0	19:30			
19:45	1	0	0	0	0	0	0	0	1	1	19:45			
H/TOT	1	0	0	3	0	0	0	0	4	7.9	H/TOT			
20:00	0	0	0	0	0	0	0	0	0	0	20:00			
20:15	1	0	0	0	0	0	0	0	1	1	20:15			
20:30	0	0	0	0	0	0	0	0	0	0	20:30			
20:45	1	0	0	1	0	0	0	0	2	3.3	20:45			
H/TOT	2	0	0	1	0	0	0	0	3	4.3	H/TOT			
21:00	0	0	0	0	0	0	0	0	0	0	21:00			
21:15	0	0	0	0	0	0	0	0	0	0	21:15			
21:30	0	0	0	0	0	0	0	0	0	0	21:30			
21:45	0	0	0	0	0	0	0	0	0	0	21:45			
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT			
22:00	1	0	0	0	0	0	0	0	1	1	22:00			
22:15	0	0	0	0	0	0	0	0	0	0	22:15			
22:30	0	0	0	0	0	0	0	0	0	0	22:30			
22:45	0	0	0	0	0	0	0	0	0	0	22:45			
H/TOT	1	0	0	0	0	0	0	0	1	1	H/TOT			
23:00	0	0	0	0	0	0	0	0	0	0	23:00			
23:15	0	0	0	0	0	0	0	0	0	0	23:15			
23:30	0	0	0	0	0	0	0	0	0	0	23:30			
23:45	0	0	0	0	0	0	0	0	0	0	23:45			
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT			
Total	26	7	13	49	0	1	0	0	96	165.6	Total			



SITE: 1 DATE: 21/06/2017 SITE:
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday LOCATION

TIME	CAR	LGV	ARM D (D TO A)		PSV	MCL	16	TOT	PCUs	TIME
			OGV1	OGV2			PCL			
00:00	0	0	0	0	0	0	0	0	0	00:00
00:15	0	0	0	0	0	0	0	0	0	00:15
00:30	0	0	0	0	0	0	0	0	0	00:30
00:45	0	0	0	0	0	0	0	0	0	00:45
H/TOT	0	0	0	0	0	0	0	0	0	H/TOT
01:00	0	0	0	0	0	0	0	0	0	01:00
01:15	0	0	0	0	0	0	0	0	0	01:15
01:30	0	0	0	0	0	0	0	0	0	01:30
01:45	0	0	0	0	0	0	0	0	0	01:45
H/TOT	0	0	0	0	0	0	0	0	0	H/TOT
02:00	0	0	0	0	0	0	0	0	0	02:00
02:15	1	0	0	0	0	0	0	1	1	02:15
02:30	0	0	0	0	0	0	0	0	0	02:30
02:45	0	0	0	0	0	0	0	0	0	02:45
H/TOT	1	0	0	0	0	0	0	1	1	H/TOT
03:00	0	0	0	0	0	0	0	0	0	03:00
03:15	0	0	0	0	0	0	0	0	0	03:15
03:30	0	0	0	0	0	0	0	0	0	03:30
03:45	0	0	0	0	0	0	0	0	0	03:45
H/TOT	0	0	0	0	0	0	0	0	0	H/TOT
04:00	0	0	0	0	0	0	0	0	0	04:00
04:15	1	0	0	0	0	0	0	1	1	04:15
04:30	1	0	0	0	0	0	0	1	1	04:30
04:45	0	0	0	0	0	0	0	0	0	04:45
H/TOT	2	0	0	0	0	0	0	2	2	H/TOT
05:00	0	0	0	0	0	0	0	0	0	05:00
05:15	0	0	0	0	0	0	0	0	0	05:15
05:30	1	0	0	0	0	0	0	1	1	05:30
05:45	0	0	0	0	0	0	0	0	0	05:45
H/TOT	1	0	0	0	0	0	0	1	1	H/TOT
06:00	2	0	0	0	0	0	0	2	2	06:00
06:15	2	3	0	0	0	0	0	5	5	06:15
06:30	5	3	0	0	0	0	0	8	8	06:30
06:45	11	9	0	0	0	0	0	20	20	06:45
H/TOT	20	15	0	0	0	0	0	35	35	H/TOT
07:00	13	10	0	0	0	0	0	23	23	07:00
07:15	7	3	0	0	0	0	0	10	10	07:15
07:30	4	8	1	0	0	0	0	13	13.5	07:30
07:45	6	0	0	0	0	0	0	6	6	07:45
H/TOT	30	21	1	0	0	0	0	52	52.5	H/TOT
08:00	4	3	0	1	0	0	0	8	9.3	08:00
08:15	5	0	0	0	0	0	0	5	5	08:15
08:30	0	0	0	0	0	0	0	0	0	08:30
08:45	2	0	0	0	0	0	0	2	2	08:45
H/TOT	11	3	0	1	0	0	0	15	16.3	H/TOT
09:00	2	1	0	0	0	0	0	3	3	09:00
09:15	1	3	1	0	0	0	0	5	5.5	09:15
09:30	0	0	0	1	0	0	0	1	2.3	09:30
09:45	4	1	0	1	0	0	0	6	7.3	09:45
H/TOT	7	5	1	2	0	0	0	15	18.1	H/TOT
10:00	1	0	0	0	0	0	0	1	1	10:00
10:15	2	0	1	0	0	0	0	3	3.5	10:15
10:30	5	3	1	0	0	0	0	9	9.5	10:30
10:45	3	2	0	0	0	0	0	5	5	10:45
H/TOT	11	5	2	0	0	0	0	18	19	H/TOT
11:00	2	2	0	0	0	0	0	4	4	11:00
11:15	1	0	0	0	0	0	0	1	1	11:15
11:30	2	2	0	0	0	0	0	4	4	11:30
11:45	3	0	0	0	0	0	0	3	3	11:45
H/TOT	8	4	0	0	0	0	0	12	12	H/TOT
12:00	2	1	1	0	0	0	0	4	4.5	12:00
12:15	3	2	0	0	0	0	0	5	5	12:15
12:30	6	3	0	0	0	0	0	9	9	12:30
12:45	3	1	0	0	0	0	0	4	4	12:45
H/TOT	14	7	1	0	0	0	0	22	22.5	H/TOT



LOCATION	A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa								DATE	21/06/2017	LOCATION
									DAY	Wednesday	
13:00	5	2	0	0	0	0	0	0	7	7	13:00
13:15	6	0	0	0	0	0	0	0	6	6	13:15
13:30	5	0	0	0	0	1	0	0	6	5.4	13:30
13:45	2	3	0	0	0	0	0	0	5	5	13:45
H/TOT	18	5	0	0	0	1	0	0	24	23.4	H/TOT
14:00	0	2	0	1	0	0	0	0	3	4.3	14:00
14:15	2	2	1	1	0	0	0	0	6	7.8	14:15
14:30	3	0	1	0	0	0	0	0	4	4.5	14:30
14:45	1	0	0	0	0	0	0	0	1	1	14:45
H/TOT	6	4	2	2	0	0	0	0	14	17.6	H/TOT
15:00	1	0	0	0	0	0	0	0	1	1	15:00
15:15	1	1	0	0	0	0	0	0	2	2	15:15
15:30	1	2	0	0	0	0	0	0	3	3	15:30
15:45	3	0	0	1	0	0	0	0	4	5.3	15:45
H/TOT	6	3	0	1	0	0	0	0	10	11.3	H/TOT
16:00	2	1	0	0	1	0	0	0	4	5	16:00
16:15	1	0	0	0	0	0	0	0	1	1	16:15
16:30	3	1	1	0	0	0	0	0	5	5.5	16:30
16:45	3	0	0	0	0	0	0	0	3	3	16:45
H/TOT	9	2	1	0	1	0	0	0	13	14.5	H/TOT
17:00	1	0	0	0	0	0	0	0	1	1	17:00
17:15	1	0	0	0	0	0	0	0	1	1	17:15
17:30	0	0	0	0	0	0	0	0	0	0	17:30
17:45	0	0	0	0	0	0	0	0	0	0	17:45
H/TOT	2	0	0	0	0	0	0	0	2	2	H/TOT
18:00	1	0	0	1	1	0	0	0	3	5.3	18:00
18:15	0	0	0	0	0	0	0	0	0	0	18:15
18:30	0	0	0	0	0	0	0	0	0	0	18:30
18:45	1	0	0	0	0	0	0	0	1	1	18:45
H/TOT	2	0	0	1	1	0	0	0	4	6.3	H/TOT
19:00	2	0	0	0	0	0	0	0	2	2	19:00
19:15	0	0	0	0	0	0	0	0	0	0	19:15
19:30	1	0	0	0	0	0	0	0	1	1	19:30
19:45	3	0	0	0	0	0	0	0	3	3	19:45
H/TOT	6	0	0	0	0	0	0	0	6	6	H/TOT
20:00	0	0	0	0	0	0	0	0	0	0	20:00
20:15	1	0	0	0	0	0	0	0	1	1	20:15
20:30	1	0	0	0	0	0	0	0	1	1	20:30
20:45	0	0	0	0	0	0	0	0	0	0	20:45
H/TOT	2	0	0	0	0	0	0	0	2	2	H/TOT
21:00	0	0	0	0	0	0	0	0	0	0	21:00
21:15	2	0	0	0	0	0	0	0	2	2	21:15
21:30	1	0	0	0	0	0	0	0	1	1	21:30
21:45	1	0	0	0	0	0	0	0	1	1	21:45
H/TOT	4	0	0	0	0	0	0	0	4	4	H/TOT
22:00	0	0	0	0	0	0	0	0	0	0	22:00
22:15	0	0	0	0	0	0	0	0	0	0	22:15
22:30	0	0	0	0	0	0	0	0	0	0	22:30
22:45	0	0	0	0	0	0	0	0	0	0	22:45
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT
23:00	0	0	0	0	0	0	0	0	0	0	23:00
23:15	0	0	0	0	0	0	0	0	0	0	23:15
23:30	1	0	0	0	0	0	0	0	1	1	23:30
23:45	0	0	0	0	0	0	0	0	0	0	23:45
H/TOT	1	0	0	0	0	0	0	0	1	1	H/TOT
Total	161	74	8	7	2	1	0	0	253	267.5	Total



SITE: 1 DATE: 21/06/2017 SITE:
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday LOCATION:

TIME	CAR	LGV	ARM E (ETO A)		PSV	MCL	21		TOT	PCUs	TIME
			OGV1	OGV2			PCL				
00:00	0	0	0	0	0	0	0	0	0	0	00:00
00:15	1	0	0	1	0	0	0	2	3.3	00:15	
00:30	0	0	0	1	0	0	0	1	2.3	00:30	
00:45	1	0	0	1	0	0	0	2	3.3	00:45	
H/TOT	2	0	0	3	0	0	0	5	8.9	H/TOT	
01:00	0	0	0	0	0	0	0	0	0	01:00	
01:15	0	0	0	0	0	0	0	0	0	01:15	
01:30	3	0	0	0	0	0	0	3	3	01:30	
01:45	0	0	0	1	0	0	0	1	2.3	01:45	
H/TOT	3	0	0	1	0	0	0	4	5.3	H/TOT	
02:00	0	0	0	0	0	0	0	0	0	02:00	
02:15	1	0	0	2	0	0	0	3	5.6	02:15	
02:30	1	0	0	0	0	0	0	1	1	02:30	
02:45	0	0	0	1	0	0	0	1	2.3	02:45	
H/TOT	2	0	0	3	0	0	0	5	8.9	H/TOT	
03:00	1	0	0	2	0	0	0	3	5.6	03:00	
03:15	2	0	0	0	0	0	0	2	2	03:15	
03:30	2	0	0	0	0	0	0	2	2	03:30	
03:45	3	0	2	2	0	1	0	8	11	03:45	
H/TOT	8	0	2	4	0	1	0	15	20.6	H/TOT	
04:00	5	0	0	1	0	0	0	6	7.3	04:00	
04:15	9	0	0	0	0	0	1	10	9.2	04:15	
04:30	7	1	0	1	0	0	0	9	10.3	04:30	
04:45	13	0	0	1	0	0	0	14	15.3	04:45	
H/TOT	34	1	0	3	0	0	1	39	42.1	H/TOT	
05:00	2	0	1	0	0	0	1	4	3.7	05:00	
05:15	13	1	0	1	0	1	0	16	16.7	05:15	
05:30	5	2	0	1	0	0	0	8	9.3	05:30	
05:45	16	0	1	1	0	0	0	18	19.8	05:45	
H/TOT	36	3	2	3	0	1	1	46	49.5	H/TOT	
06:00	10	1	0	4	0	0	0	15	20.2	06:00	
06:15	6	0	0	3	0	0	0	9	12.9	06:15	
06:30	25	1	1	4	0	0	0	31	36.7	06:30	
06:45	36	11	1	3	0	0	3	54	56	06:45	
H/TOT	77	13	2	14	0	0	3	109	125.8	H/TOT	
07:00	57	10	0	1	1	2	2	73	72.5	07:00	
07:15	50	8	2	2	0	2	2	66	66.8	07:15	
07:30	34	8	2	2	5	1	0	52	60	07:30	
07:45	32	13	0	4	2	0	0	51	58.2	07:45	
H/TOT	173	39	4	9	8	5	4	242	257.5	H/TOT	
08:00	29	4	0	7	0	0	0	40	49.1	08:00	
08:15	5	5	2	3	0	0	0	15	19.9	08:15	
08:30	7	2	0	1	0	0	0	10	11.3	08:30	
08:45	7	1	1	4	0	0	0	13	18.7	08:45	
H/TOT	48	12	3	15	0	0	0	78	99	H/TOT	
09:00	6	1	1	5	0	0	0	13	20	09:00	
09:15	4	1	1	3	0	0	0	9	13.4	09:15	
09:30	3	1	0	5	0	0	0	9	15.5	09:30	
09:45	2	1	0	2	0	0	0	5	7.6	09:45	
H/TOT	15	4	2	15	0	0	0	36	56.5	H/TOT	
10:00	3	2	1	3	0	0	0	9	13.4	10:00	
10:15	1	0	0	2	0	0	0	3	5.6	10:15	
10:30	2	3	0	6	0	0	0	11	18.8	10:30	
10:45	4	1	3	4	0	0	0	12	18.7	10:45	
H/TOT	10	6	4	15	0	0	0	35	56.5	H/TOT	
11:00	0	2	0	1	0	0	0	3	4.3	11:00	
11:15	6	2	0	4	0	0	0	12	17.2	11:15	
11:30	3	2	0	1	0	0	0	6	7.3	11:30	
11:45	1	2	1	3	0	0	0	7	11.4	11:45	
H/TOT	10	8	1	9	0	0	0	28	40.2	H/TOT	
12:00	4	0	0	8	0	0	0	12	22.4	12:00	
12:15	0	2	0	0	0	0	0	2	2	12:15	
12:30	0	2	0	4	0	0	0	6	11.2	12:30	
12:45	0	0	0	3	1	0	0	4	8.9	12:45	
H/TOT	4	4	0	15	1	0	0	24	44.5	H/TOT	



SITE:	1							DATE:	21/06/2017	SITE:
LOCATION:	A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa							DAY:	Wednesday	LOCATION:
13:00	5	0	1	4	0	0	0	10	15.7	13:00
13:15	2	1	1	5	0	1	1	11	16.6	13:15
13:30	8	1	1	2	0	0	0	12	15.1	13:30
13:45	3	4	0	4	0	1	1	13	16.8	13:45
H/TOT	18	6	3	15	0	2	2	46	64.2	H/TOT
14:00	4	0	1	3	0	0	0	8	12.4	14:00
14:15	4	1	1	0	0	0	0	6	6.5	14:15
14:30	2	0	0	5	0	0	0	7	13.5	14:30
14:45	0	1	3	2	0	0	0	6	10.1	14:45
H/TOT	10	2	5	10	0	0	0	27	42.5	H/TOT
15:00	0	0	0	4	0	0	0	4	9.2	15:00
15:15	2	0	0	3	0	0	0	5	8.9	15:15
15:30	0	1	1	4	0	0	0	6	11.7	15:30
15:45	4	0	1	4	0	0	0	9	14.7	15:45
H/TOT	6	1	2	15	0	0	0	24	44.5	H/TOT
16:00	4	1	0	4	0	0	0	9	14.2	16:00
16:15	2	1	0	5	0	0	0	8	14.5	16:15
16:30	7	1	1	2	0	0	0	11	14.1	16:30
16:45	1	1	0	5	0	0	0	7	13.5	16:45
H/TOT	14	4	1	16	0	0	0	35	56.3	H/TOT
17:00	1	0	1	2	0	0	0	4	7.1	17:00
17:15	0	0	0	3	0	0	0	3	6.9	17:15
17:30	3	2	0	4	0	0	0	9	14.2	17:30
17:45	5	0	0	2	0	0	0	7	9.6	17:45
H/TOT	9	2	1	11	0	0	0	23	37.8	H/TOT
18:00	1	0	1	2	0	0	0	4	7.1	18:00
18:15	2	0	0	0	0	0	0	2	2	18:15
18:30	4	1	0	3	0	0	0	8	11.9	18:30
18:45	4	1	0	1	0	0	0	6	7.3	18:45
H/TOT	11	2	1	6	0	0	0	20	28.3	H/TOT
19:00	0	0	0	1	0	0	0	1	2.3	19:00
19:15	0	0	0	2	0	0	0	2	4.6	19:15
19:30	2	0	0	1	0	0	0	3	4.3	19:30
19:45	3	0	0	0	0	0	0	3	3	19:45
H/TOT	5	0	0	4	0	0	0	9	14.2	H/TOT
20:00	0	0	1	2	0	0	0	3	6.1	20:00
20:15	2	0	0	2	0	0	0	4	6.6	20:15
20:30	2	0	0	0	0	0	0	2	2	20:30
20:45	1	0	0	1	0	0	0	2	3.3	20:45
H/TOT	5	0	1	5	0	0	0	11	18	H/TOT
21:00	1	0	0	0	0	0	0	1	1	21:00
21:15	4	0	0	1	0	0	0	5	6.3	21:15
21:30	6	0	0	0	0	0	0	6	6	21:30
21:45	6	0	0	0	0	0	0	6	6	21:45
H/TOT	17	0	0	1	0	0	0	18	19.3	H/TOT
22:00	2	0	0	1	0	0	0	3	4.3	22:00
22:15	1	1	0	0	0	0	0	2	2	22:15
22:30	0	0	0	0	0	0	0	0	0	22:30
22:45	0	0	1	1	0	0	0	2	3.8	22:45
H/TOT	3	1	1	2	0	0	0	7	10.1	H/TOT
23:00	0	0	0	0	0	0	0	0	0	23:00
23:15	0	0	0	0	0	0	0	0	0	23:15
23:30	0	0	0	0	0	0	0	0	0	23:30
23:45	0	1	0	1	0	0	0	2	3.3	23:45
H/TOT	0	1	0	1	0	0	0	2	3.3	H/TOT
Total	520	109	35	195	9	9	11	888	1153.8	Total



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM A (A TO B)		PSV	MCL	2	TOT	PCUs
			OGV1	OGV2					
00:00	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	1	1
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
07:00	1	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	1
08:30	1	0	0	0	0	0	0	1	1
08:45	0	0	0	1	0	0	0	1	2.3
H/TOT	2	0	0	1	0	0	0	3	4.3
09:00	2	0	0	0	0	0	0	2	2
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	1
H/TOT	3	0	0	0	0	0	0	3	3
10:00	1	0	0	0	0	0	0	1	1
10:15	1	1	0	0	0	0	0	2	2
10:30	1	0	0	0	0	0	0	1	1
10:45	0	0	0	0	1	0	0	1	2
H/TOT	3	1	0	0	1	0	0	5	6
11:00	0	0	1	0	0	0	0	1	1.5
11:15	0	0	1	0	0	0	0	1	1.5
11:30	1	1	0	0	0	0	0	2	2
11:45	0	1	0	0	0	0	0	1	1
H/TOT	1	2	2	0	0	0	0	5	6
12:00	2	0	0	0	0	0	0	2	2
12:15	1	1	0	0	0	0	0	2	2
12:30	0	1	0	0	0	0	0	1	1
12:45	2	0	0	0	0	0	0	2	2
H/TOT	5	2	0	0	0	0	0	7	7



SITE:		1						DATE: 21/06/2017	
LOCATION:		A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa						DAY: Wednesday	
13:00	1	0	0	0	0	0	0	1	1
13:15	1	2	0	1	0	0	0	4	5.3
13:30	2	0	0	0	0	0	0	2	2
13:45	1	0	0	0	0	0	0	1	1
H/TOT	5	2	0	1	0	0	0	8	9.3
14:00	7	0	0	0	0	0	0	7	7
14:15	0	0	1	0	0	0	0	1	1.5
14:30	0	0	1	0	0	0	0	1	1.5
14:45	0	0	0	0	0	0	0	0	0
H/TOT	7	0	2	0	0	0	0	9	10
15:00	0	2	0	0	0	0	0	2	2
15:15	2	2	0	0	0	0	0	4	4
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	2	4	0	0	0	0	0	6	6
16:00	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	1
16:30	1	0	0	0	0	0	0	1	1
16:45	3	1	0	0	0	0	0	4	4
H/TOT	5	1	0	0	0	0	0	6	6
17:00	6	1	0	0	0	0	0	7	7
17:15	3	0	0	0	0	0	0	3	3
17:30	1	0	0	0	0	0	0	1	1
17:45	5	1	0	0	0	0	0	6	6
H/TOT	15	2	0	0	0	0	0	17	17
18:00	3	0	0	0	0	0	0	3	3
18:15	1	1	0	0	0	0	0	2	2
18:30	1	0	0	0	0	0	0	1	1
18:45	2	0	0	0	0	0	0	2	2
H/TOT	7	1	0	0	0	0	0	8	8
19:00	2	0	0	0	0	0	0	2	2
19:15	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	0	0	1	1
19:45	1	0	0	0	0	0	0	1	1
H/TOT	4	0	0	0	0	0	0	4	4
20:00	1	0	0	0	0	0	0	1	1
20:15	1	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	1	0	1	0.4
21:30	1	0	0	0	0	0	0	1	1
21:45	2	0	0	0	0	0	0	2	2
H/TOT	3	0	0	0	0	1	0	4	3.4
22:00	2	0	0	0	0	1	0	3	2.4
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	1	0	3	2.4
23:00	1	0	0	0	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
Total	73	15	4	2	1	2	0	97	101.4



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM B (B TO B)		PSV	MCL	7	TOT	PCUs
			OGV1	OGV2			PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	1	0	0	0	0	1	1.5
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1.5
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



SITE:	1					DATE:	21/06/2017			
LOCATION:	A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa					DAY:	Wednesday			
13:00	0	1	0	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	0	0	0	0	3	3.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM C (C TO B)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	1	0	0	0	0	0	0	1	1
00:15	1	0	0	0	0	0	0	1	1
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	0	1	1
01:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
03:00	1	0	0	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
05:00	1	0	0	0	0	0	0	1	1
05:15	0	0	0	0	0	0	0	0	0
05:30	0	1	0	0	0	0	0	1	1
05:45	9	0	0	0	0	0	0	9	9
H/TOT	10	1	0	0	0	0	0	11	11
06:00	6	0	0	0	0	0	0	6	6
06:15	4	0	0	0	0	0	0	4	4
06:30	0	0	0	0	0	1	0	1	0.4
06:45	2	0	0	0	0	0	0	2	2
H/TOT	12	0	0	0	0	1	0	13	12.4
07:00	2	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	1
07:45	1	0	0	0	0	0	0	1	1
H/TOT	3	1	0	0	0	0	0	4	4
08:00	4	0	0	0	0	0	0	4	4
08:15	4	0	0	0	0	0	0	4	4
08:30	3	0	0	0	0	0	0	3	3
08:45	0	0	0	0	0	0	0	0	0
H/TOT	11	0	0	0	0	0	0	11	11
09:00	3	3	1	0	0	0	0	7	7.5
09:15	2	0	0	0	0	0	0	2	2
09:30	2	0	1	0	0	0	0	3	3.5
09:45	7	0	0	0	0	0	0	7	7
H/TOT	14	3	2	0	0	0	0	19	20
10:00	5	1	1	0	0	0	0	7	7.5
10:15	3	1	0	0	0	0	0	4	4
10:30	5	1	0	0	0	0	0	6	6
10:45	2	0	0	0	0	0	0	2	2
H/TOT	15	3	1	0	0	0	0	19	19.5
11:00	6	1	1	0	0	0	0	8	8.5
11:15	0	3	0	0	0	0	0	3	3
11:30	5	1	0	0	0	0	0	6	6
11:45	9	3	0	0	0	0	0	12	12
H/TOT	20	8	1	0	0	0	0	29	29.5
12:00	5	3	0	0	0	0	0	8	8
12:15	5	2	1	0	0	0	0	8	8.5
12:30	6	1	0	0	0	0	0	7	7
12:45	2	0	0	0	0	0	0	2	2
H/TOT	18	6	1	0	0	0	0	25	25.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

13:00	12	1	0	0	0	0	0	13	13
13:15	4	1	0	0	0	0	0	5	5
13:30	9	0	1	0	0	0	0	10	10.5
13:45	6	2	0	0	0	0	0	8	8
H/TOT	31	4	1	0	0	0	0	36	36.5
14:00	9	0	0	0	0	0	0	9	9
14:15	5	1	1	0	0	0	0	7	7.5
14:30	7	1	0	0	0	0	0	8	8
14:45	5	1	0	0	0	0	0	6	6
H/TOT	26	3	1	0	0	0	0	30	30.5
15:00	5	0	0	0	0	0	0	5	5
15:15	5	0	0	0	0	0	0	5	5
15:30	2	0	0	0	0	0	0	2	2
15:45	4	0	0	0	0	0	0	4	4
H/TOT	16	0	0	0	0	0	0	16	16
16:00	11	0	0	0	0	0	0	11	11
16:15	8	2	0	0	0	0	0	10	10
16:30	7	0	1	0	0	0	0	8	8.5
16:45	4	2	0	0	0	0	0	6	6
H/TOT	30	4	1	0	0	0	0	35	35.5
17:00	10	0	0	0	0	0	0	10	10
17:15	6	1	0	0	0	0	0	7	7
17:30	7	0	0	0	0	0	0	7	7
17:45	8	0	0	0	0	1	0	9	8.4
H/TOT	31	1	0	0	0	1	0	33	32.4
18:00	8	1	1	0	0	0	0	10	10.5
18:15	4	0	0	0	0	0	0	4	4
18:30	6	0	0	0	0	0	0	6	6
18:45	1	0	0	0	0	0	0	1	1
H/TOT	19	1	1	0	0	0	0	21	21.5
19:00	6	0	0	0	0	0	0	6	6
19:15	2	0	1	0	0	0	0	3	3.5
19:30	5	2	0	0	0	0	0	7	7
19:45	3	1	0	0	0	0	0	4	4
H/TOT	16	3	1	0	0	0	0	20	20.5
20:00	4	1	0	0	0	0	0	5	5
20:15	10	0	0	0	0	0	0	10	10
20:30	4	0	0	0	0	0	0	4	4
20:45	1	0	0	0	0	0	0	1	1
H/TOT	19	1	0	0	0	0	0	20	20
21:00	0	0	0	0	0	0	0	0	0
21:15	4	0	0	1	0	0	0	5	6.3
21:30	5	0	1	0	0	0	0	6	6.5
21:45	1	0	0	0	0	0	0	1	1
H/TOT	10	0	1	1	0	0	0	12	13.8
22:00	2	0	0	0	0	0	0	2	2
22:15	1	0	0	0	0	0	0	1	1
22:30	1	0	0	0	0	0	0	1	1
22:45	2	0	0	0	0	0	0	2	2
H/TOT	6	0	0	0	0	0	0	6	6
23:00	3	0	0	0	0	0	0	3	3
23:15	0	0	0	0	0	0	0	0	0
23:30	1	0	0	0	0	0	0	1	1
23:45	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	4
Total	319	39	11	1	0	2	0	372	377.6



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM D (D TO B)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	0	0	0	0	0	0	0	0	0
00:15	3	0	0	0	0	0	0	3	3
00:30	1	1	0	0	0	0	0	2	2
00:45	1	0	0	0	0	0	0	1	1
H/TOT	5	1	0	0	0	0	0	6	6
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	0	1	1
01:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	1
04:30	2	0	0	0	0	0	0	2	2
04:45	4	0	0	0	0	0	0	4	4
H/TOT	7	0	0	0	0	0	0	7	7
05:00	0	2	0	0	1	0	0	3	4
05:15	3	0	0	0	0	0	0	3	3
05:30	7	0	0	0	0	0	0	7	7
05:45	4	1	0	0	0	0	0	5	5
H/TOT	14	3	0	0	1	0	0	18	19
06:00	4	1	0	0	0	0	0	5	5
06:15	6	0	0	0	0	0	0	6	6
06:30	5	0	0	0	0	0	0	5	5
06:45	4	1	0	0	0	0	0	5	5
H/TOT	19	2	0	0	0	0	0	21	21
07:00	4	0	0	0	1	1	0	6	6.4
07:15	2	2	0	0	0	0	0	4	4
07:30	9	1	1	0	0	0	0	11	11.5
07:45	6	0	1	1	0	0	0	8	9.8
H/TOT	21	3	2	1	1	1	0	29	31.7
08:00	7	1	0	0	0	0	0	8	8
08:15	12	3	0	0	1	0	0	16	17
08:30	10	1	0	0	0	0	0	11	11
08:45	25	0	0	0	1	0	0	26	27
H/TOT	54	5	0	0	2	0	0	61	63
09:00	21	3	0	0	0	0	0	24	24
09:15	25	0	0	0	1	0	0	26	27
09:30	29	3	0	1	0	0	0	33	34.3
09:45	19	2	0	0	1	0	0	22	23
H/TOT	74	8	0	1	2	0	0	105	108.3
10:00	17	3	0	0	1	0	0	21	22
10:15	22	2	1	0	1	0	0	26	27.5
10:30	16	1	0	0	0	0	0	17	17
10:45	13	2	1	0	1	0	0	17	18.5
H/TOT	68	8	2	0	3	0	0	81	85
11:00	22	1	0	0	0	0	0	23	23
11:15	26	3	0	0	0	0	0	29	29
11:30	20	5	1	0	0	0	0	26	26.5
11:45	17	1	0	0	1	0	0	19	20
H/TOT	85	10	1	0	1	0	0	97	98.5
12:00	28	3	0	0	0	0	0	31	31
12:15	22	5	1	0	1	1	0	30	30.9
12:30	27	4	0	0	0	0	0	31	31
12:45	32	3	0	0	1	1	1	38	37.6
H/TOT	109	15	1	0	2	2	1	130	130.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

13:00	33	2	1	0	0	2	0	38	37.3
13:15	23	4	0	0	1	0	0	28	29
13:30	34	3	0	0	0	0	0	37	37
13:45	21	0	0	0	1	0	0	22	23
H/TOT	111	9	1	0	2	2	0	125	126.3
14:00	21	1	1	0	0	0	0	23	23.5
14:15	31	0	0	1	0	0	0	32	33.3
14:30	20	3	0	0	0	0	0	23	23
14:45	36	2	0	0	1	0	0	39	40
H/TOT	108	6	1	1	1	0	0	117	119.8
15:00	16	3	0	0	0	0	0	19	19
15:15	21	3	0	0	0	0	0	24	24
15:30	28	2	1	0	1	0	0	32	33.5
15:45	27	2	1	0	0	0	0	30	30.5
H/TOT	92	10	2	0	1	0	0	105	107
16:00	26	1	0	0	1	0	0	28	29
16:15	32	4	0	0	1	0	0	37	38
16:30	38	0	1	0	0	0	0	39	39.5
16:45	22	6	0	0	1	1	0	30	30.4
H/TOT	118	11	1	0	3	1	0	134	136.9
17:00	41	5	0	0	0	0	0	46	46
17:15	31	1	0	0	0	0	0	32	32
17:30	47	2	0	0	0	0	0	49	49
17:45	33	2	0	0	0	0	0	35	35
H/TOT	152	10	0	0	0	0	0	162	162
18:00	40	2	1	1	0	0	0	44	45.8
18:15	37	1	0	0	1	0	0	39	40
18:30	41	1	0	0	0	1	0	43	42.4
18:45	35	1	0	0	0	0	0	36	36
H/TOT	153	5	1	1	1	1	0	162	164.2
19:00	31	3	0	0	1	0	0	35	36
19:15	30	1	1	0	0	1	0	33	32.9
19:30	26	1	0	0	0	0	0	27	27
19:45	24	3	1	0	0	1	0	29	28.9
H/TOT	111	8	2	0	1	2	0	124	124.8
20:00	22	1	2	0	0	1	0	26	26.4
20:15	23	1	0	0	0	0	0	24	24
20:30	33	1	0	0	0	0	0	34	34
20:45	23	1	0	0	0	0	0	24	24
H/TOT	101	4	2	0	0	1	0	108	108.4
21:00	28	3	0	0	0	0	0	31	31
21:15	23	0	0	0	0	0	0	23	23
21:30	23	2	0	0	0	0	0	25	25
21:45	11	1	0	0	0	0	0	12	12
H/TOT	85	6	0	0	0	0	0	91	91
22:00	21	2	0	0	0	0	0	23	23
22:15	16	0	0	0	0	0	0	16	16
22:30	7	0	0	0	0	0	0	7	7
22:45	6	0	0	0	0	0	0	6	6
H/TOT	50	2	0	0	0	0	0	52	52
23:00	6	0	0	0	0	0	0	6	6
23:15	9	1	0	0	0	0	0	10	10
23:30	6	0	0	0	0	0	0	6	6
23:45	2	1	0	0	0	0	0	3	3
H/TOT	23	2	0	0	0	0	0	25	25
Total	1583	128	16	4	21	10	1	1763	1790.4



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM E (E TO B)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	12	0	0	1	0	0	0	13	14.3
00:15	15	0	0	0	0	0	0	15	15
00:30	10	0	0	0	0	0	0	10	10
00:45	7	0	0	0	0	0	0	7	7
H/TOT	44	0	0	1	0	0	0	45	46.3
01:00	7	0	0	0	0	0	0	7	7
01:15	8	1	0	0	0	0	0	9	9
01:30	6	0	0	0	0	1	0	7	6.4
01:45	5	1	0	0	0	0	0	6	6
H/TOT	26	2	0	0	0	1	0	29	28.4
02:00	6	0	0	0	0	0	0	6	6
02:15	4	0	0	0	0	0	0	4	4
02:30	3	0	0	0	0	0	0	3	3
02:45	2	0	0	0	0	0	0	2	2
H/TOT	15	0	0	0	0	0	0	15	15
03:00	3	0	1	0	0	0	0	4	4.5
03:15	6	2	0	0	0	0	0	8	8
03:30	3	0	0	0	0	0	0	3	3
03:45	4	0	0	0	1	0	0	5	6
H/TOT	16	2	1	0	1	0	0	20	21.5
04:00	2	1	0	0	0	0	0	3	3
04:15	7	0	0	0	0	0	0	7	7
04:30	5	0	1	0	0	0	0	6	6.5
04:45	4	1	0	0	0	0	0	5	5
H/TOT	18	2	1	0	0	0	0	21	21.5
05:00	9	2	0	0	1	0	0	12	13
05:15	14	2	1	0	0	0	0	17	17.5
05:30	13	5	0	0	0	0	0	18	18
05:45	22	4	1	0	0	0	0	27	27.5
H/TOT	58	13	2	0	1	0	0	74	76
06:00	14	5	0	0	0	0	0	19	19
06:15	24	5	5	0	0	0	0	34	36.5
06:30	25	4	0	1	0	0	1	31	31.5
06:45	28	4	1	1	1	0	0	35	37.8
H/TOT	91	18	6	2	1	0	1	119	124.8
07:00	35	13	1	1	3	0	0	53	57.8
07:15	39	10	3	0	0	0	0	52	53.5
07:30	37	10	2	2	4	2	0	57	63.4
07:45	43	11	0	0	0	1	0	55	54.4
H/TOT	154	44	6	3	7	3	0	217	229.1
08:00	45	4	2	0	0	0	0	51	52
08:15	53	5	1	2	0	0	0	61	64.1
08:30	43	4	1	0	0	0	0	48	48.5
08:45	59	3	3	0	0	0	0	65	66.5
H/TOT	200	16	7	2	0	0	0	225	231.1
09:00	56	8	2	0	0	0	0	66	67
09:15	35	7	2	0	0	0	0	44	45
09:30	48	6	4	1	0	0	0	59	62.3
09:45	42	10	5	0	0	0	0	57	59.5
H/TOT	181	31	13	1	0	0	0	226	233.8
10:00	28	7	2	0	0	0	0	37	38
10:15	44	11	4	0	0	0	0	59	61
10:30	42	8	1	0	0	0	0	51	51.5
10:45	42	11	1	1	0	0	0	55	56.8
H/TOT	156	37	8	1	0	0	0	202	207.3
11:00	40	10	6	1	0	0	0	57	61.3
11:15	39	11	2	0	0	0	0	52	53
11:30	45	10	0	0	0	2	0	57	55.8
11:45	51	6	4	2	0	0	0	63	67.6
H/TOT	175	37	12	3	0	2	0	229	237.7
12:00	48	3	1	0	0	0	0	52	52.5
12:15	47	15	0	0	2	0	0	64	66
12:30	30	9	3	0	0	0	0	42	43.5
12:45	38	6	3	1	1	2	0	51	53.6
H/TOT	163	33	7	1	3	2	0	209	215.6



TIME	1							DATE: 21/06/2017	
LOCATION:	A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa							DAY: Wednesday	
13:00	47	7	1	0	0	2	0	57	56.3
13:15	63	11	1	0	1	1	0	77	77.9
13:30	29	6	4	1	0	0	0	40	43.3
13:45	52	10	1	0	0	1	0	64	63.9
H/TOT	191	34	7	1	1	4	0	238	241.4
14:00	54	9	1	0	1	0	0	65	66.5
14:15	47	7	1	1	0	0	0	56	57.8
14:30	53	13	3	1	0	0	1	71	73
14:45	57	20	1	0	0	2	0	80	79.3
H/TOT	211	49	6	2	1	2	1	272	276.6
15:00	62	11	4	0	1	0	0	78	81
15:15	68	9	6	0	1	0	0	84	88
15:30	74	14	4	1	3	3	0	99	103.5
15:45	67	11	2	1	1	0	0	82	85.3
H/TOT	271	45	16	2	6	3	0	343	357.8
16:00	68	12	0	0	0	0	0	80	80
16:15	70	11	1	0	0	1	0	83	82.9
16:30	68	14	0	0	0	1	0	83	82.4
16:45	79	11	1	0	1	1	0	93	93.9
H/TOT	285	48	2	0	1	3	0	339	339.2
17:00	78	8	1	0	1	1	0	89	89.9
17:15	87	12	1	1	0	3	0	104	104
17:30	79	10	1	0	0	1	0	91	90.9
17:45	76	9	0	0	0	3	0	88	86.2
H/TOT	320	39	3	1	1	8	0	372	371
18:00	82	11	0	0	0	1	0	94	93.4
18:15	70	5	1	1	0	1	0	78	79.2
18:30	83	11	1	0	0	1	0	96	95.9
18:45	68	4	0	0	0	1	0	73	72.4
H/TOT	303	31	2	1	0	4	0	341	340.9
19:00	60	14	1	0	0	3	1	79	76.9
19:15	61	8	0	0	0	0	0	69	69
19:30	57	3	1	0	0	3	0	64	62.7
19:45	50	3	0	0	0	0	0	53	53
H/TOT	228	28	2	0	0	6	1	265	261.6
20:00	56	4	0	0	0	0	0	60	60
20:15	39	5	2	0	0	0	0	46	47
20:30	50	7	1	0	0	0	0	58	58.5
20:45	39	5	2	0	0	0	0	46	47
H/TOT	184	21	5	0	0	0	0	210	212.5
21:00	47	6	1	0	0	1	0	55	54.9
21:15	29	1	2	0	0	0	0	32	33
21:30	33	3	0	0	0	0	0	36	36
21:45	30	2	0	0	0	0	0	32	32
H/TOT	139	12	3	0	0	1	0	155	155.9
22:00	40	2	1	0	0	0	0	43	43.5
22:15	34	1	0	0	1	0	0	36	37
22:30	23	3	0	0	0	0	0	26	26
22:45	22	1	0	0	0	0	0	23	23
H/TOT	119	7	1	0	1	0	0	128	129.5
23:00	14	2	0	0	0	0	0	16	16
23:15	8	2	0	0	1	0	0	11	12
23:30	17	0	0	0	0	0	0	17	17
23:45	7	0	1	0	0	0	0	8	8.5
H/TOT	46	4	1	0	1	0	0	52	53.5
Total	3594	553	111	21	25	39	3	4346	4428



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM A (A TO C)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	1	0	0	0	1	2.3
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
01:00	0	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0
01:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	0	0	0	1	2.3
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	2	0	0	0	2	4.6
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	1	1.5
04:30	0	0	0	2	0	0	0	2	4.6
04:45	0	0	0	4	0	0	0	4	9.2
H/TOT	0	0	1	6	0	0	0	7	15.3
05:00	1	0	0	1	0	0	0	2	3.3
05:15	1	0	0	2	0	0	0	3	5.6
05:30	0	0	1	1	0	0	0	2	3.8
05:45	2	0	1	3	0	0	0	6	10.4
H/TOT	4	0	2	7	0	0	0	13	23.1
06:00	0	0	1	2	0	0	0	3	6.1
06:15	0	0	1	2	0	0	0	3	6.1
06:30	0	0	0	1	0	0	0	1	2.3
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	5	0	0	0	7	14.5
07:00	1	0	0	3	0	0	0	4	7.9
07:15	0	0	0	1	0	0	0	1	2.3
07:30	0	0	0	1	0	0	0	1	2.3
07:45	0	1	0	0	0	0	0	1	1
H/TOT	1	1	0	5	0	0	0	7	13.5
08:00	3	0	0	1	0	0	0	4	5.3
08:15	0	0	0	3	0	0	0	3	6.9
08:30	1	0	1	1	0	0	0	3	4.8
08:45	0	0	0	1	0	0	0	1	2.3
H/TOT	4	0	1	6	0	0	0	11	19.3
09:00	0	0	0	1	0	0	0	1	2.3
09:15	1	0	1	0	0	0	0	2	2.5
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	2	0	0	0	2	4.6
H/TOT	1	0	1	3	0	0	0	5	9.4
10:00	1	0	0	2	0	0	0	3	5.6
10:15	0	0	0	1	0	0	0	1	2.3
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	1	2	0	0	0	3	6.1
H/TOT	1	0	1	5	0	0	0	7	14
11:00	0	1	0	1	0	0	0	2	3.3
11:15	5	0	0	0	0	0	0	5	5
11:30	0	0	0	1	0	0	0	1	2.3
11:45	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	2	0	0	0	8	10.6
12:00	0	0	0	2	0	0	0	2	4.6
12:15	1	0	1	2	0	0	0	4	7.1
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	1	2.3
H/TOT	1	0	1	5	0	0	0	7	14



SITE:		1							DATE: 21/06/2017	
LOCATION:		A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa							DAY: Wednesday	
13:00	2	0	1	0	0	0	0	0	3	3.5
13:15	0	0	0	1	0	0	0	0	1	2.3
13:30	0	1	0	2	0	0	0	0	3	5.6
13:45	0	1	0	1	0	0	0	0	2	3.3
H/TOT	2	2	1	4	0	0	0	0	9	14.7
14:00	0	0	1	0	0	0	0	0	1	1.5
14:15	0	0	0	0	0	0	0	0	0	0
14:30	3	0	1	0	0	0	0	0	4	4.5
14:45	0	0	0	1	0	0	0	0	1	2.3
H/TOT	3	0	2	1	0	0	0	0	6	8.3
15:00	0	0	0	1	0	0	0	0	1	2.3
15:15	0	0	0	0	0	0	0	0	0	0
15:30	2	0	1	0	0	0	0	0	3	3.5
15:45	0	0	0	1	0	0	0	0	1	2.3
H/TOT	2	0	1	2	0	0	0	0	5	8.1
16:00	0	0	0	1	0	0	0	0	1	2.3
16:15	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	1	1
16:45	0	1	1	0	0	0	0	0	2	2.5
H/TOT	1	1	1	1	0	0	0	0	4	5.8
17:00	2	0	0	2	0	0	0	0	4	6.6
17:15	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0	1	1
17:45	1	0	0	0	0	0	0	0	1	1
H/TOT	4	0	0	2	0	0	0	0	6	8.6
18:00	1	0	0	2	0	0	0	0	3	5.6
18:15	1	0	1	0	0	0	0	0	2	2.5
18:30	0	1	1	0	0	0	0	0	2	2.5
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	2	2	0	0	0	0	7	10.6
19:00	1	0	0	0	0	0	0	0	1	1
19:15	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	1	1	0.2
19:45	2	0	0	0	0	0	0	0	2	2
H/TOT	3	0	0	0	0	0	0	1	4	3.2
20:00	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	0	1	1
20:45	1	0	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	0	2	2
21:00	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0
23:15	1	0	0	0	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	1
Total	40	6	16	59	0	0	0	1	122	205.9



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM B (B TO C)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	0	0	0	1	0	0	0	1	2.3
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1	1
02:45	2	0	0	0	0	0	0	2	2
H/TOT	3	0	0	0	0	0	0	3	3
03:00	2	0	0	0	0	0	0	2	2
03:15	1	0	0	0	0	0	0	1	1
03:30	1	0	0	0	0	0	0	1	1
03:45	2	0	0	0	0	0	0	2	2
H/TOT	6	0	0	0	0	0	0	6	6
04:00	1	0	0	0	0	0	0	1	1
04:15	2	0	0	0	0	0	0	2	2
04:30	2	0	0	0	0	0	0	2	2
04:45	3	0	0	0	0	0	0	3	3
H/TOT	8	0	0	0	0	0	0	8	8
05:00	1	0	0	0	0	0	0	1	1
05:15	15	0	0	0	0	0	0	15	15
05:30	13	1	0	0	0	1	0	15	14.4
05:45	27	1	0	0	0	0	0	28	28
H/TOT	56	2	0	0	0	1	0	59	58.4
06:00	8	0	0	0	0	0	0	8	8
06:15	2	1	0	0	0	0	0	3	3
06:30	6	1	0	0	0	0	0	7	7
06:45	5	0	1	0	0	0	0	6	6.5
H/TOT	21	2	1	0	0	0	0	24	24.5
07:00	4	1	0	0	0	0	0	5	5
07:15	7	1	0	0	0	0	0	8	8
07:30	6	2	0	0	0	0	0	8	8
07:45	3	1	0	0	0	0	0	4	4
H/TOT	20	5	0	0	0	0	0	25	25
08:00	3	0	0	0	0	0	0	3	3
08:15	5	0	0	1	0	0	0	6	7.3
08:30	5	0	1	0	0	0	0	6	6.5
08:45	6	0	0	0	0	0	0	6	6
H/TOT	19	0	1	1	0	0	0	21	22.8
09:00	2	0	1	0	0	0	0	3	3.5
09:15	7	1	1	0	0	0	0	9	9.5
09:30	3	2	1	0	0	0	0	6	6.5
09:45	7	2	1	1	0	0	1	12	13
H/TOT	19	5	4	1	0	0	1	30	32.5
10:00	3	0	1	0	0	0	0	4	4.5
10:15	4	2	0	0	0	0	0	6	6
10:30	2	0	1	0	0	0	0	3	3.5
10:45	5	0	0	1	0	0	0	6	7.3
H/TOT	14	2	2	1	0	0	0	19	21.3
11:00	2	0	0	1	0	0	0	3	4.3
11:15	4	0	0	0	0	0	0	4	4
11:30	4	0	0	0	0	0	0	4	4
11:45	11	4	0	2	0	0	0	17	19.6
H/TOT	21	4	0	3	0	0	0	28	31.9
12:00	2	1	0	0	0	0	0	3	3
12:15	2	7	0	1	0	0	0	10	11.3
12:30	4	1	0	0	0	0	0	5	5
12:45	8	2	0	2	0	0	0	12	14.6
H/TOT	16	11	0	3	0	0	0	30	33.9



SITE:		1							DATE: 21/06/2017	
LOCATION:		A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road							DAY: Wednesday	
13:00	7	1	1	0	0	0	0	0	9	9.5
13:15	4	1	0	0	0	0	0	0	5	5
13:30	5	3	0	0	0	0	0	0	8	8
13:45	6	2	1	0	0	0	0	0	9	9.5
H/TOT	22	7	2	0	0	0	0	0	31	32
14:00	5	1	1	0	0	0	0	0	7	7.5
14:15	3	0	0	0	0	0	0	0	3	3
14:30	3	1	1	1	0	0	0	0	6	7.8
14:45	1	0	0	0	0	0	0	0	1	1
H/TOT	12	2	2	1	0	0	0	0	17	19.3
15:00	3	2	0	0	0	0	0	0	5	5
15:15	2	1	1	0	0	0	0	0	4	4.5
15:30	4	0	0	0	0	0	0	0	4	4
15:45	3	0	0	0	0	0	0	0	3	3
H/TOT	12	3	1	0	0	0	0	0	16	16.5
16:00	0	0	2	0	0	0	0	0	2	3
16:15	2	1	0	0	0	0	0	0	3	3
16:30	1	0	0	0	0	0	1	0	2	1.4
16:45	5	0	0	0	0	0	0	0	5	5
H/TOT	8	1	2	0	0	0	1	0	12	12.4
17:00	3	0	1	0	0	0	0	0	4	4.5
17:15	9	0	0	0	0	0	0	0	9	9
17:30	5	0	0	0	0	0	0	0	5	5
17:45	9	0	0	0	0	0	0	0	9	9
H/TOT	26	0	1	0	0	0	0	0	27	27.5
18:00	4	0	0	0	0	0	0	0	4	4
18:15	2	0	0	0	0	0	0	0	2	2
18:30	5	0	0	0	0	0	0	0	5	5
18:45	2	0	0	0	0	0	0	0	2	2
H/TOT	13	0	0	0	0	0	0	0	13	13
19:00	2	0	0	0	0	0	0	0	2	2
19:15	2	0	0	0	0	0	0	0	2	2
19:30	2	0	0	0	0	0	1	0	3	2.4
19:45	2	0	0	0	0	0	0	0	2	2
H/TOT	8	0	0	0	0	0	1	0	9	8.4
20:00	5	1	0	0	0	0	0	0	6	6
20:15	1	0	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	0	1	0	1	0.4
20:45	1	0	0	0	0	0	0	0	1	1
H/TOT	7	1	0	0	0	0	1	0	9	8.4
21:00	3	0	0	0	0	0	0	0	3	3
21:15	2	0	0	0	0	0	0	0	2	2
21:30	2	0	1	0	0	0	0	0	3	3.5
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	7	0	1	0	0	0	0	0	8	8.5
22:00	1	0	0	0	0	0	0	0	1	1
22:15	2	0	0	0	0	0	0	0	2	2
22:30	0	0	0	0	0	0	0	0	0	0
22:45	1	0	0	0	0	0	0	0	1	1
H/TOT	4	0	0	0	0	0	0	0	4	4
23:00	1	0	0	0	0	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	1	0	0	0	0	0	1	1.5
H/TOT	1	0	1	0	0	0	0	0	2	2.5
Total	323	45	18	11	0	4	1	0	402	422.1



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM C (C TO C)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	0	0	0	1	0	0	0	1	2.3
00:15	0	0	0	1	0	0	0	1	2.3
00:30	0	0	0	1	0	0	0	1	2.3
00:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	4	0	0	0	4	9.2
01:00	0	0	0	1	0	0	0	1	2.3
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	1	0	0	0	1	2.3
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	4.6
02:00	0	0	0	0	0	0	0	0	0
02:15	1	0	0	1	0	0	0	2	3.3
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	1	0	0	0	1	2.3
H/TOT	1	0	0	2	0	0	0	3	5.6
03:00	0	0	0	1	0	0	0	1	2.3
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
04:00	0	0	1	0	0	0	0	1	1.5
04:15	0	0	0	1	0	0	0	1	2.3
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	0	0	2	3.8
05:00	0	0	0	1	0	0	0	1	2.3
05:15	0	0	0	1	0	0	0	1	2.3
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	4.6
06:00	1	0	0	1	0	0	0	2	3.3
06:15	1	0	1	1	0	0	0	3	4.8
06:30	3	1	1	3	0	0	0	8	12.4
06:45	1	0	0	2	0	0	0	3	5.6
H/TOT	6	1	2	7	0	0	0	16	26.1
07:00	2	0	1	2	0	0	0	5	8.1
07:15	1	0	0	3	0	0	0	4	7.9
07:30	2	0	0	3	0	0	0	5	8.9
07:45	0	1	0	2	0	0	0	3	5.6
H/TOT	5	1	1	10	0	0	0	17	30.5
08:00	0	0	0	0	0	0	0	0	0
08:15	2	1	0	3	0	0	0	6	9.9
08:30	0	0	0	2	0	0	0	2	4.6
08:45	0	2	1	2	0	0	0	5	8.1
H/TOT	2	3	1	7	0	0	0	13	22.6
09:00	0	0	1	2	0	0	0	3	6.1
09:15	0	0	0	2	0	0	0	2	4.6
09:30	0	0	1	2	0	0	0	3	6.1
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	6	0	0	0	8	16.8
10:00	1	0	0	4	0	0	0	5	10.2
10:15	1	0	0	5	0	0	0	6	12.5
10:30	1	1	1	4	0	0	0	7	12.7
10:45	1	0	0	2	0	0	0	3	5.6
H/TOT	4	1	1	15	0	0	0	21	41
11:00	0	1	1	4	0	0	0	6	11.7
11:15	1	0	1	1	0	0	0	3	4.8
11:30	3	0	0	3	0	0	0	6	9.9
11:45	1	1	2	1	0	0	0	5	7.3
H/TOT	5	2	4	9	0	0	0	20	33.7
12:00	2	2	0	4	0	0	0	8	13.2
12:15	1	1	1	3	0	0	0	6	10.4
12:30	2	0	0	2	0	0	0	4	6.6
12:45	1	1	0	4	0	0	0	6	11.2
H/TOT	6	4	1	13	0	0	0	24	41.4



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

13:00	3	0	0	1	0	0	0	4	5.3
13:15	1	0	0	2	0	0	0	3	5.6
13:30	1	0	0	5	0	0	0	6	12.5
13:45	3	0	0	4	0	0	0	7	12.2
H/TOT	8	0	0	12	0	0	0	20	35.6
14:00	0	2	1	4	0	0	0	7	12.7
14:15	0	1	1	3	0	0	0	5	9.4
14:30	2	0	0	1	0	0	0	3	4.3
14:45	1	0	0	2	0	0	0	3	5.6
H/TOT	3	3	2	10	0	0	0	18	32
15:00	0	0	0	4	0	0	0	4	9.2
15:15	0	1	2	8	0	0	0	11	22.4
15:30	1	0	0	8	0	0	0	9	19.4
15:45	2	0	0	7	0	0	0	9	18.1
H/TOT	3	1	2	27	0	0	0	33	69.1
16:00	1	0	1	2	0	0	0	4	7.1
16:15	1	0	1	1	0	0	0	3	4.8
16:30	1	0	0	2	0	0	0	3	5.6
16:45	3	1	0	4	0	0	0	8	13.2
H/TOT	6	1	2	9	0	0	0	18	30.7
17:00	1	0	0	4	0	0	0	5	10.2
17:15	2	1	0	1	0	0	0	4	5.3
17:30	3	0	1	3	0	0	0	7	11.4
17:45	2	0	1	1	0	0	0	4	5.8
H/TOT	8	1	2	9	0	0	0	20	32.7
18:00	2	0	0	0	0	0	0	2	2
18:15	0	0	0	1	0	0	0	1	2.3
18:30	2	0	1	1	0	0	0	4	5.8
18:45	0	0	0	3	0	0	0	3	6.9
H/TOT	4	0	1	5	0	0	0	10	17
19:00	1	0	1	3	0	0	0	5	9.4
19:15	0	0	0	1	0	0	0	1	2.3
19:30	0	0	0	2	0	0	0	2	4.6
19:45	1	0	0	4	0	0	0	5	10.2
H/TOT	2	0	1	10	0	0	0	13	26.5
20:00	0	1	0	0	0	0	0	1	1
20:15	0	0	0	1	0	0	0	1	2.3
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	3	0	0	0	3	6.9
H/TOT	0	1	0	4	0	0	0	5	10.2
21:00	0	1	0	0	0	0	0	1	1
21:15	1	0	0	0	0	0	0	1	1
21:30	0	0	1	0	0	0	0	1	1.5
21:45	1	0	0	0	0	0	0	1	1
H/TOT	2	1	1	0	0	0	0	4	4.5
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	65	20	24	165	0	0	0	274	500.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM D (D TO C)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	0	0	0	1	1.5
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1.5
04:00	0	0	0	1	0	0	0	1	2.3
04:15	0	0	0	0	0	0	0	0	0
04:30	1	0	0	1	0	0	0	2	3.3
04:45	0	0	2	0	0	0	0	2	3
H/TOT	1	0	2	2	0	0	0	5	8.6
05:00	2	0	1	0	0	0	0	3	3.5
05:15	0	0	1	0	0	1	0	2	1.9
05:30	6	0	0	0	1	0	1	8	8.2
05:45	6	1	2	0	0	0	0	9	10
H/TOT	14	1	4	0	1	1	1	22	23.6
06:00	4	0	3	1	1	1	0	10	13.2
06:15	9	8	2	2	0	0	0	21	24.6
06:30	14	2	1	1	1	0	0	19	21.8
06:45	20	5	4	0	0	0	0	29	31
H/TOT	47	15	10	4	2	1	0	79	90.6
07:00	15	6	0	0	1	0	0	22	23
07:15	16	7	0	3	0	0	0	26	29.9
07:30	24	7	0	0	1	0	0	32	33
07:45	22	3	0	1	0	0	0	26	27.3
H/TOT	77	23	0	4	2	0	0	106	113.2
08:00	13	9	0	0	1	0	0	23	24
08:15	27	1	0	1	0	0	0	29	30.3
08:30	19	4	1	1	1	0	0	26	28.8
08:45	22	3	1	1	0	0	0	27	28.8
H/TOT	81	17	2	3	2	0	0	105	111.9
09:00	15	4	1	0	1	1	0	22	22.9
09:15	14	0	1	2	0	0	0	17	20.1
09:30	12	0	2	1	0	0	0	15	17.3
09:45	13	4	1	1	0	0	0	19	20.8
H/TOT	54	8	5	4	1	1	0	73	81.1
10:00	14	2	1	0	1	0	0	18	19.5
10:15	12	3	0	1	1	0	0	17	19.3
10:30	11	3	2	0	0	0	0	16	17
10:45	11	5	1	0	1	0	0	18	19.5
H/TOT	48	13	4	1	3	0	0	69	75.3
11:00	10	2	0	2	0	1	0	15	17
11:15	14	5	0	2	1	0	0	22	25.6
11:30	16	3	1	1	0	0	0	21	22.8
11:45	8	3	0	2	1	0	0	14	17.6
H/TOT	48	13	1	7	2	1	0	72	83
12:00	9	4	1	1	0	0	0	15	16.8
12:15	18	3	0	2	1	1	0	25	28
12:30	25	4	1	1	0	0	0	31	32.8
12:45	19	7	2	1	1	0	0	30	33.3
H/TOT	71	18	4	5	2	1	0	101	110.9



SITE:		1							DATE: 21/06/2017	
LOCATION:		A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road							DAY: Wednesday	
13:00	23	3	2	0	0	0	0	28	29	
13:15	29	4	0	1	1	0	0	35	37.3	
13:30	26	4	1	2	0	0	0	33	36.1	
13:45	23	3	1	2	1	0	0	30	34.1	
H/TOT	101	14	4	5	2	0	0	126	136.5	
14:00	14	2	1	0	0	0	0	17	17.5	
14:15	8	5	0	1	0	0	0	14	15.3	
14:30	10	4	0	3	0	0	0	17	20.9	
14:45	9	3	0	0	0	0	0	12	12	
H/TOT	41	14	1	4	0	0	0	60	65.7	
15:00	9	0	2	1	1	0	0	13	16.3	
15:15	9	1	3	0	0	0	0	13	14.5	
15:30	8	1	0	1	1	0	0	11	13.3	
15:45	6	0	0	4	1	0	0	11	17.2	
H/TOT	32	2	5	6	3	0	0	48	61.3	
16:00	10	6	0	1	0	0	0	17	18.3	
16:15	8	1	0	2	1	0	0	12	15.6	
16:30	9	1	0	0	0	0	0	10	10	
16:45	8	4	0	3	1	0	0	16	20.9	
H/TOT	35	12	0	6	2	0	0	55	64.8	
17:00	10	0	0	1	1	1	0	13	14.7	
17:15	19	1	1	2	1	1	0	25	28.5	
17:30	7	0	0	1	0	0	0	8	9.3	
17:45	13	3	0	1	0	1	0	18	18.7	
H/TOT	49	4	1	5	2	3	0	64	71.2	
18:00	8	2	1	2	0	0	0	13	16.1	
18:15	3	1	1	0	1	0	0	6	7.5	
18:30	7	1	0	0	1	0	0	9	10	
18:45	10	1	1	0	1	0	0	13	14.5	
H/TOT	28	5	3	2	3	0	0	41	48.1	
19:00	9	0	0	1	0	0	0	10	11.3	
19:15	3	3	1	2	0	0	0	9	12.1	
19:30	7	0	0	0	0	0	0	7	7	
19:45	4	0	0	0	0	2	0	6	4.8	
H/TOT	23	3	1	3	0	2	0	32	35.2	
20:00	3	0	1	3	0	0	0	7	11.4	
20:15	8	0	1	0	0	0	0	9	9.5	
20:30	6	0	0	0	0	0	0	6	6	
20:45	3	0	0	0	0	0	0	3	3	
H/TOT	20	0	2	3	0	0	0	25	29.9	
21:00	6	1	0	1	0	0	0	8	9.3	
21:15	5	0	0	0	0	0	0	5	5	
21:30	2	0	0	0	0	0	0	2	2	
21:45	3	1	0	0	0	0	0	4	4	
H/TOT	16	2	0	1	0	0	0	19	20.3	
22:00	1	0	0	0	0	0	0	1	1	
22:15	1	0	0	0	0	0	0	1	1	
22:30	1	0	0	0	0	0	0	1	1	
22:45	2	0	0	0	0	0	0	2	2	
H/TOT	5	0	0	0	0	0	0	5	5	
23:00	1	1	0	0	0	0	0	2	2	
23:15	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	
23:45	1	0	0	0	0	0	0	1	1	
H/TOT	2	1	0	0	0	0	0	3	3	
Total	794	165	50	65	27	10	1	1112	1241.7	



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM E (ETO C)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	1	0	0	9	0	0	0	10	21.7
00:15	2	0	0	6	0	0	0	8	15.8
00:30	3	2	0	7	0	0	0	12	21.1
00:45	1	0	0	8	0	0	0	9	19.4
H/TOT	7	2	0	30	0	0	0	39	78
01:00	0	0	0	6	0	0	0	6	13.8
01:15	0	0	1	8	0	0	0	9	19.9
01:30	3	0	0	7	0	0	0	10	19.1
01:45	2	0	1	14	0	0	0	17	35.7
H/TOT	5	0	2	35	0	0	0	42	88.5
02:00	0	1	0	4	0	0	0	5	10.2
02:15	4	0	0	6	0	0	0	10	17.8
02:30	1	0	3	9	0	0	0	13	26.2
02:45	8	0	2	8	0	0	0	18	29.4
H/TOT	13	1	5	27	0	0	0	46	83.6
03:00	4	0	0	5	0	0	0	9	15.5
03:15	13	0	3	16	0	0	0	32	54.3
03:30	7	0	1	16	0	0	0	24	45.3
03:45	21	0	2	12	0	0	0	35	51.6
H/TOT	45	0	6	49	0	0	0	100	166.7
04:00	17	0	1	12	0	0	0	30	46.1
04:15	17	0	2	12	0	0	0	31	47.6
04:30	20	4	4	15	0	2	0	45	65.3
04:45	42	5	2	11	0	1	0	61	75.7
H/TOT	96	9	9	50	0	3	0	167	234.7
05:00	38	10	6	12	0	0	0	66	84.6
05:15	86	8	2	21	0	2	0	119	146.1
05:30	148	16	0	33	0	2	0	199	240.7
05:45	156	18	4	39	0	3	0	220	270.9
H/TOT	428	52	12	105	0	7	0	604	742.3
06:00	49	14	9	44	0	0	0	116	177.7
06:15	45	14	5	36	1	4	0	105	152.9
06:30	64	10	6	40	0	1	0	121	175.4
06:45	99	14	8	39	0	2	1	163	215.7
H/TOT	257	52	28	159	1	7	1	505	721.7
07:00	72	12	3	50	0	1	0	138	203.9
07:15	54	12	4	43	0	1	0	114	171.3
07:30	80	16	1	41	0	0	0	138	191.8
07:45	103	18	5	39	0	1	0	166	218.6
H/TOT	309	58	13	173	0	3	0	556	785.6
08:00	60	9	7	47	0	1	0	124	188
08:15	58	10	4	44	0	0	0	116	175.2
08:30	81	11	6	51	0	1	0	150	218.7
08:45	90	5	7	51	0	0	0	153	222.8
H/TOT	289	35	24	193	0	2	0	543	804.7
09:00	52	13	8	43	0	0	0	116	175.9
09:15	28	17	7	46	0	0	0	98	161.3
09:30	34	6	3	56	0	0	0	99	173.3
09:45	25	9	8	61	0	0	0	103	186.3
H/TOT	139	45	26	206	0	0	0	416	676.8
10:00	30	6	8	59	0	2	0	105	184.5
10:15	24	9	3	61	0	0	0	97	177.8
10:30	13	5	9	60	0	0	0	87	169.5
10:45	27	7	4	62	0	0	0	100	182.6
H/TOT	94	27	24	242	0	2	0	389	714.4
11:00	15	10	7	60	0	0	0	92	173.5
11:15	14	6	3	57	0	1	0	81	156
11:30	10	4	7	54	0	0	0	75	148.7
11:45	20	9	11	63	0	0	0	103	190.4
H/TOT	59	29	28	234	0	1	0	351	668.6
12:00	17	4	7	51	0	0	0	79	148.8
12:15	17	5	15	74	0	0	0	111	214.7
12:30	17	6	11	59	0	0	0	93	175.2
12:45	27	7	13	67	0	1	0	115	208
H/TOT	78	22	46	251	0	1	0	398	746.7



SITE:		1						DATE:		21/06/2017	
LOCATION:		A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa						DAY:		Wednesday	
13:00	29	5	8	50	0	0	0	92	161		
13:15	48	12	13	63	0	0	0	136	224.4		
13:30	59	5	18	63	0	3	0	148	237.1		
13:45	34	5	7	70	0	0	0	116	210.5		
H/TOT	170	27	46	246	0	3	0	492	833		
14:00	16	9	17	69	0	0	0	111	209.2		
14:15	14	5	13	53	0	0	0	85	160.4		
14:30	17	6	10	47	0	0	0	80	146.1		
14:45	14	4	8	61	0	0	0	87	170.3		
H/TOT	61	24	48	230	0	0	0	363	686		
15:00	4	10	4	73	0	1	0	92	188.3		
15:15	17	6	9	57	0	0	0	89	167.6		
15:30	16	5	3	54	0	0	0	78	149.7		
15:45	20	4	7	59	0	0	0	90	170.2		
H/TOT	57	25	23	243	0	1	0	349	675.8		
16:00	15	3	5	48	0	0	0	71	135.9		
16:15	8	1	5	41	0	1	0	56	111.2		
16:30	19	5	5	29	0	0	0	58	98.2		
16:45	23	4	6	38	0	0	0	71	123.4		
H/TOT	65	13	21	156	0	1	0	256	468.7		
17:00	14	4	1	42	0	3	0	64	117.3		
17:15	29	6	2	33	0	0	0	70	113.9		
17:30	9	2	0	31	0	2	0	44	83.1		
17:45	27	3	3	39	0	0	0	72	124.2		
H/TOT	79	15	6	145	0	5	0	250	438.5		
18:00	16	2	0	23	0	0	0	41	70.9		
18:15	16	5	1	35	1	1	0	59	105.4		
18:30	14	2	4	40	1	0	0	61	116		
18:45	16	3	1	17	0	1	0	38	60		
H/TOT	62	12	6	115	2	2	0	199	352.3		
19:00	12	4	1	30	0	0	0	47	86.5		
19:15	13	3	2	18	0	0	0	36	60.4		
19:30	10	2	3	10	0	0	2	27	39.9		
19:45	10	1	0	15	0	0	0	26	45.5		
H/TOT	45	10	6	73	0	0	2	136	232.3		
20:00	8	4	0	17	0	0	0	29	51.1		
20:15	5	2	1	15	0	0	0	23	43		
20:30	6	0	0	13	0	0	0	19	35.9		
20:45	8	1	1	10	1	0	0	21	35.5		
H/TOT	27	7	2	55	1	0	0	92	165.5		
21:00	10	1	2	14	1	1	0	29	48.6		
21:15	13	0	2	12	0	0	0	27	43.6		
21:30	16	1	0	14	0	0	0	31	49.2		
21:45	10	0	0	8	0	0	0	18	28.4		
H/TOT	49	2	4	48	1	1	0	105	169.8		
22:00	4	1	0	6	0	0	0	11	18.8		
22:15	0	0	2	9	0	0	0	11	23.7		
22:30	4	1	0	10	0	0	0	15	28		
22:45	2	0	1	12	0	0	0	15	31.1		
H/TOT	10	2	3	37	0	0	0	52	101.6		
23:00	3	0	4	15	0	3	0	25	44.7		
23:15	5	0	0	5	0	0	0	10	16.5		
23:30	2	0	0	10	0	2	0	14	25.8		
23:45	1	0	0	7	0	0	0	8	17.1		
H/TOT	11	0	4	37	0	5	0	57	104.1		
Total	2455	469	392	3139	5	44	3	6507	10759.9		



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM A (A TO D)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
05:00	1	0	0	0	0	0	0	1	1
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
06:00	1	0	0	0	0	0	0	1	1
06:15	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	1	1
06:45	1	0	0	0	0	0	0	1	1
H/TOT	3	0	0	0	0	0	0	3	3
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1	1.5
07:30	0	0	0	0	0	0	0	0	0
07:45	1	1	0	0	0	0	0	2	2
H/TOT	1	1	1	0	0	0	0	3	3.5
08:00	1	0	0	0	0	0	0	1	1
08:15	1	0	0	0	0	0	0	1	1
08:30	1	1	1	1	0	0	0	4	5.8
08:45	1	0	0	0	0	0	0	1	1
H/TOT	4	1	1	1	0	0	0	7	8.8
09:00	1	2	0	0	0	0	0	3	3
09:15	0	1	0	0	0	0	0	1	1
09:30	3	1	0	0	0	0	0	4	4
09:45	2	0	0	0	0	0	0	2	2
H/TOT	6	4	0	0	0	0	0	10	10
10:00	2	2	0	0	0	0	0	4	4
10:15	5	1	0	0	0	0	0	6	6
10:30	2	1	0	0	0	0	0	3	3
10:45	1	1	0	0	0	0	0	2	2
H/TOT	10	5	0	0	0	0	0	15	15
11:00	2	5	0	0	0	0	0	7	7
11:15	2	0	0	0	0	0	0	2	2
11:30	3	2	0	0	0	0	0	5	5
11:45	5	1	3	0	0	0	0	9	10.5
H/TOT	12	8	3	0	0	0	0	23	24.5
12:00	7	2	0	0	0	0	0	9	9
12:15	1	4	0	0	0	0	0	5	5
12:30	5	3	0	0	0	0	0	8	8
12:45	4	0	1	0	0	0	0	5	5.5
H/TOT	17	9	1	0	0	0	0	27	27.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

13:00	2	0	0	0	0	0	0	2	2
13:15	4	1	1	0	0	0	0	6	6.5
13:30	1	1	0	0	0	0	0	2	2
13:45	0	2	0	0	0	0	0	2	2
H/TOT	7	4	1	0	0	0	0	12	12.5
14:00	3	2	0	0	0	0	0	5	5
14:15	3	1	1	0	0	0	0	5	5.5
14:30	3	0	0	0	0	0	0	3	3
14:45	2	1	0	0	0	0	0	3	3
H/TOT	11	4	1	0	0	0	0	16	16.5
15:00	2	1	1	0	0	0	0	4	4.5
15:15	1	1	0	0	0	0	0	2	2
15:30	4	0	0	0	0	0	0	4	4
15:45	7	3	0	0	0	0	0	10	10
H/TOT	14	5	1	0	0	0	0	20	20.5
16:00	5	0	0	0	0	0	0	5	5
16:15	2	2	0	0	0	0	0	4	4
16:30	5	2	1	0	0	0	0	8	8.5
16:45	4	2	0	0	0	0	0	6	6
H/TOT	16	6	1	0	0	0	0	23	23.5
17:00	3	2	0	0	0	0	0	5	5
17:15	8	0	0	0	0	0	0	8	8
17:30	6	2	0	0	0	0	0	8	8
17:45	5	1	0	0	0	0	0	6	6
H/TOT	22	5	0	0	0	0	0	27	27
18:00	16	0	0	0	7	0	0	23	30
18:15	2	1	0	0	0	0	0	3	3
18:30	4	2	0	0	0	0	0	6	6
18:45	5	4	0	0	0	0	0	9	9
H/TOT	27	7	0	0	7	0	0	41	48
19:00	1	1	0	0	0	0	0	2	2
19:15	2	0	0	0	0	0	0	2	2
19:30	2	0	0	0	0	0	0	2	2
19:45	2	0	0	0	0	1	0	3	2.4
H/TOT	7	1	0	0	0	1	0	9	8.4
20:00	1	0	0	0	0	0	0	1	1
20:15	1	0	0	0	0	0	0	1	1
20:30	1	0	0	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	3
21:00	0	0	0	1	0	0	0	1	2.3
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
22:00	1	0	0	0	0	0	0	1	1
22:15	1	0	0	0	0	0	0	1	1
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	166	60	10	2	7	1	0	246	260



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM B (B TO D)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	1	0	0	0	0	0	0	1	1
00:15	3	0	0	0	0	0	0	3	3
00:30	2	0	0	0	0	0	0	2	2
00:45	0	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	6
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	2	0	0	0	0	0	0	2	2
03:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
04:00	0	0	0	0	0	0	0	0	0
04:15	3	0	0	0	0	0	0	3	3
04:30	4	0	0	0	0	0	0	4	4
04:45	9	0	0	0	0	0	0	9	9
H/TOT	16	0	0	0	0	0	0	16	16
05:00	2	0	0	0	0	0	0	2	2
05:15	4	2	0	0	0	0	0	6	6
05:30	14	0	0	0	1	0	0	15	16
05:45	13	0	0	0	0	1	0	14	13.4
H/TOT	33	2	0	0	1	1	0	37	37.4
06:00	3	2	0	0	1	0	0	6	7
06:15	5	0	0	0	0	0	0	5	5
06:30	5	3	0	0	1	0	0	9	10
06:45	6	1	0	0	1	0	0	8	9
H/TOT	19	6	0	0	3	0	0	28	31
07:00	14	3	1	0	1	0	0	19	20.5
07:15	15	1	1	0	2	0	0	19	21.5
07:30	20	2	0	0	0	0	0	22	22
07:45	17	1	0	0	1	0	0	19	20
H/TOT	66	7	2	0	4	0	0	79	84
08:00	24	4	0	0	1	1	1	31	30.6
08:15	17	2	0	0	1	0	0	20	21
08:30	34	1	2	0	1	0	0	38	40
08:45	37	3	0	0	1	0	0	41	42
H/TOT	112	10	2	0	4	1	1	130	133.6
09:00	25	0	1	0	1	0	0	27	28.5
09:15	20	3	1	0	1	0	0	25	26.5
09:30	19	1	0	0	1	0	0	21	22
09:45	23	6	0	0	0	0	0	29	29
H/TOT	87	10	2	0	3	0	0	102	106
10:00	23	2	0	0	1	0	0	26	27
10:15	20	3	0	0	1	0	0	24	25
10:30	29	3	1	0	1	1	0	35	35.9
10:45	16	1	0	0	1	0	0	18	19
H/TOT	88	9	1	0	4	1	0	103	106.9
11:00	22	2	1	0	1	0	0	26	27.5
11:15	22	1	0	0	1	0	0	24	25
11:30	20	4	0	0	1	0	0	25	26
11:45	19	1	0	0	1	0	0	21	22
H/TOT	83	8	1	0	4	0	0	96	100.5
12:00	23	5	0	0	1	1	0	30	30.4
12:15	37	4	0	0	1	0	0	42	43
12:30	35	2	2	0	1	0	0	40	42
12:45	21	2	0	0	0	2	0	25	23.8
H/TOT	116	13	2	0	3	3	0	137	139.2



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

13:00	21	3	1	0	1	0	0	26	27.5
13:15	27	3	0	0	1	0	0	31	32
13:30	27	1	0	0	1	0	0	29	30
13:45	17	6	0	0	1	0	0	24	25
H/TOT	92	13	1	0	4	0	0	110	114.5
14:00	24	2	0	0	1	0	0	27	28
14:15	18	2	2	0	1	0	0	23	25
14:30	18	1	0	0	1	0	0	20	21
14:45	20	1	0	0	0	0	0	21	21
H/TOT	80	6	2	0	3	0	0	91	95
15:00	19	1	0	0	1	0	0	21	22
15:15	31	1	0	0	1	0	0	33	34
15:30	20	4	0	0	1	0	0	25	26
15:45	20	3	0	0	1	0	0	24	25
H/TOT	90	9	0	0	4	0	0	103	107
16:00	26	3	0	0	1	0	0	30	31
16:15	24	0	0	0	1	0	2	27	26.4
16:30	23	5	0	0	1	0	0	29	30
16:45	33	6	1	0	1	0	0	41	42.5
H/TOT	106	14	1	0	4	0	2	127	129.9
17:00	24	0	0	0	1	1	0	26	26.4
17:15	35	2	0	0	1	0	0	38	39
17:30	22	1	2	0	1	1	0	27	28.4
17:45	39	2	0	0	1	0	0	42	43
H/TOT	120	5	2	0	4	2	0	133	136.8
18:00	31	0	0	0	1	0	0	32	33
18:15	29	0	0	0	1	1	0	31	31.4
18:30	30	2	1	0	0	0	0	33	33.5
18:45	31	2	0	0	1	1	0	35	35.4
H/TOT	121	4	1	0	3	2	0	131	133.3
19:00	25	3	1	0	0	0	0	29	29.5
19:15	23	1	0	0	0	0	0	24	24
19:30	21	1	1	0	0	1	0	24	23.9
19:45	15	0	0	0	0	0	0	15	15
H/TOT	84	5	2	0	0	1	0	92	92.4
20:00	29	1	1	0	0	0	0	31	31.5
20:15	19	1	0	0	0	0	0	20	20
20:30	19	2	0	0	0	0	0	21	21
20:45	16	1	1	0	0	0	0	18	18.5
H/TOT	83	5	2	0	0	0	0	90	91
21:00	18	0	1	0	1	0	0	20	21.5
21:15	16	3	0	0	0	0	0	19	19
21:30	12	1	0	0	0	0	0	13	13
21:45	17	1	1	0	0	0	0	19	19.5
H/TOT	63	5	2	0	1	0	0	71	73
22:00	17	2	0	0	0	0	0	19	19
22:15	7	1	0	0	0	0	0	8	8
22:30	7	0	0	0	0	0	0	7	7
22:45	13	0	0	0	0	1	0	14	13.4
H/TOT	44	3	0	0	0	1	0	48	47.4
23:00	9	0	0	0	0	0	0	9	9
23:15	3	0	0	0	0	0	0	3	3
23:30	1	2	0	0	0	0	0	3	3
23:45	2	0	0	0	0	0	0	2	2
H/TOT	15	2	0	0	0	0	0	17	17
Total	1528	136	23	0	49	12	3	1751	1801.9



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM C (C TO D)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	1	0	0	1	0	0	0	2	3.3
00:15	0	0	0	0	0	0	0	0	0
00:30	1	0	1	1	0	0	0	3	4.8
00:45	0	0	1	0	0	0	0	1	1.5
H/TOT	2	0	2	2	0	0	0	6	9.6
01:00	0	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
02:00	1	0	0	0	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	1	0	0	0	0	1	1.5
02:45	0	0	0	2	0	0	0	2	4.6
H/TOT	1	0	1	2	0	0	0	4	7.1
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	1	1	0.2
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	1	0.2
04:00	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	1	1.5
H/TOT	1	0	1	0	0	0	0	2	2.5
05:00	0	1	0	0	0	0	0	1	1
05:15	1	0	0	0	0	0	0	1	1
05:30	4	2	0	0	0	0	0	6	6
05:45	5	1	1	1	0	1	3	12	10.8
H/TOT	10	4	1	1	0	1	3	20	18.8
06:00	5	1	1	1	0	0	0	8	9.8
06:15	4	0	0	1	0	0	2	7	6.7
06:30	2	2	0	0	0	0	0	4	4
06:45	8	1	0	0	0	0	1	10	9.2
H/TOT	19	4	1	2	0	0	3	29	29.7
07:00	12	3	0	0	0	0	0	15	15
07:15	5	3	1	0	0	0	0	9	9.5
07:30	9	0	0	1	0	0	1	11	11.5
07:45	12	1	2	0	0	0	1	16	16.2
H/TOT	38	7	3	1	0	0	2	51	52.2
08:00	6	5	1	2	0	0	0	14	17.1
08:15	13	4	0	0	0	0	0	17	17
08:30	16	3	0	2	0	0	0	21	23.6
08:45	10	4	1	0	0	0	2	17	15.9
H/TOT	45	16	2	4	0	0	2	69	73.6
09:00	16	7	2	1	0	0	1	27	28.5
09:15	12	5	0	0	0	0	0	17	17
09:30	8	6	0	0	0	0	0	14	14
09:45	11	2	1	1	0	0	0	15	16.8
H/TOT	47	20	3	2	0	0	1	73	76.3
10:00	14	4	0	2	0	0	0	20	22.6
10:15	7	3	1	0	0	0	1	12	11.7
10:30	13	3	1	1	0	0	0	18	19.8
10:45	16	9	0	1	0	1	0	27	27.7
H/TOT	50	19	2	4	0	1	1	77	81.8
11:00	10	2	0	3	2	1	0	18	23.3
11:15	18	3	0	1	0	0	0	22	23.3
11:30	9	2	2	2	0	0	1	16	18.8
11:45	23	2	3	3	0	0	0	31	36.4
H/TOT	60	9	5	9	2	1	1	87	101.8
12:00	24	3	0	0	0	0	1	28	27.2
12:15	16	4	1	1	0	0	1	23	24
12:30	21	4	1	2	0	0	0	28	31.1
12:45	12	12	0	3	0	0	0	27	30.9
H/TOT	73	23	2	6	0	0	2	106	113.2



SITE:		1						DATE:		21/06/2017	
LOCATION:		A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa						DAY:		Wednesday	
13:00	26	7	0	1	0	0	0	0	34	35.3	
13:15	20	6	0	1	0	0	0	0	27	28.3	
13:30	27	5	0	2	0	0	0	1	35	36.8	
13:45	24	1	2	1	0	0	0	1	29	30.5	
H/TOT	97	19	2	5	0	0	0	2	125	130.9	
14:00	23	2	2	0	0	0	0	2	29	28.4	
14:15	8	4	0	1	0	0	0	0	13	14.3	
14:30	16	2	0	3	0	0	0	1	22	25.1	
14:45	18	4	2	1	0	0	0	0	25	27.3	
H/TOT	65	12	4	5	0	0	0	3	89	95.1	
15:00	8	4	0	1	0	0	0	2	15	14.7	
15:15	15	4	2	1	0	0	0	0	22	24.3	
15:30	12	3	2	2	0	0	0	0	19	22.6	
15:45	12	3	1	1	0	0	0	2	19	19.2	
H/TOT	47	14	5	5	0	0	0	4	75	80.8	
16:00	22	6	0	0	0	1	1	1	30	28.6	
16:15	14	0	0	2	0	0	0	0	16	18.6	
16:30	17	2	1	0	0	1	2	2	23	21.3	
16:45	18	1	0	6	0	1	1	1	27	33.4	
H/TOT	71	9	1	8	0	3	4	6	96	101.9	
17:00	17	2	1	1	0	0	0	0	21	22.8	
17:15	19	2	2	0	0	0	1	24	24.2		
17:30	19	1	0	0	0	1	1	22	20.6		
17:45	11	2	0	2	0	0	6	21	18.8		
H/TOT	66	7	3	3	0	1	8	88	86.4		
18:00	17	2	0	2	0	0	7	28	25		
18:15	13	4	1	2	0	0	1	21	23.3		
18:30	13	5	0	0	0	0	2	20	18.4		
18:45	11	0	1	0	0	0	1	13	12.7		
H/TOT	54	11	2	4	0	0	11	82	79.4		
19:00	10	5	0	0	0	0	0	15	15		
19:15	5	0	3	1	0	0	0	9	11.8		
19:30	3	1	1	1	0	0	2	8	8.2		
19:45	5	0	2	2	0	0	0	9	12.6		
H/TOT	23	6	6	4	0	0	2	41	47.6		
20:00	6	1	1	1	0	1	0	10	11.2		
20:15	17	2	1	0	0	1	0	21	20.9		
20:30	4	3	0	1	0	0	1	9	9.5		
20:45	9	0	0	0	0	0	0	9	9		
H/TOT	36	6	2	2	0	2	1	49	50.6		
21:00	6	0	0	1	0	0	0	7	8.3		
21:15	3	0	0	0	0	0	0	3	3		
21:30	5	1	0	0	0	0	1	7	6.2		
21:45	6	1	0	0	0	1	0	8	7.4		
H/TOT	20	2	0	1	0	1	1	25	24.9		
22:00	2	0	0	0	0	0	2	4	2.4		
22:15	0	0	0	0	0	0	0	0	0		
22:30	3	1	1	0	0	2	1	8	6.5		
22:45	0	0	0	1	0	0	1	2	2.5		
H/TOT	5	1	1	1	0	2	4	14	11.4		
23:00	2	0	0	1	0	0	0	3	4.3		
23:15	2	0	0	0	0	0	0	2	2		
23:30	1	0	0	0	0	0	0	1	1		
23:45	1	0	0	0	0	0	0	1	1		
H/TOT	6	0	0	1	0	0	0	7	8.3		
Total	837	189	49	72	2	12	56	1217	1285.1		



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM D (D TO D)		PSV	MCL	19 PCL	TOT	PCUs
			OGV1	OGV2					
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	0	0	0	1	2.3
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
06:00	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	1	1
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
07:00	0	1	0	0	0	0	0	1	1
07:15	2	0	0	1	0	0	0	3	4.3
07:30	0	1	0	0	0	0	0	1	1
07:45	1	0	0	1	0	0	0	2	3.3
H/TOT	3	2	0	2	0	0	0	7	9.6
08:00	0	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	2
08:30	1	0	0	0	0	0	0	1	1
08:45	2	0	0	0	0	0	0	2	2
H/TOT	5	0	0	0	0	0	0	5	5
09:00	1	0	0	0	0	0	0	1	1
09:15	1	1	0	1	0	0	0	3	4.3
09:30	2	0	1	0	0	0	0	3	3.5
09:45	1	0	0	0	0	0	0	1	1
H/TOT	5	1	1	1	0	0	0	8	9.8
10:00	0	0	0	0	0	0	0	0	0
10:15	2	0	0	1	0	0	0	3	4.3
10:30	0	0	0	1	0	0	0	1	2.3
10:45	2	0	0	0	0	0	0	2	2
H/TOT	4	0	0	2	0	0	0	6	8.6
11:00	0	0	0	0	0	0	0	0	0
11:15	1	1	0	0	0	0	0	2	2
11:30	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	1	1
H/TOT	2	1	0	0	0	0	0	3	3
12:00	1	0	1	0	0	0	0	2	2.5
12:15	1	0	0	0	0	0	0	1	1
12:30	1	0	0	0	0	0	0	1	1
12:45	1	0	0	0	0	0	0	1	1
H/TOT	4	0	1	0	0	0	0	5	5.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

13:00	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	1	1
13:30	3	0	0	0	0	0	0	3	3
13:45	1	0	0	0	0	0	0	1	1
H/TOT	5	0	0	0	0	0	0	5	5
14:00	0	1	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0
14:30	0	2	0	1	0	0	0	3	4.3
14:45	0	1	0	0	0	0	0	1	1
H/TOT	0	4	0	1	0	0	0	5	6.3
15:00	1	0	0	0	0	0	0	1	1
15:15	0	0	0	1	0	0	0	1	2.3
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	2	3.3
16:00	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	1
16:30	1	0	0	0	0	0	0	1	1
16:45	2	0	0	1	0	2	0	5	5.1
H/TOT	4	0	0	1	0	2	0	7	7.1
17:00	1	0	0	0	0	0	0	1	1
17:15	0	0	0	1	0	0	0	1	2.3
17:30	1	0	0	0	0	0	0	1	1
17:45	1	0	0	0	0	0	0	1	1
H/TOT	3	0	0	1	0	0	0	4	5.3
18:00	1	0	0	0	0	0	0	1	1
18:15	1	0	0	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
19:00	0	0	0	0	0	0	0	0	0
19:15	1	1	0	0	0	0	0	2	2
19:30	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1	1
H/TOT	2	1	0	0	0	0	0	3	3
20:00	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	1	0	0	0	0	0	0	1	1
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	44	9	2	10	0	2	0	67	79.8



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM E (E TO D)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	1	0	0	1	0	0	0	2	3.3
00:15	3	0	0	6	0	0	0	9	16.8
00:30	1	1	0	0	0	0	0	2	2
00:45	1	0	0	0	0	0	0	1	1
H/TOT	6	1	0	7	0	0	0	14	23.1
01:00	2	1	1	0	0	0	0	4	4.5
01:15	0	0	0	0	0	0	0	0	0
01:30	2	0	1	2	0	0	0	5	8.1
01:45	3	0	0	0	0	0	0	3	3
H/TOT	7	1	2	2	0	0	0	12	15.6
02:00	0	0	0	2	0	0	0	2	4.6
02:15	0	0	1	1	0	0	0	2	3.8
02:30	2	0	1	1	0	0	0	4	5.8
02:45	3	0	1	0	0	0	0	4	4.5
H/TOT	5	0	3	4	0	0	0	12	18.7
03:00	2	1	0	1	0	0	0	4	5.3
03:15	0	0	0	1	0	0	0	1	2.3
03:30	7	0	0	0	0	1	0	8	7.4
03:45	9	1	2	0	0	0	0	12	13
H/TOT	18	2	2	2	0	1	0	25	28
04:00	2	0	2	1	0	0	0	5	7.3
04:15	6	0	0	0	1	0	0	7	8
04:30	6	1	0	1	0	0	0	8	9.3
04:45	27	4	0	1	0	0	0	32	33.3
H/TOT	41	5	2	3	1	0	0	52	57.9
05:00	11	2	0	1	1	0	0	15	17.3
05:15	8	7	1	1	0	2	0	19	19.6
05:30	23	6	0	0	0	0	0	29	29
05:45	40	2	0	0	0	0	0	42	42
H/TOT	82	17	1	2	1	2	0	105	107.9
06:00	22	7	2	3	0	1	0	35	39.3
06:15	27	8	1	2	0	0	0	38	41.1
06:30	40	13	1	3	0	0	0	57	61.4
06:45	45	19	0	1	1	1	0	67	68.7
H/TOT	134	47	4	9	1	2	0	197	210.5
07:00	46	18	3	7	0	1	0	75	85
07:15	50	23	4	2	0	1	0	80	84
07:30	78	16	1	5	0	0	0	100	107
07:45	81	15	0	3	1	0	0	100	104.9
H/TOT	255	72	8	17	1	2	0	355	380.9
08:00	91	7	1	4	0	0	0	103	108.7
08:15	95	8	3	6	1	1	0	114	123.7
08:30	92	5	2	1	1	1	0	102	104.7
08:45	118	12	3	2	1	1	0	137	141.5
H/TOT	396	32	9	13	3	3	0	456	478.6
09:00	92	12	3	4	0	1	0	112	118.1
09:15	75	8	5	4	1	0	0	93	101.7
09:30	65	12	0	7	0	0	0	84	93.1
09:45	52	12	3	3	1	0	0	71	77.4
H/TOT	284	44	11	18	2	1	0	360	390.3
10:00	58	6	3	3	0	0	0	70	75.4
10:15	62	6	4	8	4	0	0	84	100.4
10:30	58	12	2	3	0	0	0	75	79.9
10:45	46	10	7	2	2	0	0	67	75.1
H/TOT	224	34	16	16	6	0	0	296	330.8
11:00	58	14	2	5	0	0	0	79	86.5
11:15	48	10	1	6	1	1	0	67	75.7
11:30	56	9	2	0	0	0	0	67	68
11:45	54	10	3	4	1	1	0	73	80.1
H/TOT	216	43	8	15	2	2	0	286	310.3
12:00	44	12	4	7	0	0	0	67	78.1
12:15	60	14	1	6	2	1	0	84	93.7
12:30	67	6	0	1	0	2	0	76	76.1
12:45	76	14	2	1	2	0	0	95	99.3
H/TOT	247	46	7	15	4	3	0	322	347.2



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

13:00	59	11	1	5	0	1	0	77	83.4
13:15	57	12	6	0	1	0	0	76	80
13:30	52	10	6	5	1	1	0	75	84.9
13:45	79	12	7	4	1	0	0	103	112.7
H/TOT	247	45	20	14	3	2	0	331	361
14:00	43	8	4	5	0	0	0	60	68.5
14:15	46	6	4	4	1	0	0	61	69.2
14:30	46	12	2	6	0	0	0	66	74.8
14:45	48	10	4	4	1	1	0	68	75.6
H/TOT	183	36	14	19	2	1	0	255	288.1
15:00	44	8	7	7	0	1	0	67	79
15:15	63	7	3	3	1	0	0	77	83.4
15:30	77	4	5	6	0	0	0	92	102.3
15:45	75	11	2	6	1	2	0	97	105.6
H/TOT	259	30	17	22	2	3	0	333	370.3
16:00	65	11	7	4	1	1	0	89	98.1
16:15	77	10	2	5	1	1	0	96	103.9
16:30	57	6	1	6	0	1	0	71	78.7
16:45	72	8	4	11	2	0	0	97	115.3
H/TOT	271	35	14	26	4	3	0	353	396
17:00	61	4	2	11	0	0	0	78	93.3
17:15	78	4	2	3	1	1	0	89	94.3
17:30	70	6	2	5	0	1	0	84	90.9
17:45	69	7	3	6	0	0	0	85	94.3
H/TOT	278	21	9	25	1	2	0	336	372.8
18:00	58	3	0	2	1	0	0	64	67.6
18:15	55	4	0	5	2	0	0	66	74.5
18:30	63	4	0	5	0	1	0	73	78.9
18:45	46	4	1	3	0	0	0	54	58.4
H/TOT	222	15	1	15	3	1	0	257	279.4
19:00	47	7	1	0	2	0	0	57	59.5
19:15	52	5	1	4	0	0	0	62	67.7
19:30	48	5	2	1	0	2	0	58	59.1
19:45	52	4	0	5	0	1	0	62	67.9
H/TOT	199	21	4	10	2	3	0	239	254.2
20:00	51	1	1	1	0	0	0	54	55.8
20:15	47	5	0	3	0	0	0	55	58.9
20:30	42	2	3	6	0	0	0	53	62.3
20:45	38	3	1	0	0	0	0	42	42.5
H/TOT	178	11	5	10	0	0	0	204	219.5
21:00	45	4	1	3	0	0	0	53	57.4
21:15	25	2	1	2	0	0	0	30	33.1
21:30	31	1	1	2	0	0	0	35	38.1
21:45	37	4	1	2	0	0	0	44	47.1
H/TOT	138	11	4	9	0	0	0	162	175.7
22:00	0	1	0	0	0	0	0	1	1
22:15	14	0	0	1	0	0	0	15	16.3
22:30	17	2	0	2	0	0	0	21	23.6
22:45	11	2	0	0	0	0	0	13	13
H/TOT	42	5	0	3	0	0	0	50	53.9
23:00	7	0	0	2	0	0	0	9	11.6
23:15	8	0	1	0	0	0	0	9	9.5
23:30	7	0	0	1	0	0	0	8	9.3
23:45	3	0	0	5	0	0	0	8	14.5
H/TOT	25	0	1	8	0	0	0	34	44.9
Total	3957	574	162	284	38	31	0	5046	5515.6



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM A (A TO E)		PSV	MCL	S	PCL	TOT	PCUs
			OGV1	OGV2						
00:00	1	0	0	0	0	0	0	0	1	1
00:15	0	0	0	1	0	0	0	0	1	2.3
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	0	2	3.3
01:00	1	0	0	1	0	0	0	0	2	3.3
01:15	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	1	0	0	2	1.4
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	1	0	1	0	0	4	4.7
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	1	0	1	0	0	0	2	3.5
02:30	0	0	0	0	0	0	0	0	0	0
02:45	2	0	0	0	0	0	0	0	2	2
H/TOT	2	0	1	0	1	0	0	0	4	5.5
03:00	0	0	0	3	0	0	0	0	3	6.9
03:15	1	0	0	0	0	0	0	0	1	1
03:30	2	0	0	1	0	0	0	0	3	4.3
03:45	0	0	0	2	0	0	0	0	2	4.6
H/TOT	3	0	0	6	0	0	0	0	9	16.8
04:00	2	0	0	2	0	0	0	0	4	6.6
04:15	2	1	0	4	0	0	0	0	7	12.2
04:30	2	0	0	3	0	0	0	0	5	8.9
04:45	0	0	0	5	0	0	0	0	5	11.5
H/TOT	6	1	0	14	0	0	0	0	21	39.2
05:00	0	0	0	10	0	0	0	0	10	23
05:15	1	0	1	3	0	0	0	0	5	9.4
05:30	1	0	1	6	0	0	0	0	8	16.3
05:45	0	0	0	4	0	0	0	0	4	9.2
H/TOT	2	0	2	23	0	0	0	0	27	57.9
06:00	9	0	1	5	0	0	0	0	15	22
06:15	5	1	1	9	0	0	0	0	16	28.2
06:30	4	0	0	5	0	0	0	0	9	15.5
06:45	2	0	3	1	0	0	0	0	6	8.8
H/TOT	20	1	5	20	0	0	0	0	46	74.6
07:00	4	0	0	5	1	0	0	0	10	17.5
07:15	2	2	0	3	0	0	0	0	7	10.9
07:30	1	3	0	4	0	0	0	0	8	13.2
07:45	2	0	0	3	0	0	0	0	5	8.9
H/TOT	9	5	0	15	1	0	0	0	30	50.5
08:00	1	1	0	2	0	0	0	0	4	6.6
08:15	1	1	1	3	0	0	0	0	6	10.4
08:30	0	3	1	2	0	0	0	0	6	9.1
08:45	1	1	0	4	0	0	0	0	6	11.2
H/TOT	3	6	2	11	0	0	0	0	22	37.3
09:00	0	0	2	4	0	0	0	0	6	12.2
09:15	0	2	2	2	0	0	0	0	6	9.6
09:30	3	2	2	4	0	0	0	0	11	17.2
09:45	1	0	1	6	0	0	0	0	8	16.3
H/TOT	4	4	7	16	0	0	0	0	31	55.3
10:00	3	0	0	2	0	0	0	0	5	7.6
10:15	1	0	0	7	0	0	0	0	8	17.1
10:30	4	1	1	3	0	0	0	0	9	13.4
10:45	2	2	0	4	0	0	0	0	8	13.2
H/TOT	10	3	1	16	0	0	0	0	30	51.3
11:00	6	2	0	2	0	0	0	0	10	12.6
11:15	4	2	0	3	0	0	0	0	9	12.9
11:30	0	0	1	5	0	0	0	0	6	13
11:45	1	0	0	1	0	0	0	0	2	3.3
H/TOT	11	4	1	11	0	0	0	0	27	41.8
12:00	3	6	0	4	0	1	0	0	14	18.6
12:15	4	1	2	3	0	0	0	0	10	14.9
12:30	4	3	0	2	0	0	0	0	9	11.6
12:45	1	1	2	2	0	0	0	0	6	9.6
H/TOT	12	11	4	11	0	1	0	0	39	54.7



SITE:		1						DATE:		21/06/2017	
LOCATION:		A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road						DAY:		Wednesday	
13:00	3	3	0	2	0	0	0	0	8	10.6	
13:15	5	1	0	4	0	0	0	10	15.2		
13:30	5	0	1	5	0	0	0	11	18		
13:45	0	1	1	2	0	0	0	4	7.1		
H/TOT	13	5	2	13	0	0	0	33	50.9		
14:00	18	3	2	2	0	1	0	26	29		
14:15	12	1	0	2	0	0	0	15	17.6		
14:30	7	4	0	1	0	0	0	12	13.3		
14:45	5	1	0	0	0	0	0	6	6		
H/TOT	42	9	2	5	0	1	0	59	65.9		
15:00	5	0	1	1	0	1	0	8	9.2		
15:15	10	3	0	1	0	1	0	15	15.7		
15:30	10	5	0	1	0	0	0	16	17.3		
15:45	11	5	1	1	0	1	0	19	20.2		
H/TOT	36	13	2	4	0	3	0	58	62.4		
16:00	13	9	1	2	0	0	0	25	28.1		
16:15	24	4	1	3	0	0	0	32	36.4		
16:30	20	3	1	1	0	0	0	25	26.8		
16:45	21	3	0	1	0	1	0	26	26.7		
H/TOT	78	19	3	7	0	1	0	108	118		
17:00	32	6	0	2	0	0	0	40	42.6		
17:15	26	7	0	0	1	0	0	34	35		
17:30	21	10	0	2	0	0	0	33	35.6		
17:45	19	4	1	0	0	0	0	24	24.5		
H/TOT	98	27	1	4	1	0	0	131	137.7		
18:00	42	14	0	1	0	0	0	57	58.3		
18:15	16	5	1	3	0	0	0	25	29.4		
18:30	10	2	0	1	0	0	0	13	14.3		
18:45	7	1	1	2	0	0	0	11	14.1		
H/TOT	75	22	2	7	0	0	0	106	116.1		
19:00	3	0	0	1	0	0	0	4	5.3		
19:15	3	0	1	1	0	0	0	5	6.8		
19:30	3	0	0	3	0	0	0	6	9.9		
19:45	4	1	0	1	0	0	0	6	7.3		
H/TOT	13	1	1	6	0	0	0	21	29.3		
20:00	1	0	0	0	0	0	0	1	1		
20:15	2	0	0	0	0	0	0	2	2		
20:30	4	0	0	0	0	0	0	4	4		
20:45	2	0	0	1	0	0	0	3	4.3		
H/TOT	9	0	0	1	0	0	0	10	11.3		
21:00	1	0	0	0	0	0	0	1	1		
21:15	0	0	0	0	0	0	0	0	0		
21:30	2	0	0	0	0	0	0	2	2		
21:45	1	0	0	0	0	0	0	1	1		
H/TOT	4	0	0	0	0	0	0	4	4		
22:00	8	1	0	0	0	0	0	9	9		
22:15	0	1	0	0	0	1	0	2	1.4		
22:30	1	0	0	0	0	0	0	1	1		
22:45	3	0	0	0	0	0	0	3	3		
H/TOT	12	2	0	0	0	1	0	15	14.4		
23:00	0	0	0	0	0	0	0	0	0		
23:15	0	0	0	0	0	1	0	1	0.4		
23:30	0	0	0	0	0	0	0	0	0		
23:45	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	1	0	1	0.4		
Total	465	133	36	192	3	9	0	838	1103.2		



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM B (B TO E)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	2	0	0	0	0	0	0	2	2
00:15	6	0	0	0	0	0	0	6	6
00:30	6	0	0	0	1	0	0	7	8
00:45	4	1	0	0	0	0	0	5	5
H/TOT	18	1	0	0	1	0	0	20	21
01:00	6	0	0	0	0	0	0	6	6
01:15	3	0	0	0	0	0	0	3	3
01:30	3	0	0	0	0	0	0	3	3
01:45	1	0	0	0	0	0	0	1	1
H/TOT	13	0	0	0	0	0	0	13	13
02:00	5	1	0	0	0	0	0	6	6
02:15	0	0	0	0	0	0	0	0	0
02:30	2	0	0	0	0	0	0	2	2
02:45	3	1	0	0	0	0	0	4	4
H/TOT	10	2	0	0	0	0	0	12	12
03:00	3	0	0	0	0	0	0	3	3
03:15	4	0	0	0	0	0	0	4	4
03:30	3	2	0	0	0	0	0	5	5
03:45	4	0	0	0	0	0	0	4	4
H/TOT	14	2	0	0	0	0	0	16	16
04:00	6	2	0	0	0	0	0	8	8
04:15	11	0	1	0	0	0	0	12	12.5
04:30	2	4	1	0	0	0	0	7	7.5
04:45	15	2	0	0	0	0	0	17	17
H/TOT	34	8	2	0	0	0	0	44	45
05:00	26	5	0	0	0	0	0	31	31
05:15	47	15	2	0	1	0	0	65	67
05:30	45	13	1	0	0	0	0	59	59.5
05:45	29	13	0	0	0	1	0	43	42.4
H/TOT	147	46	3	0	1	1	0	198	199.9
06:00	28	14	1	0	0	1	0	44	43.9
06:15	29	10	1	0	0	1	0	41	40.9
06:30	73	12	2	0	0	3	0	90	89.2
06:45	50	6	0	0	0	0	0	56	56
H/TOT	180	42	4	0	0	5	0	231	230
07:00	53	14	2	1	1	1	0	72	74.7
07:15	55	12	4	0	0	1	0	72	73.4
07:30	72	7	1	1	1	2	0	84	85.6
07:45	72	10	0	1	0	1	0	84	84.7
H/TOT	252	43	7	3	2	5	0	312	318.4
08:00	66	10	0	0	1	0	0	77	78
08:15	75	6	6	0	2	0	0	89	94
08:30	95	8	0	0	1	0	0	104	105
08:45	60	3	1	1	1	1	0	67	69.2
H/TOT	294	27	7	1	5	1	0	337	346.2
09:00	42	6	2	0	1	0	0	51	53
09:15	50	4	1	0	1	1	0	57	57.9
09:30	50	5	5	0	0	0	0	60	62.5
09:45	35	6	3	1	0	0	0	45	47.8
H/TOT	177	21	11	1	2	1	0	213	221.2
10:00	49	4	3	0	0	0	0	56	57.5
10:15	33	6	3	0	0	0	0	42	43.5
10:30	50	7	3	0	0	0	0	60	61.5
10:45	55	8	3	0	0	0	0	66	67.5
H/TOT	187	25	12	0	0	0	0	224	230
11:00	38	9	1	0	1	0	0	49	50.5
11:15	58	9	1	0	0	0	0	68	68.5
11:30	55	4	4	0	0	1	0	64	65.4
11:45	47	8	2	1	0	2	0	60	61.1
H/TOT	198	30	8	1	1	3	0	241	245.5
12:00	32	10	4	0	0	1	0	47	48.4
12:15	38	8	1	0	1	0	0	48	49.5
12:30	56	7	1	0	1	1	0	66	66.9
12:45	49	9	3	1	0	1	0	63	65.2
H/TOT	175	34	9	1	2	3	0	224	230



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

13:00	33	7	1	0	1	0	0	42	43.5
13:15	44	7	3	0	0	0	0	54	55.5
13:30	40	5	2	0	0	1	0	48	48.4
13:45	39	5	2	0	0	0	0	46	47
H/TOT	156	24	8	0	1	1	0	190	194.4
14:00	46	12	3	0	1	0	0	62	64.5
14:15	53	7	1	0	1	0	0	62	63.5
14:30	57	11	1	0	0	0	0	69	69.5
14:45	58	8	2	0	0	0	0	68	69
H/TOT	214	38	7	0	2	0	0	261	266.5
15:00	88	8	1	0	0	1	0	98	97.9
15:15	53	4	2	0	0	1	0	60	60.4
15:30	55	11	4	0	4	0	0	74	80
15:45	48	10	2	0	0	1	0	61	61.4
H/TOT	244	33	9	0	4	3	0	293	299.7
16:00	48	10	1	0	1	1	0	61	61.9
16:15	63	9	0	0	0	1	0	73	72.4
16:30	61	9	0	0	0	0	1	71	70.2
16:45	63	11	1	0	1	0	0	76	77.5
H/TOT	235	39	2	0	2	2	1	281	282
17:00	55	6	0	0	0	0	0	61	61
17:15	64	5	0	0	0	0	0	69	69
17:30	67	5	0	0	0	0	0	72	72
17:45	51	9	0	0	0	2	0	62	60.8
H/TOT	237	25	0	0	0	2	0	264	262.8
18:00	46	5	4	1	0	0	0	56	59.3
18:15	55	3	0	0	0	2	0	60	58.8
18:30	48	9	0	0	1	0	0	58	59
18:45	65	5	1	0	0	0	0	71	71.5
H/TOT	214	22	5	1	1	2	0	245	248.6
19:00	48	6	0	0	1	0	0	55	56
19:15	43	5	0	1	1	1	0	51	52.7
19:30	35	1	0	0	1	0	0	37	38
19:45	34	2	0	0	0	1	0	37	36.4
H/TOT	160	14	0	1	3	2	0	180	183.1
20:00	40	5	1	0	0	0	0	46	46.5
20:15	32	0	1	0	0	1	0	34	33.9
20:30	26	3	1	0	0	0	0	30	30.5
20:45	30	5	1	0	0	0	0	36	36.5
H/TOT	128	13	4	0	0	1	0	146	147.4
21:00	40	1	1	0	0	0	1	43	42.7
21:15	36	4	0	0	0	0	0	40	40
21:30	29	4	1	0	0	1	1	36	35.1
21:45	21	3	0	0	0	1	0	25	24.4
H/TOT	126	12	2	0	0	2	2	144	142.2
22:00	41	2	0	0	0	0	0	43	43
22:15	23	2	1	0	0	0	0	26	26.5
22:30	9	0	0	0	0	0	0	9	9
22:45	19	2	0	0	0	0	0	21	21
H/TOT	92	6	1	0	0	0	0	99	99.5
23:00	13	2	0	0	0	0	0	15	15
23:15	19	1	0	0	1	0	0	21	22
23:30	9	1	0	0	0	0	0	10	10
23:45	8	2	0	0	1	1	0	12	12.4
H/TOT	49	6	0	0	2	1	0	58	59.4
Total	3556	513	101	9	29	35	3	4246	4313.8



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM C (C TO E)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	1	1	0	5	0	0	0	7	13.5
00:15	6	0	0	5	0	0	0	11	17.5
00:30	0	0	0	9	0	0	0	9	20.7
00:45	2	0	0	11	1	0	0	14	29.3
H/TOT	9	1	0	30	1	0	0	41	81
01:00	6	0	0	7	0	0	0	13	22.1
01:15	5	0	0	8	0	0	0	13	23.4
01:30	1	0	0	2	0	0	0	3	5.6
01:45	0	1	0	5	0	0	0	6	12.5
H/TOT	12	1	0	22	0	0	0	35	63.6
02:00	7	1	0	7	0	0	0	15	24.1
02:15	4	0	0	8	0	0	0	12	22.4
02:30	5	0	0	15	0	0	0	20	39.5
02:45	8	0	0	8	0	0	0	16	26.4
H/TOT	24	1	0	38	0	0	0	63	112.4
03:00	9	0	1	10	0	0	0	20	33.5
03:15	3	0	4	13	0	1	0	21	39.3
03:30	1	0	4	12	0	0	0	17	34.6
03:45	1	1	0	13	0	0	0	15	31.9
H/TOT	14	1	9	48	0	1	0	73	139.3
04:00	7	1	3	26	0	0	0	37	72.3
04:15	6	1	6	23	0	0	0	36	68.9
04:30	8	2	2	27	0	0	0	39	75.1
04:45	4	0	4	31	0	0	0	39	81.3
H/TOT	25	4	15	107	0	0	0	151	297.6
05:00	2	2	1	32	0	0	0	37	79.1
05:15	4	0	6	50	0	0	0	60	128
05:30	18	3	5	47	0	0	0	73	136.6
05:45	34	2	5	46	0	0	0	87	149.3
H/TOT	58	7	17	175	0	0	0	257	493
06:00	24	4	3	41	0	1	0	73	127.2
06:15	12	7	7	57	0	2	0	85	161.4
06:30	8	7	3	59	0	0	0	77	155.2
06:45	15	5	3	59	0	0	0	82	160.2
H/TOT	59	23	16	216	0	3	0	317	604
07:00	13	14	5	59	0	0	0	91	170.2
07:15	11	6	6	49	0	0	0	72	138.7
07:30	7	3	2	56	0	0	0	68	141.8
07:45	16	2	4	70	0	0	0	92	185
H/TOT	47	25	17	234	0	0	0	323	635.7
08:00	21	5	2	60	0	0	0	88	167
08:15	12	8	13	52	0	0	0	85	159.1
08:30	8	6	5	62	0	0	0	81	164.1
08:45	15	8	7	47	0	0	0	77	141.6
H/TOT	56	27	27	221	0	0	0	331	631.8
09:00	11	8	7	56	0	0	0	82	158.3
09:15	12	7	5	53	0	0	0	77	148.4
09:30	8	14	4	38	0	0	0	64	115.4
09:45	12	7	6	57	0	0	0	82	159.1
H/TOT	43	36	22	204	0	0	0	305	581.2
10:00	11	8	6	54	0	0	0	79	152.2
10:15	11	7	5	53	0	0	0	76	147.4
10:30	9	11	6	54	0	0	0	80	153.2
10:45	13	10	3	56	0	0	0	82	156.3
H/TOT	44	36	20	217	0	0	0	317	609.1
11:00	11	4	1	50	0	0	0	66	131.5
11:15	16	4	5	51	0	0	0	76	144.8
11:30	19	12	5	52	0	0	0	88	158.1
11:45	15	4	9	61	0	0	0	89	172.8
H/TOT	61	24	20	214	0	0	0	319	607.2
12:00	35	12	11	61	0	2	0	121	204.6
12:15	18	6	4	60	0	0	0	88	168
12:30	16	10	8	53	0	0	0	87	159.9
12:45	26	13	6	59	0	0	0	104	183.7
H/TOT	95	41	29	233	0	2	0	400	716.2



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

13:00	39	6	5	51	0	2	0	103	170.6
13:15	31	10	10	59	0	0	0	110	191.7
13:30	49	5	11	48	0	1	0	114	181.3
13:45	43	6	6	60	0	2	0	117	196.8
H/TOT	162	27	32	218	0	5	0	444	740.4
14:00	47	7	7	54	0	3	0	118	189.9
14:15	31	8	11	60	0	0	0	110	193.5
14:30	76	16	9	70	0	2	0	173	267.3
14:45	42	9	10	54	0	0	0	115	190.2
H/TOT	196	40	37	238	0	5	0	516	840.9
15:00	37	11	9	53	0	0	0	110	183.4
15:15	55	12	10	45	0	0	0	122	185.5
15:30	41	12	10	43	0	1	0	107	167.3
15:45	42	5	9	52	0	0	0	108	180.1
H/TOT	175	40	38	193	0	1	0	447	716.3
16:00	101	16	10	53	0	1	0	181	254.3
16:15	69	12	3	55	0	3	0	142	213.2
16:30	95	14	3	35	0	0	0	147	194
16:45	75	8	4	34	1	1	0	123	169.6
H/TOT	340	50	20	177	1	5	0	593	831.1
17:00	157	12	6	39	0	1	1	216	268.3
17:15	104	6	5	25	0	0	0	140	175
17:30	89	5	6	21	0	1	0	122	151.7
17:45	79	7	3	29	0	1	0	119	157.6
H/TOT	429	30	20	114	0	3	1	597	752.6
18:00	95	5	0	28	0	1	0	129	164.8
18:15	43	8	3	28	0	1	0	83	120.3
18:30	36	6	2	29	0	0	0	73	111.7
18:45	26	3	2	22	1	1	0	55	85
H/TOT	200	22	7	107	1	3	0	340	481.8
19:00	32	0	2	21	0	0	0	55	83.3
19:15	25	1	2	20	0	1	0	49	75.4
19:30	22	3	0	23	0	0	0	48	77.9
19:45	16	1	0	16	0	2	0	35	54.6
H/TOT	95	5	4	80	0	3	0	187	291.2
20:00	20	1	0	11	0	1	0	33	46.7
20:15	55	3	1	8	0	2	0	69	78.7
20:30	11	2	2	7	0	0	0	22	32.1
20:45	8	2	1	8	0	0	1	20	30.1
H/TOT	94	8	4	34	0	3	1	144	187.6
21:00	25	3	1	3	0	1	0	33	36.8
21:15	24	0	0	14	0	2	0	40	57
21:30	16	5	1	6	0	0	0	28	36.3
21:45	24	0	1	9	0	0	0	34	46.2
H/TOT	89	8	3	32	0	3	0	135	176.3
22:00	16	2	1	11	0	1	0	31	45.2
22:15	6	0	0	11	0	0	0	17	31.3
22:30	9	1	2	7	0	0	0	19	29.1
22:45	3	0	0	12	0	0	0	15	30.6
H/TOT	34	3	3	41	0	1	0	82	136.2
23:00	8	0	2	5	0	0	0	15	22.5
23:15	3	0	1	7	0	0	0	11	20.6
23:30	2	1	0	6	0	0	0	9	16.8
23:45	1	0	0	14	0	0	0	15	33.2
H/TOT	14	1	3	32	0	0	0	50	93.1
Total	2375	461	363	3225	3	38	2	6467	10819.6



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM D (D TO E)		PSV	MCL	PCL	TOT	PCUs
			OGV1	OGV2					
00:00	8	1	1	1	0	0	0	11	12.8
00:15	4	0	0	0	0	0	0	4	4
00:30	8	1	0	1	0	0	0	10	11.3
00:45	4	1	0	0	0	1	0	6	5.4
H/TOT	24	3	1	2	0	1	0	31	33.5
01:00	2	0	0	0	0	0	0	2	2
01:15	1	0	0	0	0	0	0	1	1
01:30	1	1	0	0	0	0	0	2	2
01:45	2	0	0	1	0	0	0	3	4.3
H/TOT	6	1	0	1	0	0	0	8	9.3
02:00	2	0	0	0	0	0	0	2	2
02:15	1	0	0	3	0	0	0	4	7.9
02:30	1	0	0	1	0	0	0	2	3.3
02:45	0	0	1	5	0	0	0	6	13
H/TOT	4	0	1	9	0	0	0	14	26.2
03:00	4	0	0	3	0	0	0	7	10.9
03:15	2	1	0	0	0	0	0	3	3
03:30	3	0	0	1	0	0	1	5	5.5
03:45	1	0	1	2	0	0	1	5	7.3
H/TOT	10	1	1	6	0	0	2	20	26.7
04:00	1	0	0	1	0	0	0	2	3.3
04:15	2	0	0	3	0	0	0	5	8.9
04:30	2	0	2	6	0	0	0	10	18.8
04:45	5	0	1	7	0	0	0	13	22.6
H/TOT	10	0	3	17	0	0	0	30	53.6
05:00	3	2	6	1	0	0	0	12	16.3
05:15	4	2	1	8	0	0	0	15	25.9
05:30	15	6	2	6	0	0	0	29	37.8
05:45	12	1	8	6	0	0	3	30	39.4
H/TOT	34	11	17	21	0	0	3	86	119.4
06:00	17	3	7	10	0	1	1	39	54.1
06:15	13	1	5	5	0	0	2	26	33.4
06:30	10	2	3	6	0	0	0	21	30.3
06:45	10	3	4	3	1	0	1	22	28.1
H/TOT	50	9	19	24	1	1	4	108	145.9
07:00	14	8	2	3	0	0	0	27	31.9
07:15	21	3	3	2	1	0	0	30	35.1
07:30	26	4	4	4	0	0	1	39	45.4
07:45	25	6	4	2	1	0	1	39	43.8
H/TOT	86	21	13	11	2	0	2	135	156.2
08:00	27	6	0	6	0	0	0	39	46.8
08:15	38	15	1	4	1	1	0	60	66.1
08:30	39	10	3	9	0	0	1	62	74.4
08:45	34	7	6	7	0	0	1	55	66.3
H/TOT	138	38	10	26	1	1	2	216	253.6
09:00	35	11	4	6	1	0	1	58	68
09:15	52	11	4	5	1	0	0	73	82.5
09:30	44	19	5	4	1	0	1	74	81.9
09:45	47	16	3	2	0	0	0	68	72.1
H/TOT	178	57	16	17	3	0	2	273	304.5
10:00	66	6	2	2	1	0	0	77	81.6
10:15	52	13	0	6	0	0	1	72	79
10:30	54	8	4	2	1	1	1	71	75.2
10:45	39	9	5	3	0	0	0	56	62.4
H/TOT	211	36	11	13	2	1	2	276	298.2
11:00	75	11	2	3	2	1	0	94	100.3
11:15	57	6	2	6	1	1	1	74	82.4
11:30	69	6	2	2	1	1	2	83	85.4
11:45	61	13	1	7	0	0	0	82	91.6
H/TOT	262	36	7	18	4	3	3	333	359.7
12:00	64	14	1	5	1	0	1	86	93.2
12:15	60	7	6	4	0	0	1	78	85.4
12:30	66	13	0	4	1	1	1	86	90.8
12:45	73	12	4	4	0	0	0	93	100.2
H/TOT	263	46	11	17	2	1	3	343	369.6



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

13:00	74	18	2	3	1	0	0	98	103.9
13:15	60	16	2	2	0	1	1	82	84.2
13:30	51	13	2	5	2	0	1	74	82.7
13:45	63	14	1	1	0	0	2	81	81.2
H/TOT	248	61	7	11	3	1	4	335	352
14:00	83	12	2	2	1	0	2	102	105
14:15	78	14	4	6	0	1	0	103	112.2
14:30	54	8	4	5	1	0	2	74	81.9
14:45	61	15	3	6	0	0	0	85	94.3
H/TOT	276	49	13	19	2	1	4	364	393.4
15:00	59	8	3	7	1	0	3	81	90.2
15:15	51	9	4	2	0	1	0	67	71
15:30	68	9	3	4	1	0	1	86	92.9
15:45	74	11	3	1	0	0	0	89	91.8
H/TOT	252	37	13	14	2	1	4	323	345.9
16:00	110	14	2	3	1	0	6	136	137.1
16:15	86	21	3	2	0	1	1	114	116.7
16:30	97	10	2	3	1	1	1	115	119.5
16:45	75	8	4	3	0	1	5	96	97.3
H/TOT	368	53	11	11	2	3	13	461	470.6
17:00	124	17	1	3	1	2	1	149	152.4
17:15	103	10	4	6	0	0	0	123	132.8
17:30	157	9	1	4	1	4	1	177	180.5
17:45	101	4	0	3	0	1	4	113	113.1
H/TOT	485	40	6	16	2	7	6	562	578.8
18:00	126	10	4	6	1	0	10	157	159.8
18:15	92	4	1	2	2	2	1	104	107.1
18:30	80	9	2	2	4	0	1	98	104.8
18:45	76	10	1	1	0	0	2	90	90.2
H/TOT	374	33	8	11	7	2	14	449	461.9
19:00	62	9	0	2	1	1	0	75	78
19:15	56	9	2	2	0	0	0	69	72.6
19:30	45	4	0	2	0	0	1	52	53.8
19:45	50	1	0	1	0	1	1	54	53.9
H/TOT	213	23	2	7	1	2	2	250	258.3
20:00	61	7	1	0	0	0	1	70	69.7
20:15	48	7	0	2	0	1	1	59	60.2
20:30	48	3	1	0	0	0	1	53	52.7
20:45	50	6	1	0	0	1	0	58	57.9
H/TOT	207	23	3	2	0	2	3	240	240.5
21:00	37	1	0	0	1	0	0	39	40
21:15	47	3	0	2	0	1	0	53	55
21:30	34	4	1	2	0	0	1	42	44.3
21:45	28	2	3	0	0	1	0	34	34.9
H/TOT	146	10	4	4	1	2	1	168	174.2
22:00	42	2	1	1	0	0	1	47	48
22:15	31	1	0	0	0	0	0	32	32
22:30	20	1	0	0	0	2	0	23	21.8
22:45	6	3	0	1	0	0	1	11	11.5
H/TOT	99	7	1	2	0	2	2	113	113.3
23:00	18	5	1	2	0	1	0	27	29.5
23:15	9	2	1	0	0	0	0	12	12.5
23:30	9	1	1	1	0	0	0	12	13.8
23:45	10	1	0	0	0	0	0	11	11
H/TOT	46	9	3	3	0	1	0	62	66.8
Total	3990	604	181	282	35	32	76	5200	5612.1



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	CAR	LGV	ARM E (E TO F)		PSV	MCL	25 PCL	TOT	PCUs
			OGV1	OGV2					
00:00	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	1	1
00:30	1	0	0	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	2	0	0	1	0	0	0	3	4.3
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	1	0	0	0	3	4.3
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	1	0	0	0	1	2.3
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	1	0	0	0	1	2.3
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	1	1	0	0	0	2	3.8
H/TOT	0	0	1	1	0	0	0	2	3.8
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	1	0	0	0	1	2.3
H/TOT	0	0	0	1	0	0	0	1	2.3
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	0	1	2.3
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	2.3
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

13:00	1	1	0	0	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	0
13:30	3	1	0	0	0	0	0	4	4
13:45	0	0	1	0	0	0	0	1	1.5
H/TOT	4	2	1	0	0	0	0	7	7.5
14:00	1	0	1	0	0	0	0	2	2.5
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	1	1
H/TOT	1	1	1	0	0	0	0	3	3.5
15:00	1	0	0	0	0	1	0	2	1.4
15:15	1	2	2	0	0	0	0	5	6
15:30	2	1	1	1	0	0	0	5	6.8
15:45	0	1	0	0	0	0	0	1	1
H/TOT	4	4	3	1	0	1	0	13	15.2
16:00	2	0	0	0	0	0	0	2	2
16:15	2	0	0	0	0	0	0	2	2
16:30	1	0	0	0	0	0	0	1	1
16:45	7	0	0	0	0	0	0	7	7
H/TOT	12	0	0	0	0	0	0	12	12
17:00	1	0	0	0	0	0	0	1	1
17:15	1	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
18:00	1	0	0	0	0	0	0	1	1
18:15	0	1	0	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	2
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	3	0	0	0	0	0	0	3	3
20:15	2	0	0	0	0	0	0	2	2
20:30	2	0	0	0	0	0	0	2	2
20:45	3	0	0	0	0	0	0	3	3
H/TOT	10	0	0	0	0	0	0	10	10
21:00	0	0	0	0	0	0	0	0	0
21:15	2	0	0	0	0	0	0	2	2
21:30	0	0	0	0	0	0	0	0	0
21:45	2	0	0	0	0	0	0	2	2
H/TOT	4	0	0	0	0	0	0	4	4
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
23:00	0	1	0	0	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
Total	44	9	6	7	0	1	0	67	78.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	FROM ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	3	1	0	7	0	0	0	11	20.1
00:15	7	0	0	6	0	0	0	13	20.8
00:30	1	0	1	11	0	0	0	13	27.8
00:45	2	0	1	12	1	0	0	16	33.1
H/TOT	13	1	2	36	1	0	0	53	101.8
01:00	6	0	0	8	0	0	0	14	24.4
01:15	6	0	0	8	0	0	0	14	24.4
01:30	2	0	0	3	0	0	0	5	8.9
01:45	1	1	0	5	0	0	0	7	13.5
H/TOT	15	1	0	24	0	0	0	40	71.2
02:00	8	1	0	7	0	0	0	16	25.1
02:15	5	0	0	9	0	0	0	14	25.7
02:30	5	0	1	15	0	0	0	21	41
02:45	9	0	0	11	0	0	0	20	34.3
H/TOT	27	1	1	42	0	0	0	71	126.1
03:00	10	0	1	11	0	0	0	22	36.8
03:15	3	0	5	13	0	1	0	22	40.8
03:30	1	0	4	12	0	0	1	18	34.8
03:45	2	1	0	13	0	0	0	16	32.9
H/TOT	16	1	10	49	0	1	1	78	145.3
04:00	7	1	4	26	0	0	0	38	73.8
04:15	7	1	6	24	0	0	0	38	72.2
04:30	9	2	2	27	0	0	0	40	76.1
04:45	5	0	5	31	0	0	0	41	83.8
H/TOT	28	4	17	108	0	0	0	157	305.9
05:00	3	3	1	33	0	0	0	40	83.4
05:15	5	0	6	51	0	0	0	62	131.3
05:30	22	6	6	47	0	0	0	81	145.1
05:45	48	3	6	47	0	1	3	108	169.1
H/TOT	78	12	19	178	0	1	3	291	528.9
06:00	36	5	4	43	0	1	0	89	146.3
06:15	22	7	8	59	0	2	2	100	177.9
06:30	13	10	5	63	0	1	0	92	175.8
06:45	26	6	3	61	0	0	1	97	177
H/TOT	97	28	20	226	0	4	3	378	677
07:00	30	17	7	61	0	0	0	115	197.8
07:15	18	9	7	53	0	0	0	87	159.4
07:30	18	4	2	61	0	0	1	86	165.5
07:45	29	4	6	73	0	0	1	113	210.1
H/TOT	95	34	22	248	0	0	2	401	732.8
08:00	33	10	3	62	0	0	0	108	190.1
08:15	31	13	13	55	0	0	0	112	190
08:30	27	10	5	66	0	0	0	108	196.3
08:45	25	14	9	50	0	0	2	100	167.9
H/TOT	116	47	30	233	0	0	2	428	744.3
09:00	30	18	11	59	0	0	1	119	200.4
09:15	27	12	5	55	0	0	0	99	173
09:30	19	20	6	40	0	0	0	85	140
09:45	30	9	7	59	0	0	0	105	185.2
H/TOT	106	59	29	213	0	0	1	408	698.6
10:00	31	13	7	61	0	0	0	112	194.8
10:15	22	11	6	58	0	0	1	98	175.6
10:30	28	16	8	60	0	0	0	112	194
10:45	32	19	3	61	0	1	0	116	196.2
H/TOT	113	59	24	240	0	1	1	438	760.6
11:00	30	8	4	57	2	1	0	102	179.5
11:15	35	10	6	54	0	0	0	105	178.2
11:30	36	16	8	57	0	0	1	118	193.3
11:45	48	10	14	66	0	0	0	138	230.8
H/TOT	149	44	32	234	2	1	1	463	783.8



SITE:		1							DATE:		21/06/2017	
LOCATION:		A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Ro							DAY:		Wednesday	
12:00	67	20	11	65	0	2	1	166	254			
12:15	40	13	7	65	0	0	1	126	213.2			
12:30	45	15	9	57	0	0	0	126	204.6			
12:45	42	26	6	68	0	0	0	142	233.4			
H/TOT	194	74	33	255	0	2	2	560	905.2			
13:00	80	14	5	54	0	2	0	155	226.5			
13:15	57	17	11	64	0	0	0	149	237.7			
13:30	87	10	13	55	0	1	1	167	243.6			
13:45	76	9	8	65	0	2	1	161	247.5			
H/TOT	300	50	37	238	0	5	2	632	955.3			
14:00	80	11	10	61	0	3	2	167	247.9			
14:15	44	15	14	64	0	0	0	137	227.2			
14:30	101	19	9	74	0	2	1	206	304.7			
14:45	66	14	13	57	0	0	0	150	230.6			
H/TOT	291	59	46	256	0	5	3	660	1010.4			
15:00	50	15	9	59	0	0	2	135	214.6			
15:15	75	18	14	54	0	0	0	161	238.2			
15:30	56	15	13	56	0	1	0	141	219.7			
15:45	60	8	10	61	0	0	2	141	223.7			
H/TOT	241	56	46	230	0	1	4	578	896.2			
16:00	135	22	12	56	0	2	1	228	304.8			
16:15	92	15	4	62	0	3	0	176	256.8			
16:30	120	16	5	40	0	1	2	184	236.3			
16:45	100	12	5	46	1	2	1	167	228.3			
H/TOT	447	65	26	204	1	8	4	755	1026.2			
17:00	185	14	7	44	0	1	1	252	311.3			
17:15	134	10	7	26	0	0	1	178	214.5			
17:30	119	6	7	26	0	2	1	161	196.3			
17:45	100	10	4	32	0	3	6	155	192			
H/TOT	538	40	25	128	0	6	9	746	914.1			
18:00	123	9	1	33	0	1	7	174	211.2			
18:15	61	12	4	31	0	1	1	110	150.9			
18:30	57	11	3	32	0	0	2	105	146.5			
18:45	38	3	3	27	1	1	1	74	110.2			
H/TOT	279	35	11	123	1	3	11	463	618.8			
19:00	49	5	3	25	0	0	0	82	116			
19:15	32	1	6	24	0	1	0	64	97.6			
19:30	30	6	1	26	0	0	2	65	97.7			
19:45	26	2	2	22	0	2	0	54	82.4			
H/TOT	137	14	12	97	0	3	2	265	393.7			
20:00	30	4	1	12	0	2	0	49	63.9			
20:15	83	5	2	9	0	3	0	102	112.9			
20:30	19	5	2	8	0	0	1	35	45.6			
20:45	19	2	1	12	0	0	1	35	50.3			
H/TOT	151	16	6	41	0	5	2	221	272.7			
21:00	31	4	1	4	0	1	0	41	46.1			
21:15	32	0	0	15	0	2	0	49	67.3			
21:30	26	6	3	6	0	0	1	42	50.5			
21:45	32	1	1	9	0	1	0	44	55.6			
H/TOT	121	11	5	34	0	4	1	176	219.5			
22:00	21	2	1	11	0	1	2	38	50.6			
22:15	7	0	0	11	0	0	0	18	32.3			
22:30	13	2	3	7	0	2	1	28	36.6			
22:45	5	0	0	13	0	0	1	19	35.1			
H/TOT	46	4	4	42	0	3	4	103	154.6			
23:00	13	0	2	6	0	0	0	21	29.8			
23:15	5	0	1	7	0	0	0	13	22.6			
23:30	4	1	0	6	0	0	0	11	18.8			
23:45	2	0	0	14	0	0	0	16	34.2			
H/TOT	24	1	3	33	0	0	0	61	105.4			
Total	3622	716	460	3512	5	53	58	8426	13148.4			



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	TO ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	1	0	0	11	0	0	0	12	26.3
00:15	2	0	0	8	0	0	0	10	20.4
00:30	3	2	0	8	0	0	0	13	23.4
00:45	1	0	0	9	0	0	0	10	21.7
H/TOT	7	2	0	36	0	0	0	45	91.8
01:00	0	0	0	7	0	0	0	7	16.1
01:15	1	0	1	8	0	0	0	10	20.9
01:30	3	0	0	8	0	0	0	11	21.4
01:45	3	0	1	14	0	0	0	18	36.7
H/TOT	7	0	2	37	0	0	0	46	95.1
02:00	0	1	0	4	0	0	0	5	10.2
02:15	6	0	0	7	0	0	0	13	22.1
02:30	3	0	3	9	0	0	0	15	28.2
02:45	10	0	2	9	0	0	0	21	33.7
H/TOT	19	1	5	29	0	0	0	54	94.2
03:00	6	0	0	6	0	0	0	12	19.8
03:15	14	0	4	17	0	0	0	35	59.1
03:30	8	0	1	16	0	0	0	25	46.3
03:45	23	0	2	13	0	0	0	38	55.9
H/TOT	51	0	7	52	0	0	0	110	181.1
04:00	18	0	2	13	0	0	0	33	50.9
04:15	19	0	3	13	0	0	0	35	53.4
04:30	23	4	4	18	0	2	0	51	75.2
04:45	45	5	4	15	0	1	0	70	90.9
H/TOT	105	9	13	59	0	3	0	189	270.4
05:00	42	10	7	14	0	0	0	73	94.7
05:15	102	8	3	24	0	3	0	140	170.9
05:30	167	17	1	34	1	3	1	224	267.1
05:45	191	20	7	42	0	3	0	263	319.3
H/TOT	502	55	18	114	1	9	1	700	852
06:00	62	14	13	48	1	1	0	139	208.3
06:15	57	23	9	41	1	4	0	135	191.4
06:30	87	14	8	45	1	1	0	156	218.9
06:45	125	19	13	41	0	2	1	201	258.8
H/TOT	331	70	43	175	3	8	1	631	877.4
07:00	94	19	4	55	1	1	0	174	247.9
07:15	78	20	4	50	0	1	0	153	219.4
07:30	112	25	1	45	1	0	0	184	244
07:45	128	24	5	42	0	1	0	200	256.5
H/TOT	412	88	14	192	2	3	0	711	967.8
08:00	79	18	7	48	1	1	0	154	220.3
08:15	92	12	4	52	0	0	0	160	229.6
08:30	106	15	9	55	1	1	0	187	263.4
08:45	118	10	9	55	0	0	0	192	268
H/TOT	395	55	29	210	2	2	0	693	981.3
09:00	69	17	11	46	1	1	0	145	210.7
09:15	50	18	10	50	0	0	0	128	198
09:30	49	8	7	59	0	0	0	123	203.2
09:45	45	15	10	65	0	0	1	136	224.7
H/TOT	213	58	38	220	1	1	1	532	836.6
10:00	49	8	10	65	1	2	0	135	224.3
10:15	41	14	3	68	1	0	0	127	217.9
10:30	27	9	13	64	0	0	0	113	202.7
10:45	44	12	6	67	1	0	0	130	221.1
H/TOT	161	43	32	264	3	2	0	505	866
11:00	27	14	8	68	0	1	0	118	209.8
11:15	38	11	4	60	1	1	0	115	195.4
11:30	33	7	8	59	0	0	0	107	187.7
11:45	40	17	13	68	1	0	0	139	234.9
H/TOT	138	49	33	255	2	2	0	479	827.8



SITE: 1								DATE: 21/06/2017	
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Ro								DAY: Wednesday	
12:00	30	11	8	58	0	0	0	107	186.4
12:15	39	16	17	82	1	1	0	156	271.5
12:30	48	11	12	62	0	0	0	133	219.6
12:45	55	17	15	75	1	1	0	164	269.4
H/TOT	172	55	52	277	2	2	0	560	946.9
13:00	64	9	12	51	0	0	0	136	208.3
13:15	82	17	13	67	1	0	0	180	274.6
13:30	91	13	19	72	0	3	0	198	299.3
13:45	66	11	9	77	1	0	0	164	269.6
H/TOT	303	50	53	267	2	3	0	678	1051.8
14:00	35	14	21	73	0	0	0	143	248.4
14:15	25	11	14	57	0	0	0	107	188.1
14:30	35	11	12	52	0	0	0	110	183.6
14:45	25	7	8	64	0	0	0	104	191.2
H/TOT	120	43	55	246	0	0	0	464	811.3
15:00	16	12	6	79	1	1	0	115	221.1
15:15	28	9	15	65	0	0	0	117	209
15:30	31	6	4	63	1	0	0	105	189.9
15:45	31	4	7	71	1	0	0	114	210.8
H/TOT	106	31	32	278	3	1	0	451	830.8
16:00	26	9	8	52	0	0	0	95	166.6
16:15	19	3	6	44	1	1	0	74	134.6
16:30	31	6	5	31	0	1	0	74	116.2
16:45	39	10	7	45	1	0	0	102	165
H/TOT	115	28	26	172	2	2	0	345	582.4
17:00	30	4	2	49	1	4	0	90	153.3
17:15	59	8	3	36	1	1	0	108	156.7
17:30	25	2	1	35	0	2	0	65	109.8
17:45	52	6	4	41	0	1	0	104	158.7
H/TOT	166	20	10	161	2	8	0	367	578.5
18:00	31	4	1	27	0	0	0	63	98.6
18:15	22	6	3	36	2	1	0	70	119.7
18:30	28	4	6	41	2	0	0	81	139.3
18:45	28	4	2	20	1	1	0	56	83.4
H/TOT	109	18	12	124	5	2	0	270	441
19:00	25	4	2	34	0	0	0	65	110.2
19:15	18	6	3	21	0	0	0	48	76.8
19:30	19	2	3	12	0	1	3	40	54.1
19:45	19	1	0	19	0	2	0	41	64.5
H/TOT	81	13	8	86	0	3	3	194	305.6
20:00	16	6	1	20	0	0	0	43	69.5
20:15	14	2	2	16	0	0	0	34	55.8
20:30	13	0	0	13	0	1	0	27	43.3
20:45	13	1	1	13	1	0	0	29	47.4
H/TOT	56	9	4	62	1	1	0	133	216
21:00	19	3	2	15	1	1	0	41	61.9
21:15	21	0	2	12	0	0	0	35	51.6
21:30	20	1	2	14	0	0	0	37	56.2
21:45	14	1	0	8	0	0	0	23	33.4
H/TOT	74	5	6	49	1	1	0	136	203.1
22:00	6	1	0	6	0	0	0	13	20.8
22:15	3	0	2	9	0	0	0	14	26.7
22:30	5	1	0	10	0	0	0	16	29
22:45	5	0	1	12	0	0	0	18	34.1
H/TOT	19	2	3	37	0	0	0	61	110.6
23:00	5	1	4	15	0	3	0	28	47.7
23:15	6	0	0	5	0	0	0	11	17.5
23:30	2	0	0	10	0	2	0	14	25.8
23:45	2	0	1	7	0	0	0	10	19.6
H/TOT	15	1	5	37	0	5	0	63	110.6
Total	3677	705	500	3439	32	58	6	8417	13130.1



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	FROM ARM D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	8	1	1	1	0	0	0	11	12.8
00:15	7	0	0	0	0	0	0	7	7
00:30	9	2	0	1	0	0	0	12	13.3
00:45	5	1	0	0	0	1	0	7	6.4
H/TOT	29	4	1	2	0	1	0	37	39.5
01:00	2	0	0	0	0	0	0	2	2
01:15	1	0	0	0	0	0	0	1	1
01:30	2	1	0	0	0	0	0	3	3
01:45	2	0	0	1	0	0	0	3	4.3
H/TOT	7	1	0	1	0	0	0	9	10.3
02:00	2	0	0	0	0	0	0	2	2
02:15	3	0	0	3	0	0	0	6	9.9
02:30	2	0	0	1	0	0	0	3	4.3
02:45	0	0	1	5	0	0	0	6	13
H/TOT	7	0	1	9	0	0	0	17	29.2
03:00	4	0	0	3	0	0	0	7	10.9
03:15	2	1	1	1	0	0	0	5	6.8
03:30	3	0	0	1	0	0	1	5	5.5
03:45	2	0	1	2	0	0	1	6	8.3
H/TOT	11	1	2	7	0	0	2	23	31.5
04:00	1	0	0	2	0	0	0	3	5.6
04:15	4	0	0	3	0	0	0	7	10.9
04:30	6	0	2	7	0	0	0	15	25.1
04:45	9	0	3	7	0	0	0	19	29.6
H/TOT	20	0	5	19	0	0	0	44	71.2
05:00	5	4	7	1	1	0	0	18	23.8
05:15	7	2	2	8	0	1	0	20	30.8
05:30	29	6	2	6	1	0	1	45	54
05:45	23	3	10	6	0	0	3	45	55.4
H/TOT	64	15	21	21	2	1	4	128	144
06:00	27	4	10	11	1	2	1	56	74.3
06:15	31	12	7	7	0	0	2	59	70
06:30	34	7	4	7	1	0	0	53	65.1
06:45	45	18	8	3	1	0	1	76	84.1
H/TOT	137	41	29	28	3	2	4	244	293.5
07:00	46	25	2	3	2	1	0	79	85.3
07:15	48	15	3	6	1	0	0	73	83.3
07:30	63	21	6	4	1	0	1	96	104.4
07:45	60	9	5	5	1	0	1	81	90.2
H/TOT	217	70	16	18	5	1	2	329	363.2
08:00	51	19	0	7	1	0	0	78	88.1
08:15	84	19	1	5	2	1	0	112	120.4
08:30	69	15	4	10	1	0	1	100	115.2
08:45	85	10	7	8	1	0	1	112	126.1
H/TOT	289	63	12	30	5	1	2	402	449.8
09:00	74	19	5	6	2	1	1	108	118.9
09:15	93	15	6	8	2	0	0	124	139.4
09:30	87	22	8	7	1	0	1	126	139.3
09:45	84	23	4	4	1	0	0	116	124.2
H/TOT	338	79	23	25	6	1	2	474	521.8
10:00	98	11	3	2	3	0	0	117	124.1
10:15	90	18	2	8	2	0	1	121	133.6
10:30	86	15	7	3	1	1	1	114	121
10:45	68	18	7	3	2	0	0	98	107.4
H/TOT	342	62	19	16	8	1	2	450	486.1
11:00	109	16	2	5	2	2	0	136	144.3
11:15	99	15	2	8	2	1	1	128	140
11:30	107	16	4	3	1	1	2	134	138.7
11:45	90	17	1	9	2	0	0	119	133.2
H/TOT	405	64	9	25	7	4	3	517	556.2



SITE: 1										DATE: 21/06/2017	
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa										DAY: Wednesday	
12:00	104	22	4	6	1	0	1	138	148		
12:15	104	17	7	6	2	2	1	139	150.3		
12:30	125	24	1	5	1	1	1	158	164.6		
12:45	128	23	6	5	2	1	1	166	176.1		
H/TOT	461	86	18	22	6	4	4	601	639		
13:00	135	25	5	3	1	2	0	171	177.2		
13:15	119	24	2	3	2	1	1	152	157.5		
13:30	119	20	3	7	2	1	1	153	164.2		
13:45	110	20	2	3	2	0	2	139	144.3		
H/TOT	483	89	12	16	7	4	4	615	643.2		
14:00	118	18	4	3	1	0	2	146	151.3		
14:15	119	21	5	9	0	1	0	155	168.6		
14:30	87	17	5	9	1	0	2	121	134.6		
14:45	107	21	3	6	1	0	0	138	148.3		
H/TOT	431	77	17	27	3	1	4	560	602.8		
15:00	86	11	5	8	2	0	3	115	127.5		
15:15	82	14	7	3	0	1	0	107	113.8		
15:30	105	14	4	5	3	0	1	132	142.7		
15:45	110	13	4	6	1	0	0	134	144.8		
H/TOT	383	52	20	22	6	1	4	488	528.8		
16:00	148	22	2	4	3	0	6	185	189.4		
16:15	128	26	3	4	2	1	1	165	172.3		
16:30	148	12	4	3	1	1	1	170	175.5		
16:45	110	18	4	7	2	4	5	150	156.7		
H/TOT	534	78	13	18	8	6	13	670	693.9		
17:00	177	22	1	4	2	3	1	210	215.1		
17:15	154	12	5	9	1	1	0	182	196.6		
17:30	212	11	1	5	1	4	1	235	239.8		
17:45	148	9	0	4	0	2	4	167	167.8		
H/TOT	691	54	7	22	4	10	6	794	819.3		
18:00	176	14	6	10	2	0	10	218	228		
18:15	133	6	2	2	4	2	1	150	155.6		
18:30	128	11	2	2	5	1	1	150	157.2		
18:45	122	12	2	1	1	0	2	140	141.7		
H/TOT	559	43	12	15	12	3	14	658	682.5		
19:00	104	12	0	3	2	1	0	122	127.3		
19:15	90	14	4	4	0	1	0	113	119.6		
19:30	79	5	0	2	0	0	1	87	88.8		
19:45	82	4	1	1	0	4	1	93	91.6		
H/TOT	355	35	5	10	2	6	2	415	427.3		
20:00	86	8	4	3	0	1	1	103	107.5		
20:15	81	8	1	2	0	1	1	94	95.7		
20:30	88	4	1	0	0	0	1	94	93.7		
20:45	76	7	1	0	0	1	0	85	84.9		
H/TOT	331	27	7	5	0	3	3	376	381.8		
21:00	71	5	0	1	1	0	0	78	80.3		
21:15	77	3	0	2	0	1	0	83	85		
21:30	60	6	1	2	0	0	1	70	72.3		
21:45	43	4	3	0	0	1	0	51	51.9		
H/TOT	251	18	4	5	1	2	1	282	289.5		
22:00	64	4	1	1	0	0	1	71	72		
22:15	49	1	0	0	0	0	0	50	50		
22:30	28	1	0	0	0	2	0	31	29.8		
22:45	14	3	0	1	0	0	1	19	19.5		
H/TOT	155	9	1	2	0	2	2	171	171.3		
23:00	25	6	1	2	0	1	0	35	37.5		
23:15	18	3	1	0	0	0	0	22	22.5		
23:30	16	1	1	1	0	0	0	19	20.8		
23:45	13	2	0	0	0	0	0	15	15		
H/TOT	72	12	3	3	0	1	0	91	95.8		
Total	6572	980	257	368	85	55	78	8395	8991.5		



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Roa DAY: Wednesday

TIME	TO ARM D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	3	0	0	2	0	0	0	5	7.6
00:15	6	0	0	6	0	0	0	12	19.8
00:30	4	1	1	1	0	0	0	7	8.8
00:45	1	0	1	0	0	0	0	2	2.5
H/TOT	14	1	2	9	0	0	0	26	38.7
01:00	2	1	1	0	0	0	0	4	4.5
01:15	1	0	0	0	0	0	0	1	1
01:30	2	0	1	2	0	0	0	5	8.1
01:45	3	0	0	0	0	0	0	3	3
H/TOT	8	1	2	2	0	0	0	13	16.6
02:00	2	0	0	2	0	0	0	4	6.6
02:15	0	0	1	1	0	0	0	2	3.8
02:30	2	0	2	1	0	0	0	5	7.3
02:45	4	0	1	2	0	0	0	7	10.1
H/TOT	8	0	4	6	0	0	0	18	27.8
03:00	3	1	0	1	0	0	0	5	6.3
03:15	0	0	0	2	0	0	0	2	4.6
03:30	9	0	0	0	0	1	1	11	9.6
03:45	9	1	2	0	0	0	0	12	13
H/TOT	21	2	2	3	0	1	1	30	33.5
04:00	2	0	2	1	0	0	0	5	7.3
04:15	10	0	0	0	1	0	0	11	12
04:30	10	1	0	1	0	0	0	12	13.3
04:45	37	4	1	1	0	0	0	43	44.8
H/TOT	59	5	3	3	1	0	0	71	77.4
05:00	14	3	0	1	1	0	0	19	21.3
05:15	13	9	1	1	0	2	0	26	26.6
05:30	41	8	0	0	1	0	0	50	51
05:45	60	3	1	1	0	2	3	70	68.2
H/TOT	128	23	2	3	2	4	3	165	167.1
06:00	31	10	3	4	1	1	0	50	57.1
06:15	37	8	1	3	0	0	2	51	53.8
06:30	48	18	1	3	1	0	0	71	76.4
06:45	60	21	0	1	2	1	1	86	87.9
H/TOT	176	57	5	11	4	2	3	258	275.2
07:00	72	25	4	7	1	1	0	110	121.5
07:15	72	27	7	3	2	1	0	112	120.8
07:30	107	19	1	6	0	0	1	134	141.5
07:45	112	18	2	4	2	0	1	139	146.4
H/TOT	363	89	14	20	5	2	2	495	530.2
08:00	122	16	2	6	1	1	1	149	157.4
08:15	128	14	3	6	2	1	0	154	164.7
08:30	144	10	5	4	2	1	0	166	175.1
08:45	168	19	4	2	2	1	2	198	202.4
H/TOT	562	59	14	18	7	4	3	667	699.6
09:00	135	21	6	5	1	1	1	170	179.1
09:15	108	18	6	5	2	0	0	139	150.5
09:30	97	20	1	7	1	0	0	126	136.6
09:45	89	20	4	4	1	0	0	118	126.2
H/TOT	429	79	17	21	5	1	1	553	592.4
10:00	97	14	3	5	1	0	0	120	129
10:15	96	13	5	9	5	0	1	129	147.4
10:30	102	19	4	5	1	1	0	132	140.9
10:45	81	21	7	3	3	1	0	116	125.8
H/TOT	376	67	19	22	10	2	1	497	543.1
11:00	92	23	3	8	3	1	0	130	144.3
11:15	91	15	1	7	2	1	0	117	128
11:30	88	17	4	2	1	0	1	113	117.8
11:45	102	14	9	7	2	1	0	135	150
H/TOT	373	69	17	24	8	3	1	495	540.1



1									
A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Ro									
DATE: 21/06/2017									
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Ro DAY: Wednesday									
12:00									
12:15	99	22	5	7	1	1	1	136	147.2
12:30	115	26	2	7	3	1	1	155	166.7
12:45	129	15	3	3	1	2	0	153	158.2
	114	28	3	4	2	2	0	153	160.5
H/TOT	457	91	13	21	7	6	2	597	632.6
13:00	108	21	2	6	1	1	0	139	148.2
13:15	109	22	7	1	2	0	0	141	147.8
13:30	110	17	6	7	2	1	1	144	156.7
13:45	121	21	9	5	2	0	1	159	171.2
H/TOT	448	81	24	19	7	2	2	583	623.9
14:00	93	15	6	5	1	0	2	122	130.9
14:15	75	13	7	5	2	0	0	102	114
14:30	83	17	2	10	1	0	1	114	128.2
14:45	88	17	6	5	1	1	0	118	127.9
H/TOT	339	62	21	25	5	1	3	456	501
15:00	74	14	8	8	1	1	2	108	121.2
15:15	110	13	5	5	2	0	0	135	146
15:30	113	11	7	8	1	0	0	140	154.9
15:45	114	20	3	7	2	2	2	150	159.8
H/TOT	411	58	23	28	6	3	4	533	581.9
16:00	118	20	7	4	2	2	1	154	162.7
16:15	118	12	2	7	2	1	2	144	153.9
16:30	103	15	3	6	1	2	2	132	139.5
16:45	129	17	5	18	3	3	1	176	202.3
H/TOT	468	64	17	35	8	8	6	606	658.4
17:00	106	8	3	12	1	1	0	131	148.5
17:15	140	8	4	4	2	1	1	160	167.8
17:30	118	10	4	5	1	3	1	142	148.9
17:45	125	12	3	8	1	0	6	155	163.1
H/TOT	489	38	14	29	5	5	8	588	628.3
18:00	123	5	0	4	9	0	7	148	156.6
18:15	100	9	1	7	3	1	1	122	133.2
18:30	110	13	1	5	0	1	2	132	136.8
18:45	93	10	2	3	1	1	1	111	115.5
H/TOT	426	37	4	19	13	3	11	513	542.1
19:00	83	16	2	0	2	0	0	103	106
19:15	83	7	4	5	0	0	0	99	107.5
19:30	74	7	4	2	0	3	2	92	93.2
19:45	75	4	2	7	0	2	0	90	98.9
H/TOT	315	34	12	14	2	5	2	384	405.6
20:00	87	3	3	2	0	1	0	96	99.5
20:15	85	8	1	3	0	1	0	98	101.8
20:30	66	7	3	7	0	0	1	84	93.8
20:45	63	4	2	0	0	0	0	69	70
H/TOT	301	22	9	12	0	2	1	347	365.1
21:00	69	4	2	5	1	0	0	81	89.5
21:15	44	5	1	2	0	0	0	52	55.1
21:30	48	3	1	2	0	0	1	55	57.3
21:45	60	6	2	2	0	1	0	71	74
H/TOT	221	18	6	11	1	1	1	259	275.9
22:00	20	3	0	0	0	0	2	25	23.4
22:15	23	1	0	1	0	0	0	25	26.3
22:30	27	3	1	2	0	2	1	36	37.1
22:45	24	2	0	1	0	1	1	29	28.9
H/TOT	94	9	1	4	0	3	4	115	115.7
23:00	18	0	0	3	0	0	0	21	24.9
23:15	13	0	1	0	0	0	0	14	14.5
23:30	9	2	0	1	0	0	0	12	13.3
23:45	6	0	0	5	0	0	0	11	17.5
H/TOT	46	2	1	9	0	0	0	58	70.2
Total	6532	968	246	368	96	58	59	8327	8942.4



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Ro DAY: Wednesday

TIME	FROM ARM E							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	14	0	0	11	0	0	0	25	39.3
00:15	22	0	0	13	0	0	0	35	51.9
00:30	15	3	0	8	0	0	0	26	36.4
00:45	10	0	0	9	0	0	0	19	30.7
H/TOT	61	3	0	41	0	0	0	105	158.3
01:00	9	1	1	6	0	0	0	17	25.3
01:15	8	1	1	8	0	0	0	18	28.9
01:30	14	0	1	9	0	1	0	25	36.6
01:45	10	1	1	15	0	0	0	27	47
H/TOT	41	3	4	38	0	1	0	87	137.8
02:00	6	1	0	6	0	0	0	13	20.8
02:15	11	0	1	10	0	0	0	22	35.5
02:30	7	0	4	10	0	0	0	21	36
02:45	13	0	3	9	0	0	0	25	38.2
H/TOT	37	1	8	35	0	0	0	81	130.5
03:00	10	1	1	8	0	0	0	20	30.9
03:15	21	2	3	17	0	0	0	43	66.6
03:30	19	0	1	16	0	1	0	37	57.7
03:45	37	1	6	14	1	1	0	60	81.6
H/TOT	87	4	11	55	1	2	0	160	236.8
04:00	26	1	3	14	0	0	0	44	63.7
04:15	39	0	2	13	1	0	1	56	74.1
04:30	38	6	5	17	0	2	0	68	91.4
04:45	86	10	2	13	0	1	0	112	129.3
H/TOT	189	17	12	57	1	3	1	280	358.5
05:00	60	14	7	13	2	0	1	97	118.6
05:15	121	18	4	23	0	5	0	171	199.9
05:30	189	29	0	34	0	2	0	254	297
05:45	234	24	6	41	0	3	0	308	362.5
H/TOT	604	85	17	111	2	10	1	830	978
06:00	95	27	11	51	0	1	0	185	256.2
06:15	102	27	11	41	1	4	0	186	243.4
06:30	154	28	8	48	0	1	1	240	305
06:45	208	48	11	45	2	3	4	321	382
H/TOT	559	130	41	185	3	9	5	932	1186.6
07:00	210	53	7	59	4	4	2	339	419.2
07:15	193	53	13	47	0	4	2	312	375.6
07:30	229	50	6	50	9	3	0	347	422.2
07:45	259	57	5	46	3	2	0	372	436.1
H/TOT	891	213	31	202	16	13	4	1370	1653.1
08:00	226	24	10	58	0	1	0	319	398.8
08:15	211	28	10	55	1	1	0	306	382.9
08:30	223	22	9	53	1	2	0	310	383.2
08:45	274	21	14	57	1	1	0	368	449.5
H/TOT	934	95	43	223	3	5	0	1303	1614.4
09:00	206	34	14	52	0	1	0	307	381
09:15	142	33	15	53	1	0	0	244	321.4
09:30	150	25	7	69	0	0	0	251	344.2
09:45	121	32	16	67	1	0	0	237	333.1
H/TOT	619	124	52	241	2	1	0	1039	1379.7
10:00	119	21	14	65	0	2	0	221	311.3
10:15	131	26	11	72	4	0	0	244	347.1
10:30	115	28	12	69	0	0	0	224	319.7
10:45	119	29	15	69	2	0	0	234	333.2
H/TOT	484	104	52	275	6	2	0	923	1311.3
11:00	113	36	15	67	0	0	0	231	325.6
11:15	107	29	6	67	1	2	0	212	301.9
11:30	114	25	9	55	0	2	0	205	279.8
11:45	126	27	19	72	1	1	0	246	349.5
H/TOT	460	117	49	261	2	5	0	894	1256.8



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Ro: DAY: Wednesday

12:00	113	19	12	66	0	0	0	210	301.8
12:15	124	36	16	80	4	1	0	261	376.4
12:30	114	23	14	64	0	2	0	217	306
12:45	141	27	18	72	4	3	0	265	369.8
H/TOT	492	105	60	282	8	6	0	953	1354
13:00	141	24	11	59	0	3	0	238	318.4
13:15	170	36	21	68	2	2	1	300	398.9
13:30	151	23	29	71	1	4	0	279	384.4
13:45	168	31	16	78	1	2	1	297	405.4
H/TOT	630	114	77	276	4	11	2	1114	1507.1
14:00	118	26	24	77	1	0	0	246	359.1
14:15	111	19	19	58	1	0	0	208	293.9
14:30	118	31	15	59	0	0	1	224	307.4
14:45	119	36	16	67	1	3	0	242	336.3
H/TOT	466	112	74	261	3	3	1	920	1296.7
15:00	111	29	15	84	1	3	0	243	358.9
15:15	151	24	20	63	2	0	0	260	353.9
15:30	169	25	14	66	3	3	0	280	374
15:45	166	27	12	70	2	2	0	279	376.8
H/TOT	597	105	61	283	8	8	0	1062	1463.6
16:00	154	27	12	56	1	1	0	251	330.2
16:15	159	23	8	51	1	3	0	245	314.5
16:30	152	26	7	37	0	2	0	224	274.4
16:45	182	24	11	54	3	1	0	275	353.1
H/TOT	647	100	38	198	5	7	0	995	1272.2
17:00	155	16	5	55	1	4	0	236	308.6
17:15	195	22	5	40	1	4	0	267	320.1
17:30	161	20	3	40	0	4	0	228	279.1
17:45	177	19	6	47	0	3	0	252	314.3
H/TOT	688	77	19	182	2	15	0	983	1222.1
18:00	158	16	1	27	1	1	0	204	240
18:15	143	15	2	41	3	2	0	206	262.1
18:30	164	18	5	48	1	2	0	238	302.7
18:45	134	12	2	21	0	2	0	171	198.1
H/TOT	599	61	10	137	5	7	0	819	1002.9
19:00	119	25	3	31	2	3	1	184	225.2
19:15	126	16	3	24	0	0	0	169	201.7
19:30	117	10	6	12	0	5	2	152	166
19:45	115	8	0	20	0	1	0	144	169.4
H/TOT	477	59	12	87	2	9	3	649	762.3
20:00	118	9	2	20	0	0	0	149	176
20:15	95	12	3	20	0	0	0	130	157.5
20:30	102	9	4	19	0	0	0	134	160.7
20:45	89	9	4	11	1	0	0	114	131.3
H/TOT	404	39	13	70	1	0	0	527	625.5
21:00	103	11	4	17	1	2	0	138	161.9
21:15	73	3	5	15	0	0	0	96	118
21:30	86	5	1	16	0	0	0	108	129.3
21:45	85	6	1	10	0	0	0	102	115.5
H/TOT	347	25	11	58	1	2	0	444	524.7
22:00	46	4	1	7	0	0	0	58	67.6
22:15	49	2	2	10	1	0	0	64	79
22:30	44	6	0	12	0	0	0	62	77.6
22:45	36	3	2	13	0	0	0	54	71.9
H/TOT	175	15	5	42	1	0	0	238	296.1
23:00	24	3	4	17	0	3	0	51	73.3
23:15	21	2	1	5	1	0	0	30	38
23:30	26	0	0	11	0	2	0	39	52.1
23:45	11	1	1	13	0	0	0	26	43.4
H/TOT	82	6	6	46	1	5	0	146	206.8
Total	10570	1714	706	3646	77	124	17	16854	21935.8



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Ro DAY: Wednesday

TIME	TO ARM E							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	12	2	1	6	0	0	0	21	29.3
00:15	17	0	0	6	0	0	0	23	30.8
00:30	15	1	0	10	1	0	0	27	41
00:45	10	2	0	11	1	1	0	25	39.7
H/TOT	54	5	1	33	2	1	0	96	140.8
01:00	15	0	0	8	0	0	0	23	33.4
01:15	9	0	0	8	0	0	0	17	27.4
01:30	6	1	0	2	0	1	0	10	12
01:45	3	1	0	6	0	0	0	10	17.8
H/TOT	33	2	0	24	0	1	0	60	90.6
02:00	14	2	0	7	0	0	0	23	32.1
02:15	7	0	1	12	1	0	0	21	38.1
02:30	8	0	0	16	0	0	0	24	44.8
02:45	13	1	1	13	0	0	0	28	45.4
H/TOT	42	3	2	48	1	0	0	96	160.4
03:00	16	0	1	16	0	0	0	33	54.3
03:15	10	1	4	13	0	1	0	29	47.3
03:30	9	2	4	14	0	0	1	30	49.4
03:45	6	1	1	17	0	0	1	26	47.8
H/TOT	41	4	10	60	0	1	2	118	198.8
04:00	16	3	3	29	0	0	0	51	90.2
04:15	21	2	7	31	0	0	0	61	104.8
04:30	14	6	5	36	0	0	0	61	110.3
04:45	24	2	5	43	0	0	0	74	132.4
H/TOT	75	13	20	139	0	0	0	247	437.7
05:00	31	9	7	43	0	0	0	90	149.4
05:15	56	17	10	61	1	0	0	145	230.3
05:30	79	22	9	59	0	0	0	169	250.2
05:45	75	16	13	57	0	1	3	165	242.6
H/TOT	241	64	39	220	1	1	3	569	872.5
06:00	78	21	12	56	0	3	1	171	247.2
06:15	59	19	14	71	0	3	2	168	263.9
06:30	95	21	8	70	0	3	0	197	290.2
06:45	77	14	11	64	1	0	1	168	256.9
H/TOT	309	75	45	261	1	9	4	704	1058.2
07:00	84	36	9	68	2	1	0	200	294.3
07:15	89	23	13	54	1	1	0	181	258.1
07:30	106	17	7	65	1	2	1	199	286
07:45	115	18	8	76	1	1	1	220	322.4
H/TOT	394	94	37	263	5	5	2	800	1160.8
08:00	116	22	2	68	1	0	0	209	299.4
08:15	126	30	21	59	3	1	0	240	329.6
08:30	142	27	9	73	1	0	1	253	352.6
08:45	110	19	14	59	1	1	1	205	288.3
H/TOT	494	98	46	259	6	2	2	907	1269.9
09:00	88	25	15	66	2	0	1	197	291.5
09:15	114	24	12	60	2	1	0	213	298.4
09:30	105	40	16	46	1	0	1	209	277
09:45	95	29	13	67	0	0	0	204	297.6
H/TOT	402	118	56	239	5	1	2	823	1164.5
10:00	129	18	11	58	1	0	0	217	298.9
10:15	97	26	8	67	0	0	1	199	289.3
10:30	117	27	14	59	1	1	1	220	303.3
10:45	109	29	11	63	0	0	0	212	299.4
H/TOT	452	100	44	247	2	1	2	848	1190.9
11:00	130	26	4	55	3	1	0	219	294.9
11:15	135	21	8	60	1	1	1	227	308.6
11:30	143	22	12	59	1	2	2	241	321.9
11:45	124	25	12	70	0	2	0	233	328.8
H/TOT	532	94	36	244	5	6	3	920	1254.2



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Ro: DAY: Wednesday

12:00										268	364.8
12:15	134	42	16	70	1	4	1			224	317.8
12:30	142	33	9	59	2	2	1			248	329.2
12:45	149	35	15	66	0	1	0			266	358.7
H/TOT	545	132	53	262	4	7	3			1006	1370.5
13:00	150	35	8	56	2	2	0			253	330.6
13:15	140	34	15	65	0	1	1			256	346.6
13:30	148	24	16	58	2	2	1			251	334.4
13:45	145	26	11	63	0	2	2			249	333.6
H/TOT	583	119	50	242	4	7	4			1009	1345.2
14:00	195	34	15	58	2	4	2			310	390.9
14:15	174	30	16	68	1	1	0			290	386.8
14:30	194	39	14	76	1	2	2			328	432
14:45	166	34	15	60	0	0	0			275	360.5
H/TOT	729	137	60	262	4	7	4			1203	1570.2
15:00	190	27	14	61	1	3	3			299	382.1
15:15	170	30	18	48	0	3	0			269	338.6
15:30	176	38	18	49	5	1	1			288	364.3
15:45	175	32	15	54	0	2	0			278	354.5
H/TOT	711	127	65	212	6	9	4			1134	1439.5
16:00	274	49	14	58	2	2	6			405	483.4
16:15	244	46	7	60	0	5	1			363	440.7
16:30	274	36	6	39	1	1	2			359	411.5
16:45	241	30	9	38	2	3	5			328	378.1
H/TOT	1033	161	36	195	5	11	14			1455	1713.7
17:00	369	41	7	44	1	3	2			467	525.3
17:15	298	28	9	31	1	0	0			367	412.8
17:30	334	29	7	27	1	5	1			404	439.8
17:45	250	24	4	32	0	4	4			318	356
H/TOT	1251	122	27	134	3	12	7			1556	1733.9
18:00	310	34	8	36	1	1	10			400	443.2
18:15	206	21	5	33	2	5	1			273	316.6
18:30	174	26	4	32	5	0	1			242	289.8
18:45	174	19	5	25	1	1	2			227	260.8
H/TOT	864	100	22	126	9	7	14			1142	1310.4
19:00	145	15	2	24	2	1	0			189	222.6
19:15	127	15	5	24	1	2	0			174	207.5
19:30	105	8	0	28	1	0	1			143	179.6
19:45	104	5	0	18	0	4	1			132	152.2
H/TOT	481	43	7	94	4	7	2			638	761.9
20:00	125	13	2	11	0	1	1			153	166.9
20:15	139	10	2	10	0	4	1			166	176.8
20:30	91	8	4	7	0	0	1			111	121.3
20:45	93	13	3	9	0	1	1			120	131.8
H/TOT	448	44	11	37	0	6	4			550	596.8
21:00	103	5	2	3	1	1	1			116	120.5
21:15	109	7	0	16	0	3	0			135	154
21:30	81	13	3	8	0	1	2			108	117.7
21:45	76	5	4	9	0	2	0			96	108.5
H/TOT	369	30	9	36	1	7	3			455	500.7
22:00	107	7	2	12	0	1	1			130	145.2
22:15	60	4	1	11	0	1	0			77	91.2
22:30	39	2	2	7	0	2	0			52	60.9
22:45	32	5	0	13	0	0	1			51	67.1
H/TOT	238	18	5	43	0	4	2			310	364.4
23:00	39	8	3	7	0	1	0			58	68
23:15	31	3	2	7	1	1	0			45	55.5
23:30	20	3	1	7	0	0	0			31	40.6
23:45	19	3	0	14	1	1	0			38	56.6
H/TOT	109	17	6	35	2	3	0			172	220.7
Total	10430	1720	687	3715	70	115	81			16818	21927.2



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	TOTAL ENTRY TO THE JUNCTION							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	29	2	1	20	0	0	0	52	78.5
00:15	46	0	0	21	0	0	0	67	94.3
00:30	33	5	1	20	1	0	0	60	87.5
00:45	21	2	1	21	1	1	0	47	75.2
H/TOT	129	9	3	82	2	1	0	226	335.5
01:00	24	1	1	15	0	0	0	41	61
01:15	19	1	1	16	0	0	0	37	58.3
01:30	22	1	1	12	0	2	0	38	52.9
01:45	16	2	1	21	0	0	0	40	67.8
H/TOT	81	5	4	64	0	2	0	156	240
02:00	22	3	0	13	0	0	0	38	54.9
02:15	19	0	2	22	1	0	0	44	74.6
02:30	18	0	5	26	0	0	0	49	85.3
02:45	30	1	4	25	0	0	0	60	94.5
H/TOT	89	4	11	86	1	0	0	191	309.3
03:00	30	1	2	25	0	0	0	58	91.5
03:15	32	3	9	32	0	1	0	77	122.5
03:30	31	2	5	30	0	1	2	71	110.3
03:45	47	2	7	32	1	1	1	91	135.7
H/TOT	140	8	23	119	1	3	3	297	460
04:00	43	4	7	44	0	0	0	98	158.7
04:15	68	3	10	44	1	0	1	127	189.4
04:30	63	12	10	56	0	2	0	143	219.6
04:45	128	12	10	60	0	1	0	211	293.4
H/TOT	302	31	37	204	1	3	1	579	861.1
05:00	101	26	15	58	3	0	1	204	289.1
05:15	201	37	15	87	1	6	0	347	465
05:30	313	55	11	94	2	3	1	479	606.1
05:45	381	44	23	101	0	6	6	561	695.4
H/TOT	996	162	64	340	6	15	8	1591	2055.6
06:00	207	52	28	112	2	5	1	407	564.8
06:15	196	58	29	118	1	7	4	413	574.5
06:30	290	61	19	125	3	5	1	504	675.2
06:45	345	79	26	110	4	3	6	573	726.4
H/TOT	1038	250	102	465	10	20	12	1897	2540.9
07:00	364	113	19	132	9	6	2	645	829.9
07:15	339	93	29	110	3	5	2	581	736.9
07:30	411	91	15	121	11	5	2	656	827.2
07:45	445	84	17	128	5	3	2	684	860.5
H/TOT	1559	381	80	491	28	19	8	2566	3254.5
08:00	409	68	13	130	3	2	1	626	802.5
08:15	426	69	31	122	6	2	0	656	834.9
08:30	456	61	24	133	4	2	1	681	867.9
08:45	489	52	31	123	4	2	3	704	879.8
H/TOT	1780	250	99	508	17	8	5	2667	3385.1
09:00	382	79	36	122	4	2	2	627	804.8
09:15	340	71	33	118	5	1	0	568	742.3
09:30	334	78	29	120	2	0	1	564	735.7
09:45	304	78	32	140	2	0	1	557	756.2
H/TOT	1360	306	130	500	13	3	4	2316	3039
10:00	330	53	28	132	4	2	0	549	737.4
10:15	307	68	22	146	7	0	2	552	758.2
10:30	317	71	34	135	2	2	1	562	754.5
10:45	298	79	29	140	6	1	0	553	754.9
H/TOT	1252	271	113	553	19	5	3	2216	3005
11:00	322	79	24	133	6	3	0	567	756.1
11:15	336	66	17	132	4	3	1	559	740.5
11:30	340	68	26	121	2	4	3	564	731.5
11:45	347	69	40	152	4	3	0	615	834.8
H/TOT	1345	282	107	538	16	13	4	2305	3062.9



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	TOTAL ENTRY TO THE JUNCTION							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	353	85	31	143	2	5	2	621	819.8
12:15	352	92	34	157	8	3	2	648	873.7
12:30	388	79	27	128	3	4	1	630	809.7
12:45	397	90	36	151	6	7	1	688	903.3
H/TOT	1490	346	128	579	19	19	6	2587	3406.5
13:00	425	78	26	118	3	7	0	657	822.2
13:15	431	92	38	141	5	3	2	712	915.9
13:30	437	64	49	140	4	7	2	703	907.7
13:45	417	77	30	149	4	4	4	685	892.1
H/TOT	1710	311	143	548	16	21	8	2757	3537.9
14:00	419	75	45	143	4	4	4	694	900.8
14:15	363	66	44	133	3	1	0	610	807.3
14:30	397	84	33	144	2	2	4	666	867.3
14:45	378	82	34	131	2	3	0	630	817.5
H/TOT	1557	307	156	551	11	10	8	2600	3392.9
15:00	364	69	32	153	4	5	5	632	843.9
15:15	407	68	44	121	3	3	0	646	826.5
15:30	425	74	36	128	11	4	1	679	871.2
15:45	425	69	29	140	4	4	2	673	869.5
H/TOT	1621	280	141	542	22	16	8	2630	3411.1
16:00	529	93	30	119	6	4	7	788	955.7
16:15	495	80	16	120	4	8	3	726	886.8
16:30	532	73	18	81	2	5	4	715	825.1
16:45	523	78	23	108	8	8	6	754	904.3
H/TOT	2079	324	87	428	20	25	20	2983	3571.9
17:00	642	67	14	107	4	9	2	845	988.1
17:15	628	58	17	75	4	5	1	788	894.2
17:30	615	55	13	73	2	11	2	771	866.2
17:45	554	55	11	83	1	10	10	724	824.4
H/TOT	2439	235	55	338	11	35	15	3128	3572.9
18:00	600	58	12	74	11	2	17	774	872.4
18:15	443	43	10	77	8	8	2	591	697.7
18:30	447	56	12	83	7	3	3	611	727.7
18:45	406	39	9	51	3	4	3	515	584
H/TOT	1896	196	43	285	29	17	25	2491	2881.8
19:00	354	52	7	60	5	4	1	483	566.3
19:15	321	37	14	54	1	3	0	430	506.4
19:30	290	23	8	43	1	7	6	378	429.9
19:45	283	17	3	44	0	9	1	357	409.5
H/TOT	1248	129	32	201	7	23	8	1648	1912.1
20:00	311	28	9	36	0	3	1	388	436.7
20:15	315	26	7	31	0	5	1	385	425
20:30	260	23	8	27	0	1	2	321	357.9
20:45	234	24	8	24	1	1	1	293	327.8
H/TOT	1120	101	32	118	1	10	5	1387	1547.4
21:00	267	21	7	23	3	3	1	325	358.8
21:15	236	13	5	32	0	4	0	290	331.7
21:30	218	22	7	24	0	1	3	275	306.7
21:45	201	15	6	19	0	3	0	244	269.9
H/TOT	922	71	25	98	3	11	4	1134	1267.1
22:00	201	15	3	19	0	2	3	243	265.6
22:15	138	7	3	21	1	1	0	171	200.2
22:30	102	9	3	19	0	4	1	138	161
22:45	91	8	2	27	0	1	2	131	164.9
H/TOT	532	39	11	86	1	8	6	683	791.7
23:00	86	11	7	25	0	4	0	133	166.6
23:15	67	6	3	12	2	1	0	91	109.5
23:30	56	5	1	18	0	2	0	82	104.7
23:45	36	5	2	27	1	1	0	72	108.5
H/TOT	245	27	13	82	3	8	0	378	489.3
Total	26930	4325	1639	7806	257	295	161	41413	52331.5



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	TOTAL EXIT FROM THE JUNCTION							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	29	2	1	20	0	0	0	52	78.5
00:15	46	0	0	21	0	0	0	67	94.3
00:30	33	5	1	20	1	0	0	60	87.5
00:45	21	2	1	21	1	1	0	47	75.2
H/TOT	129	9	3	82	2	1	0	226	335.5
01:00	24	1	1	15	0	0	0	41	61
01:15	19	1	1	16	0	0	0	37	58.3
01:30	22	1	1	12	0	2	0	38	52.9
01:45	16	2	1	21	0	0	0	40	67.8
H/TOT	81	5	4	64	0	2	0	156	240
02:00	22	3	0	13	0	0	0	38	54.9
02:15	19	0	2	22	1	0	0	44	74.6
02:30	18	0	5	26	0	0	0	49	85.3
02:45	30	1	4	25	0	0	0	60	94.5
H/TOT	89	4	11	86	1	0	0	191	309.3
03:00	30	1	2	25	0	0	0	58	91.5
03:15	32	3	9	32	0	1	0	77	122.5
03:30	31	2	5	30	0	1	2	71	110.3
03:45	47	2	7	32	1	1	1	91	135.7
H/TOT	140	8	23	119	1	3	3	297	460
04:00	43	4	7	44	0	0	0	98	158.7
04:15	68	3	10	44	1	0	1	127	189.4
04:30	63	12	10	56	0	2	0	143	219.6
04:45	128	12	10	60	0	1	0	211	293.4
H/TOT	302	31	37	204	1	3	1	579	861.1
05:00	101	26	15	58	3	0	1	204	289.1
05:15	201	37	15	87	1	6	0	347	465
05:30	313	55	11	94	2	3	1	479	606.1
05:45	381	44	23	101	0	6	6	561	695.4
H/TOT	996	162	64	340	6	15	8	1591	2055.6
06:00	207	52	28	112	2	5	1	407	564.8
06:15	196	58	29	118	1	7	4	413	574.5
06:30	290	61	19	125	3	5	1	504	675.2
06:45	345	79	26	110	4	3	6	573	726.4
H/TOT	1038	250	102	465	10	20	12	1897	2540.9
07:00	364	113	19	132	9	6	2	645	829.9
07:15	339	93	29	110	3	5	2	581	736.9
07:30	411	91	15	121	11	5	2	656	827.2
07:45	445	84	17	128	5	3	2	684	860.5
H/TOT	1559	381	80	491	28	19	8	2566	3254.5
08:00	409	68	13	130	3	2	1	626	802.5
08:15	426	69	31	122	6	2	0	656	834.9
08:30	456	61	24	133	4	2	1	681	867.9
08:45	489	52	31	123	4	2	3	704	879.8
H/TOT	1780	250	99	508	17	8	5	2667	3385.1
09:00	382	79	36	122	4	2	2	627	804.8
09:15	340	71	33	118	5	1	0	568	742.3
09:30	334	78	29	120	2	0	1	564	735.7
09:45	304	78	32	140	2	0	1	557	756.2
H/TOT	1360	306	130	500	13	3	4	2316	3039
10:00	330	53	28	132	4	2	0	549	737.4
10:15	307	68	22	146	7	0	2	552	758.2
10:30	317	71	34	135	2	2	1	562	754.5
10:45	298	79	29	140	6	1	0	553	754.9
H/TOT	1252	271	113	553	19	5	3	2216	3005
11:00	322	79	24	133	6	3	0	567	756.1
11:15	336	66	17	132	4	3	1	559	740.5
11:30	340	68	26	121	2	4	3	564	731.5
11:45	347	69	40	152	4	3	0	615	834.8
H/TOT	1345	282	107	538	16	13	4	2305	3062.9



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	TOTAL EXIT FROM THE JUNCTION							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	353	85	31	143	2	5	2	621	819.8
12:15	352	92	34	157	8	3	2	648	873.7
12:30	388	79	27	128	3	4	1	630	809.7
12:45	397	90	36	151	6	7	1	688	903.3
H/TOT	1490	346	128	579	19	19	6	2587	3406.5
13:00	425	78	26	118	3	7	0	657	822.2
13:15	431	92	38	141	5	3	2	712	915.9
13:30	437	64	49	140	4	7	2	703	907.7
13:45	417	77	30	149	4	4	4	685	892.1
H/TOT	1710	311	143	548	16	21	8	2757	3537.9
14:00	419	75	45	143	4	4	4	694	900.8
14:15	363	66	44	133	3	1	0	610	807.3
14:30	397	84	33	144	2	2	4	666	867.3
14:45	378	82	34	131	2	3	0	630	817.5
H/TOT	1557	307	156	551	11	10	8	2600	3392.9
15:00	364	69	32	153	4	5	5	632	843.9
15:15	407	68	44	121	3	3	0	646	826.5
15:30	425	74	36	128	11	4	1	679	871.2
15:45	425	69	29	140	4	4	2	673	869.5
H/TOT	1621	280	141	542	22	16	8	2630	3411.1
16:00	529	93	30	119	6	4	7	788	955.7
16:15	495	80	16	120	4	8	3	726	886.8
16:30	532	73	18	81	2	5	4	715	825.1
16:45	523	78	23	108	8	8	6	754	904.3
H/TOT	2079	324	87	428	20	25	20	2983	3571.9
17:00	642	67	14	107	4	9	2	845	988.1
17:15	628	58	17	75	4	5	1	788	894.2
17:30	615	55	13	73	2	11	2	771	866.2
17:45	554	55	11	83	1	10	10	724	824.4
H/TOT	2439	235	55	338	11	35	15	3128	3572.9
18:00	600	58	12	74	11	2	17	774	872.4
18:15	443	43	10	77	8	8	2	591	697.7
18:30	447	56	12	83	7	3	3	611	727.7
18:45	406	39	9	51	3	4	3	515	584
H/TOT	1896	196	43	285	29	17	25	2491	2881.8
19:00	354	52	7	60	5	4	1	483	566.3
19:15	321	37	14	54	1	3	0	430	506.4
19:30	290	23	8	43	1	7	6	378	429.9
19:45	283	17	3	44	0	9	1	357	409.5
H/TOT	1248	129	32	201	7	23	8	1648	1912.1
20:00	311	28	9	36	0	3	1	388	436.7
20:15	315	26	7	31	0	5	1	385	425
20:30	260	23	8	27	0	1	2	321	357.9
20:45	234	24	8	24	1	1	1	293	327.8
H/TOT	1120	101	32	118	1	10	5	1387	1547.4
21:00	267	21	7	23	3	3	1	325	358.8
21:15	236	13	5	32	0	4	0	290	331.7
21:30	218	22	7	24	0	1	3	275	306.7
21:45	201	15	6	19	0	3	0	244	269.9
H/TOT	922	71	25	98	3	11	4	1134	1267.1
22:00	201	15	3	19	0	2	3	243	265.6
22:15	138	7	3	21	1	1	0	171	200.2
22:30	102	9	3	19	0	4	1	138	161
22:45	91	8	2	27	0	1	2	131	164.9
H/TOT	532	39	11	86	1	8	6	683	791.7
23:00	86	11	7	25	0	4	0	133	166.6
23:15	67	6	3	12	2	1	0	91	109.5
23:30	56	5	1	18	0	2	0	82	104.7
23:45	36	5	2	27	1	1	0	72	108.5
H/TOT	245	27	13	82	3	8	0	378	489.3
Total	26930	4325	1639	7806	257	295	161	41413	52331.5



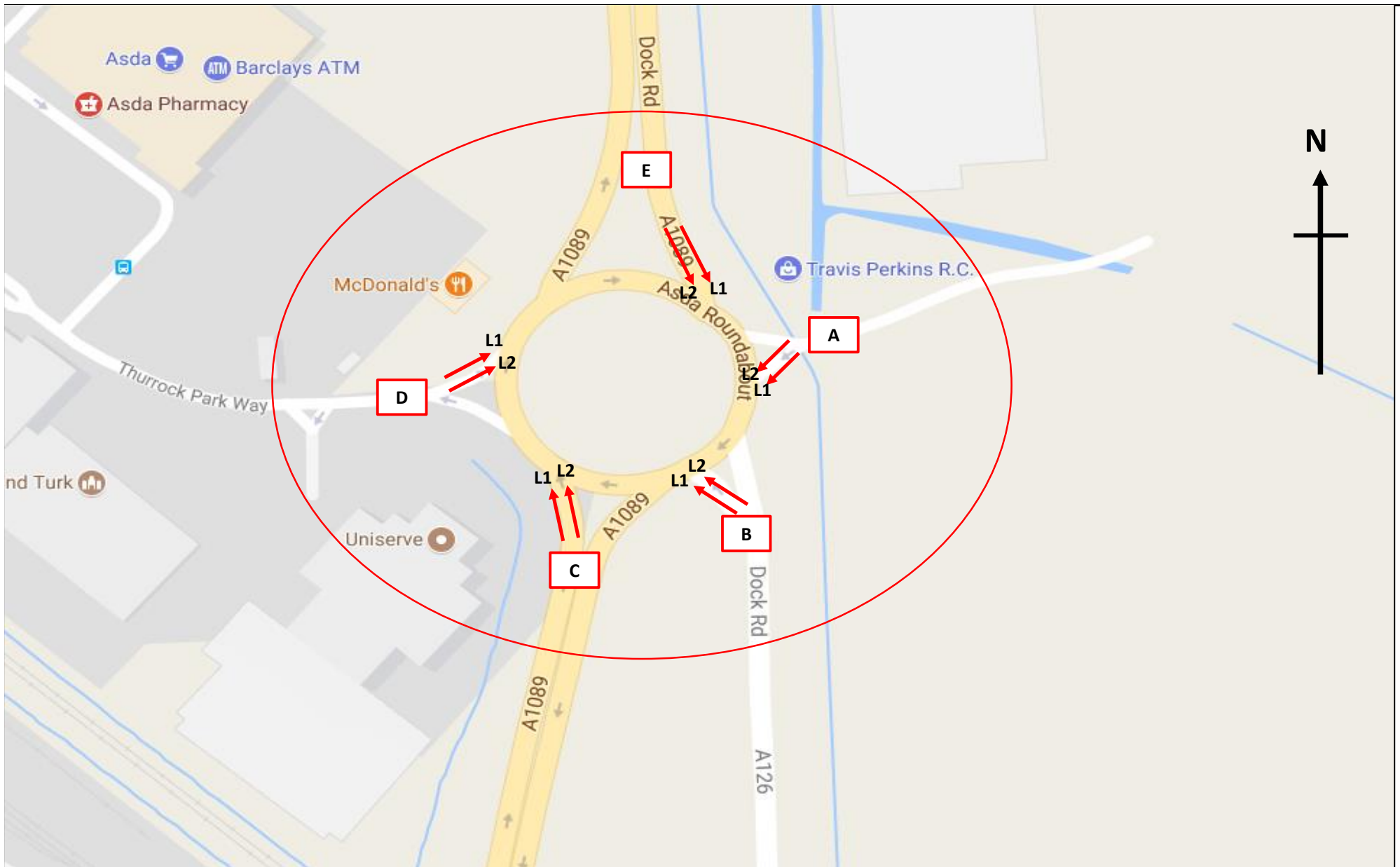
SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	TOTAL DIFFERENCE							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



SITE: 1 DATE: 21/06/2017
 LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road DAY: Wednesday

TIME	TOTAL DIFFERENCE							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0



Site / Location:	Site 1, A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Roundabout)	Project No:	7580	Drawing No:	7580-01	Drawn By:	SR
	Survey Date:		Wednesday 21st June 2017		Project Name:		Tilbury
	Survey Times:	0000 to 2400	Drawing Title:		Site Layout and Observed Movements		



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm A - Lane 1					Arm A - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
00:00	0	0	0	0	0	0	00:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:05	0	0	0	0	0	0	00:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:10	0	0	0	0	0	0	00:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:15	0	0	0	0	0	0	00:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:20	0	0	0	0	0	0	00:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:25	0	0	0	0	0	0	00:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:30	0	0	0	0	0	0	00:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:35	0	0	0	0	0	0	00:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:40	0	0	0	0	0	0	00:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:45	0	0	0	0	0	0	00:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:50	0	0	0	0	0	0	00:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:55	0	0	0	0	0	0	00:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:00	0	0	0	0	0	0	01:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:05	0	0	0	0	0	0	01:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:10	0	0	0	0	0	0	01:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:15	0	0	0	0	0	0	01:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:20	0	0	0	0	0	0	01:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:25	0	0	0	0	0	0	01:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:30	0	0	0	0	0	0	01:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:35	0	0	0	0	0	0	01:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:40	0	0	0	0	0	0	01:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:45	0	0	0	0	0	0	01:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:50	0	0	0	0	0	0	01:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:55	0	0	0	0	0	0	01:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:00	0	0	0	0	0	0	02:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:05	0	0	0	0	0	0	02:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:10	0	0	0	0	0	0	02:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:15	0	0	0	0	0	0	02:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:20	0	0	0	0	0	0	02:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:25	0	0	0	0	0	0	02:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1.5	0	1	0	0	8.625
02:30	0	0	0	0	0	0	02:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:35	0	0	0	0	0	0	02:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:40	0	0	0	0	0	0	02:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:45	0	0	0	0	0	0	02:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:50	0	0	0	0	0	0	02:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:55	0	0	0	0	0	0	02:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:00	0	0	0	0	0	0	03:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:05	0	0	0	0	0	0	03:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:10	0	0	0	0	0	0	03:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:15	0	0	0	0	0	0	03:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:20	0	0	0	0	0	0	03:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:25	0	0	0	0	0	0	03:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:30	0	0	0	0	0	0	03:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:35	0	0	0	0	0	0	03:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:40	0	0	0	0	0	0	03:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
03:45	0	0	0	0	0	0	03:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:50	0	0	0	0	0	0	03:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
03:55	0	0	0	0	0	0	03:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm A - Lane 1					Arm A - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
04:00	0	0	0	0	0	0	04:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:05	0	0	0	0	0	0	04:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:10	0	0	0	0	0	0	04:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:15	0	0	0	0	0	0	04:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
04:20	0	0	0	0	0	0	04:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:25	0	0	0	0	0	0	04:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
04:30	0	0	0	0	0	0	04:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
04:35	0	0	0	0	0	0	04:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:40	0	0	0	0	0	0	04:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:45	0	0	0	0	0	0	04:45	2.3	0	0	1	0	13.225
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
04:50	0	0	0	0	0	0	04:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:55	0	0	0	0	0	0	04:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
05:00	0	0	0	0	0	0	05:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
05:05	0	0	0	0	0	0	05:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2.3	0	0	1	0	13.225
05:10	0	0	0	0	0	0	05:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:15	0	0	0	0	0	0	05:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
05:20	0	0	0	0	0	0	05:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
05:25	0	0	0	0	0	0	05:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2.3	0	0	1	0	13.225
05:30	0	0	0	0	0	0	05:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
05:35	0	0	0	0	0	0	05:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
05:40	0	0	0	0	0	0	05:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:45	0	0	0	0	0	0	05:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
05:50	0	0	0	0	0	0	05:50	5.6	1	0	2	0	32.2
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
05:55	0	0	0	0	0	0	05:55	0	0	0	0	0	0
Max Queue	2.3	0	0	0	0	13.225	Max Queue	0	0	0	0	0	0
06:00	0	0	0	0	0	0	06:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
06:05	0	0	0	0	0	0	06:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
06:10	0	0	0	0	0	0	06:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
06:15	0	0	0	0	0	0	06:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
06:20	0	0	0	0	0	0	06:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
06:25	0	0	0	0	0	0	06:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	0	2	0	0	17.25
06:30	0	0	0	0	0	0	06:30	2.3	0	0	1	0	13.225
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
06:35	0	0	0	0	0	0	06:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
06:40	0	0	0	0	0	0	06:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
06:45	0	0	0	0	0	0	06:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
06:50	0	0	0	0	0	0	06:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	1	2	0	0	23
06:55	0	0	0	0	0	0	06:55	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
07:00	0	0	0	0	0	0	07:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
07:05	0	0	0	0	0	0	07:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	6.3	2	0	1	1	36.225
07:10	0	0	0	0	0	0	07:10	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
07:20	0	0	0	0	0	0	07:20	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
07:25	0	0	0	0	0	0	07:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
07:30	0	0	0	0	0	0	07:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
07:35	0	0	0	0	0	0	07:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
07:40	0	0	0	0	0	0	07:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1.5	0	1	0	0	8.625
07:45	0	0	0	0	0	0	07:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
07:50	0	0	0	0	0	0	07:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2.5	1	1	0	0	14.375
07:55	0	0	0	0	0	0	07:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0	08:00	3.3	1	0	1	0	18.975
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
08:05	0	0	0	0	0	0	08:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
08:10	0	0	0	0	0	0	08:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
08:15	0	0	0	0	0	0	08:15	1	1	0	0	0	5.75
Max Queue	3.3	1	0	1	0	18.975	Max Queue	3.8	0	1	1	0	21.85
08:20	0	0	0	0	0	0	08:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
08:25	0	0	0	0	0	0	08:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
08:30	0	0	0	0	0	0	08:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
08:35	0	0	0	0	0	0	08:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
08:40	0	0	0	0	0	0	08:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:45	0	0	0	0	0	0	08:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
08:50	0	0	0	0	0	0	08:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
08:55	0	0	0	0	0	0	08:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
09:05	0	0	0	0	0	0	09:05	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
09:40	0	0	0	0	0	0	09:40	3.3	1	0	1	0	18.975
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0	09:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.8	2	1	1	0	33.35
09:55	0	0	0	0	0	0	09:55	3.5	2	1	0	0	20.125
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
10:00	0	0	0	0	0	0	10:00	5.6	1	0	2	0	32.2
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
10:05	0	0	0	0	0	0	10:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
10:10	0	0	0	0	0	0	10:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:15	0	0	0	0	0	0	10:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
10:20	2.3	0	0	1	0	13.225	10:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
10:25	0	0	0	0	0	0	10:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
10:30	0	0	0	0	0	0	10:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
10:35	0	0	0	0	0	0	10:35	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	2.3	0	0	1	0	13.225
10:40	0	0	0	0	0	0	10:40	1.5	0	1	0	0	8.625
Max Queue	0	0	0	0	0	0	Max Queue	1.5	0	1	0	0	8.625
10:45	0	0	0	0	0	0	10:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
10:50	0	0	0	0	0	0	10:50	2.3	0	0	1	0	13.225
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
10:55	0	0	0	0	0	0	10:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
11:00	0	0	0	0	0	0	11:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2.3	0	0	1	0	13.225
11:05	0	0	0	0	0	0	11:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
11:10	0	0	0	0	0	0	11:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
11:15	0	0	0	0	0	0	11:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
11:20	0	0	0	0	0	0	11:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2.3	0	0	1	0	13.225
11:25	0	0	0	0	0	0	11:25	0	0	0	0	0	0
Max Queue	2.5	1	1	0	0	14.375	Max Queue	1	1	0	0	0	5.75
11:30	0	0	0	0	0	0	11:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
11:35	0	0	0	0	0	0	11:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
11:40	0	0	0	0	0	0	11:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
11:45	0	0	0	0	0	0	11:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
11:50	0	0	0	0	0	0	11:50	0	0	0	0	0	0
Max Queue	2.5	1	1	0	0	14.375	Max Queue	0	0	0	0	0	0
11:55	0	0	0	0	0	0	11:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
12:05	0	0	0	0	0	0	12:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.6	2	0	2	0	37.95
12:10	0	0	0	0	0	0	12:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
12:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.5	1	1	0	0	14.375
12:20	0	0	0	0	0	0	12:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
12:25	0	0	0	0	0	0	12:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2.3	0	0	1	0	13.225
12:30	0	0	0	0	0	0	12:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
12:35	0	0	0	0	0	0	12:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
12:40	0	0	0	0	0	0	12:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
12:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1.5	0	1	0	0	8.625
12:50	0	0	0	0	0	0	12:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
12:55	0	0	0	0	0	0	12:55	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	4.3	2	0	1	0	24.725
13:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
13:05	0	0	0	0	0	0	13:05	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	0	0	0	0	0	0
13:10	0	0	0	0	0	0	13:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
13:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2.3	0	0	1	0	13.225
13:20	0	0	0	0	0	0	13:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
13:25	0	0	0	0	0	0	13:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
13:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
13:35	0	0	0	0	0	0	13:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.8	1	1	1	0	27.6
13:40	0	0	0	0	0	0	13:40	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
13:45	0	0	0	0	0	0	13:45	2.3	0	0	1	0	13.225
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
13:50	0	0	0	0	0	0	13:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
13:55	0	0	0	0	0	0	13:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.1	0	1	2	0	35.075
14:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.8	3	1	1	0	39.1
14:05	0	0	0	0	0	0	14:05	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
14:10	0	0	0	0	0	0	14:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
14:15	0	0	0	0	0	0	14:15	1	1	0	0	0	5.75
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
14:20	0	0	0	0	0	0	14:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
14:25	0	0	0	0	0	0	14:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
14:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	3	3	0	0	0	17.25
14:35	0	0	0	0	0	0	14:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
14:40	0	0	0	0	0	0	14:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
14:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
14:50	0	0	0	0	0	0	14:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:55	0	0	0	0	0	0	14:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
15:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1.5	0	1	0	0	8.625
15:05	0	0	0	0	0	0	15:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
15:10	0	0	0	0	0	0	15:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
15:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
15:20	0	0	0	0	0	0	15:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
15:25	0	0	0	0	0	0	15:25	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
15:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
15:35	0	0	0	0	0	0	15:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3.3	1	0	1	0	18.975
15:40	0	0	0	0	0	0	15:40	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
15:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
15:50	0	0	0	0	0	0	15:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
15:55	0	0	0	0	0	0	15:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
16:05	0	0	0	0	0	0	16:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
16:10	0	0	0	0	0	0	16:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
16:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
16:20	0	0	0	0	0	0	16:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
16:25	0	0	0	0	0	0	16:25	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
16:30	0	0	0	0	0	0	16:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
16:35	0	0	0	0	0	0	16:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
16:40	0	0	0	0	0	0	16:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
16:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	2	2	0	0	0	11.5
16:50	0	0	0	0	0	0	16:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5	5	0	0	0	28.75
16:55	0	0	0	0	0	0	16:55	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	5.3	3	0	1	0	30.475
17:00	0	0	0	0	0	0	17:00	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
17:05	0	0	0	0	0	0	17:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23
17:10	0	0	0	0	0	0	17:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4	4	0	0	0	23
17:15	0	0	0	0	0	0	17:15	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
17:20	0	0	0	0	0	0	17:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
17:25	0	0	0	0	0	0	17:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
17:30	0	0	0	0	0	0	17:30	2	2	0	0	0	11.5
Max Queue	0	0	0	0	0	0	Max Queue	9.3	7	0	1	0	53.475
17:35	0	0	0	0	0	0	17:35	2	2	0	0	0	11.5
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
17:40	1	1	0	0	0	5.75	17:40	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1.5	0	1	0	0	8.625
17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
18:00	0	0	0	0	0	0	18:00	3	3	0	0	0	17.25
Max Queue	2.3	0	0	1	0	13.225	Max Queue	5	1	0	0	2	28.75
18:05	0	0	0	0	0	0	18:05	7	5	0	0	1	40.25
Max Queue	1	1	0	0	0	5.75	Max Queue	11	7	0	0	2	63.25
18:10	1	1	0	0	0	5.75	18:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	0	0	0	0	0	0
18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
18:30	0	0	0	0	0	0	18:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	5.8	2	1	1	0	33.35
18:35	0	0	0	0	0	0	18:35	2	2	0	0	0	11.5
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
18:40	0	0	0	0	0	0	18:40	2	2	0	0	0	11.5
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
18:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
18:50	0	0	0	0	0	0	18:50	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
18:55	0	0	0	0	0	0	18:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
19:00	0	0	0	0	0	0	19:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
19:05	0	0	0	0	0	0	19:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
19:10	0	0	0	0	0	0	19:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
19:15	0	0	0	0	0	0	19:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1.5	0	1	0	0	8.625
19:20	0	0	0	0	0	0	19:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:25	0	0	0	0	0	0	19:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
19:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
19:35	0	0	0	0	0	0	19:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:40	0	0	0	0	0	0	19:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:45	0	0	0	0	0	0	19:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
19:50	0	0	0	0	0	0	19:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:55	0	0	0	0	0	0	19:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm A - Lane 1					Arm A - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
20:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:05	0	0	0	0	0	0	20:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:10	0	0	0	0	0	0	20:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:15	0	0	0	0	0	0	20:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:20	0	0	0	0	0	0	20:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:25	0	0	0	0	0	0	20:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:35	0	0	0	0	0	0	20:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:40	0	0	0	0	0	0	20:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:50	0	0	0	0	0	0	20:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:55	0	0	0	0	0	0	20:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
21:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:05	0	0	0	0	0	0	21:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
21:10	0	0	0	0	0	0	21:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
21:15	0	0	0	0	0	0	21:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:20	0	0	0	0	0	0	21:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:25	0	0	0	0	0	0	21:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:30	0	0	0	0	0	0	21:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:35	0	0	0	0	0	0	21:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:40	0	0	0	0	0	0	21:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:45	0	0	0	0	0	0	21:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:50	0	0	0	0	0	0	21:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:55	0	0	0	0	0	0	21:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
22:00	0	0	0	0	0	0	22:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
22:05	0	0	0	0	0	0	22:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:10	0	0	0	0	0	0	22:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
22:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:20	0	0	0	0	0	0	22:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:25	0	0	0	0	0	0	22:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:30	0	0	0	0	0	0	22:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:35	0	0	0	0	0	0	22:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:40	0	0	0	0	0	0	22:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:45	0	0	0	0	0	0	22:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:50	0	0	0	0	0	0	22:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:55	0	0	0	0	0	0	22:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:00	0	0	0	0	0	0	23:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:05	0	0	0	0	0	0	23:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:10	0	0	0	0	0	0	23:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:15	0	0	0	0	0	0	23:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:20	0	0	0	0	0	0	23:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:25	0	0	0	0	0	0	23:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:35	0	0	0	0	0	0	23:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:40	0	0	0	0	0	0	23:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:45	0	0	0	0	0	0	23:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:50	0	0	0	0	0	0	23:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:55	0	0	0	0	0	0	23:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm 8 - Lane 1						Arm 8 - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
00:00	0	0	0	0	0	0	00:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
00:05	1	1	0	0	0	5.75	00:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
00:10	0	0	0	0	0	0	00:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:15	0	0	0	0	0	0	00:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:20	0	0	0	0	0	0	00:20	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
00:25	0	0	0	0	0	0	00:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:30	0	0	0	0	0	0	00:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:35	0	0	0	0	0	0	00:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:40	0	0	0	0	0	0	00:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:45	0	0	0	0	0	0	00:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:50	0	0	0	0	0	0	00:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:55	0	0	0	0	0	0	00:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:00	0	0	0	0	0	0	01:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:05	0	0	0	0	0	0	01:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:10	0	0	0	0	0	0	01:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:15	0	0	0	0	0	0	01:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:20	0	0	0	0	0	0	01:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:25	0	0	0	0	0	0	01:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:30	0	0	0	0	0	0	01:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:35	0	0	0	0	0	0	01:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:40	0	0	0	0	0	0	01:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:45	0	0	0	0	0	0	01:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:50	0	0	0	0	0	0	01:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:55	0	0	0	0	0	0	01:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:00	0	0	0	0	0	0	02:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:05	0	0	0	0	0	0	02:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:10	0	0	0	0	0	0	02:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:15	0	0	0	0	0	0	02:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:20	0	0	0	0	0	0	02:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:25	0	0	0	0	0	0	02:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:30	0	0	0	0	0	0	02:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:35	0	0	0	0	0	0	02:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:40	0	0	0	0	0	0	02:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:45	0	0	0	0	0	0	02:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:50	0	0	0	0	0	0	02:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:55	0	0	0	0	0	0	02:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:00	0	0	0	0	0	0	03:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:05	0	0	0	0	0	0	03:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:10	0	0	0	0	0	0	03:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:15	0	0	0	0	0	0	03:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
03:20	0	0	0	0	0	0	03:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:25	0	0	0	0	0	0	03:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:30	0	0	0	0	0	0	03:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:35	0	0	0	0	0	0	03:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:40	0	0	0	0	0	0	03:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
03:45	0	0	0	0	0	0	03:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:50	0	0	0	0	0	0	03:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:55	0	0	0	0	0	0	03:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
04:00	0	0	0	0	0	0	04:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:05	0	0	0	0	0	0	04:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
04:10	0	0	0	0	0	0	04:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:15	0	0	0	0	0	0	04:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
04:20	0	0	0	0	0	0	04:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:25	0	0	0	0	0	0	04:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:30	0	0	0	0	0	0	04:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:35	0	0	0	0	0	0	04:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
04:40	0	0	0	0	0	0	04:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
04:45	0	0	0	0	0	0	04:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
04:50	0	0	0	0	0	0	04:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:55	0	0	0	0	0	0	04:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
05:00	0	0	0	0	0	0	05:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
05:05	0	0	0	0	0	0	05:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
05:10	0	0	0	0	0	0	05:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
05:15	0	0	0	0	0	0	05:15	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	0	0	0	0	0	0
05:20	0	0	0	0	0	0	05:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
05:25	0	0	0	0	0	0	05:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	6	6	0	0	0	34.5
05:30	0	0	0	0	0	0	05:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
05:35	0	0	0	0	0	0	05:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
05:40	0	0	0	0	0	0	05:40	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	3	3	0	0	0	17.25
05:45	3	3	0	0	0	17.25	05:45	2	2	0	0	0	11.5
Max Queue	5	5	0	0	0	28.75	Max Queue	11	11	0	0	0	63.25
05:50	5	5	0	0	0	28.75	05:50	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	0	0	0	0	0	0
05:55	0	0	0	0	0	0	05:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
06:00	0	0	0	0	0	0	06:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
06:05	0	0	0	0	0	0	06:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
06:10	0	0	0	0	0	0	06:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
06:15	0	0	0	0	0	0	06:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
06:20	0	0	0	0	0	0	06:20	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
06:25	0	0	0	0	0	0	06:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
06:30	1	1	0	0	0	5.75	06:30	2	2	0	0	0	11.5
Max Queue	4	2	0	0	1	23	Max Queue	1	1	0	0	0	5.75
06:35	0	0	0	0	0	0	06:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
06:40	0	0	0	0	0	0	06:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	9.5	8	1	0	0	54.625
06:45	0	0	0	0	0	0	06:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
06:50	0	0	0	0	0	0	06:50	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
06:55	1	1	0	0	0	5.75	06:55	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
07:00	0	0	0	0	0	0	07:00	4	4	0	0	0	23
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23
07:05	0	0	0	0	0	0	07:05	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	5	5	0	0	0	28.75
07:10	0	0	0	0	0	0	07:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	4	4	0	0	0	23
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
07:20	0	0	0	0	0	0	07:20	1	1	0	0	0	5.75
Max Queue	5	5	0	0	0	28.75	Max Queue	6	6	0	0	0	34.5
07:25	0	0	0	0	0	0	07:25	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
07:30	0	0	0	0	0	0	07:30	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	0	0	0	0	0	0
07:35	0	0	0	0	0	0	07:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
07:40	0	0	0	0	0	0	07:40	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	10	10	0	0	0	57.5
07:45	0	0	0	0	0	0	07:45	12	12	0	0	0	69
Max Queue	5	5	0	0	0	28.75	Max Queue	13	13	0	0	0	74.75
07:50	0	0	0	0	0	0	07:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	5	5	0	0	0	28.75
07:55	3	3	0	0	0	17.25	07:55	2	2	0	0	0	11.5
Max Queue	1	1	0	0	0	5.75	Max Queue	5	5	0	0	0	28.75



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm 8 - Lane 1					Arm 8 - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0	08:00	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	1	1	0	0	0	5.75
08:05	0	0	0	0	0	0	08:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	5	5	0	0	0	28.75
08:10	0	0	0	0	0	0	08:10	2	0	0	0	1	11.5
Max Queue	3	3	0	0	0	17.25	Max Queue	3	3	0	0	0	17.25
08:15	2	2	0	0	0	11.5	08:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
08:20	0	0	0	0	0	0	08:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	34.5
08:25	0	0	0	0	0	0	08:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	7	7	0	0	0	40.25
08:30	0	0	0	0	0	0	08:30	0	0	0	0	0	0
Max Queue	5	3	0	0	1	28.75	Max Queue	12	12	0	0	0	69
08:35	0	0	0	0	0	0	08:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	7	7	0	0	0	40.25
08:40	1	1	0	0	0	5.75	08:40	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	15	13	0	0	1	88.25
08:45	2	2	0	0	0	11.5	08:45	3	3	0	0	0	17.25
Max Queue	3	3	0	0	0	17.25	Max Queue	7	7	0	0	0	40.25
08:50	2	2	0	0	0	11.5	08:50	2	2	0	0	0	11.5
Max Queue	3	3	0	0	0	17.25	Max Queue	9.3	7	0	1	0	53.475
08:55	1	1	0	0	0	5.75	08:55	1	1	0	0	0	5.75
Max Queue	7	7	0	0	0	40.25	Max Queue	2	2	0	0	0	11.5
09:00	1	1	0	0	0	5.75	09:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
09:05	0	0	0	0	0	0	09:05	2	2	0	0	0	11.5
Max Queue	6	4	0	0	1	34.5	Max Queue	1	1	0	0	0	5.75
09:10	0	0	0	0	0	0	09:10	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	7.5	6	1	0	0	43.125
09:15	0	0	0	0	0	0	09:15	4.5	3	1	0	0	25.875
Max Queue	1	1	0	0	0	5.75	Max Queue	3.5	2	1	0	0	20.125
09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	1	0	0	1	17.25
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	5.5	4	1	0	0	31.625
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	4	4	0	0	0	23
09:40	1	1	0	0	0	5.75	09:40	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	3	3	0	0	0	17.25
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0	09:50	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	5	5	0	0	0	28.75
09:55	2	2	0	0	0	11.5	09:55	4	4	0	0	0	23
Max Queue	2	2	0	0	0	11.5	Max Queue	4	4	0	0	0	23
10:00	0	0	0	0	0	0	10:00	0	0	0	0	0	0
Max Queue	5.5	4	1	0	0	31.625	Max Queue	0	0	0	0	0	0
10:05	1	1	0	0	0	5.75	10:05	1	1	0	0	0	5.75
Max Queue	4	4	0	0	0	23	Max Queue	1	1	0	0	0	5.75
10:10	0	0	0	0	0	0	10:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2.5	1	1	0	0	14.375
10:15	0	0	0	0	0	0	10:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
10:20	1	1	0	0	0	5.75	10:20	1	1	0	0	0	5.75
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0	10:25	0	0	0	0	0	0
Max Queue	6	4	0	0	1	34.5	Max Queue	0	0	0	0	0	0
10:30	0	0	0	0	0	0	10:30	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	4	4	0	0	0	23
10:35	2	0	0	0	1	11.5	10:35	0	0	0	0	0	0
Max Queue	6	3	2	0	0	34.5	Max Queue	5	5	0	0	0	28.75
10:40	0	0	0	0	0	0	10:40	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
10:45	0	0	0	0	0	0	10:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
10:50	0	0	0	0	0	0	10:50	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	2.5	1	1	0	0	14.375
10:55	0	0	0	0	0	0	10:55	0	0	0	0	0	0
Max Queue	5.5	4	1	0	0	31.625	Max Queue	4	4	0	0	0	23
11:00	4.3	2	0	1	0	24.725	11:00	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	0	0	0	0	0	0
11:05	1	1	0	0	0	5.75	11:05	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	2	2	0	0	0	11.5
11:10	0	0	0	0	0	0	11:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
11:15	0	0	0	0	0	0	11:15	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
11:20	0	0	0	0	0	0	11:20	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
11:25	0	0	0	0	0	0	11:25	1	1	0	0	0	5.75
Max Queue	3	3	0	0	0	17.25	Max Queue	2	2	0	0	0	11.5
11:30	0	0	0	0	0	0	11:30	0	0	0	0	0	0
Max Queue	5.5	4	1	0	0	31.625	Max Queue	0	0	0	0	0	0
11:35	0	0	0	0	0	0	11:35	2	2	0	0	0	11.5
Max Queue	0	0	0	0	0	0	Max Queue	3.5	2	1	0	0	20.125
11:40	0	0	0	0	0	0	11:40	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	2	2	0	0	0	11.5
11:45	0	0	0	0	0	0	11:45	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	3	3	0	0	0	17.25
11:50	4	4	0	0	0	23	11:50	2	2	0	0	0	11.5
Max Queue	5	5	0	0	0	28.75	Max Queue	3	3	0	0	0	17.25
11:55	0	0	0	0	0	0	11:55	2	2	0	0	0	11.5
Max Queue	2	2	0	0	0	11.5	Max Queue	4	4	0	0	0	23



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm 8 - Lane 1					Arm 8 - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
Max Queue	2	0	0	0	1	11.5	Max Queue	1	1	0	0	0	5.75
12:05	0	0	0	0	0	0	12:05	0	0	0	0	0	0
Max Queue	3.5	2	1	0	0	20.125	Max Queue	2	2	0	0	0	11.5
12:10	0	0	0	0	0	0	12:10	3	3	0	0	0	17.25
Max Queue	5	5	0	0	0	28.75	Max Queue	3	3	0	0	0	17.25
12:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
Max Queue	6.3	4	0	1	0	36.225	Max Queue	13	13	0	0	0	74.75
12:20	0	0	0	0	0	0	12:20	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	5	5	0	0	0	28.75
12:25	0	0	0	0	0	0	12:25	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	2	0	0	0	1	11.5
12:30	0	0	0	0	0	0	12:30	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	6	6	0	0	0	34.5
12:35	0	0	0	0	0	0	12:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
12:40	0	0	0	0	0	0	12:40	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	3	3	0	0	0	17.25
12:45	0	0	0	0	0	0	12:45	1	1	0	0	0	5.75
Max Queue	4	4	0	0	0	23	Max Queue	3	3	0	0	0	17.25
12:50	1	1	0	0	0	5.75	12:50	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	2.5	1	1	0	0	14.375
12:55	0	0	0	0	0	0	12:55	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
13:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
13:05	1	1	0	0	0	5.75	13:05	0	0	0	0	0	0
Max Queue	4.5	3	1	0	0	25.875	Max Queue	0	0	0	0	0	0
13:10	3	3	0	0	0	17.25	13:10	4	4	0	0	0	23
Max Queue	2	2	0	0	0	11.5	Max Queue	5	5	0	0	0	28.75
13:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	5	5	0	0	0	28.75
13:20	1	1	0	0	0	5.75	13:20	1	1	0	0	0	5.75
Max Queue	6	4	0	0	1	34.5	Max Queue	3	3	0	0	0	17.25
13:25	0	0	0	0	0	0	13:25	3.5	2	1	0	0	20.125
Max Queue	1	1	0	0	0	5.75	Max Queue	4.5	3	1	0	0	25.875
13:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
Max Queue	6	4	0	0	1	34.5	Max Queue	5	5	0	0	0	28.75
13:35	4	4	0	0	0	23	13:35	2.5	1	1	0	0	14.375
Max Queue	5	5	0	0	0	28.75	Max Queue	3.5	2	1	0	0	20.125
13:40	0	0	0	0	0	0	13:40	1	1	0	0	0	5.75
Max Queue	3	3	0	0	0	17.25	Max Queue	2.5	1	1	0	0	14.375
13:45	4.5	3	1	0	0	25.875	13:45	2	2	0	0	0	11.5
Max Queue	4.5	3	1	0	0	25.875	Max Queue	2	2	0	0	0	11.5
13:50	0	0	0	0	0	0	13:50	2	2	0	0	0	11.5
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
13:55	1	1	0	0	0	5.75	13:55	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
14:00	3	3	0	0	0	17.25	14:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4.5	3	1	0	0	25.875
14:05	0	0	0	0	0	0	14:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
14:10	0	0	0	0	0	0	14:10	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	1	1	0	0	0	5.75
14:15	3	3	0	0	0	17.25	14:15	2	2	0	0	0	11.5
Max Queue	3	3	0	0	0	17.25	Max Queue	2	2	0	0	0	11.5
14:20	0	0	0	0	0	0	14:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
14:25	2	2	0	0	0	11.5	14:25	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	2	2	0	0	0	11.5
14:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
Max Queue	2	0	0	0	1	11.5	Max Queue	5	5	0	0	0	28.75
14:35	0	0	0	0	0	0	14:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
14:40	0	0	0	0	0	0	14:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6	6	0	0	0	34.5
14:45	0	0	0	0	0	0	14:45	1	1	0	0	0	5.75
Max Queue	5	5	0	0	0	28.75	Max Queue	4	4	0	0	0	23
14:50	0	0	0	0	0	0	14:50	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
14:55	0	0	0	0	0	0	14:55	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
15:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
15:05	0	0	0	0	0	0	15:05	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	15	15	0	0	0	86.25
15:10	0	0	0	0	0	0	15:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	22	22	0	0	0	126.5
15:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
15:20	0	0	0	0	0	0	15:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3.5	2	1	0	0	20.125
15:25	0	0	0	0	0	0	15:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
15:30	0	0	0	0	0	0	15:30	1	1	0	0	0	5.75
Max Queue	3	1	0	0	1	17.25	Max Queue	2.5	1	1	0	0	14.375
15:35	0	0	0	0	0	0	15:35	2	2	0	0	0	11.5
Max Queue	4	2	0	0	1	23	Max Queue	6	6	0	0	0	34.5
15:40	0	0	0	0	0	0	15:40	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
15:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
15:50	0	0	0	0	0	0	15:50	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	2	2	0	0	0	11.5
15:55	0	0	0	0	0	0	15:55	3	3	0	0	0	17.25
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm 8 - Lane 1						Arm 8 - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:00	1	1	0	0	0	5.75	16:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
16:05	0	0	0	0	0	0	16:05	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
16:10	0	0	0	0	0	0	16:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
16:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
16:20	0	0	0	0	0	0	16:20	0	0	0	0	0	0
Max Queue	3	1	0	0	1	17.25	Max Queue	3	3	0	0	0	17.25
16:25	0	0	0	0	0	0	16:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
16:30	1	1	0	0	0	5.75	16:30	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	3	3	0	0	0	17.25
16:35	0	0	0	0	0	0	16:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
16:40	0	0	0	0	0	0	16:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
16:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
Max Queue	4	2	0	0	1	23	Max Queue	4	4	0	0	0	23
16:50	0	0	0	0	0	0	16:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	4	4	0	0	0	23
16:55	1	1	0	0	0	5.75	16:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
17:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
17:05	0	0	0	0	0	0	17:05	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	1	1	0	0	0	5.75
17:10	0	0	0	0	0	0	17:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
17:15	4	4	0	0	0	23	17:15	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	3	3	0	0	0	17.25
17:20	0	0	0	0	0	0	17:20	0	0	0	0	0	0
Max Queue	5.3	3	0	1	0	30.475	Max Queue	2	2	0	0	0	11.5
17:25	1	1	0	0	0	5.75	17:25	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	2	2	0	0	0	11.5
17:30	2	2	0	0	0	11.5	17:30	2	2	0	0	0	11.5
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	1	1	0	0	0	5.75
17:40	0	0	0	0	0	0	17:40	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	2	2	0	0	0	11.5
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	2	2	0	0	0	11.5
17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	5	5	0	0	0	28.75
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
18:05	1	1	0	0	0	5.75	18:05	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	6	6	0	0	0	34.5
18:10	0	0	0	0	0	0	18:10	0	0	0	0	0	0
Max Queue	2.5	1	1	0	0	14.375	Max Queue	2	2	0	0	0	11.5
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	3	3	0	0	0	17.25
18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	3	3	0	0	0	17.25
18:30	4	4	0	0	0	23	18:30	4	4	0	0	0	23
Max Queue	4	4	0	0	0	23	Max Queue	4	4	0	0	0	23
18:35	0	0	0	0	0	0	18:35	2	2	0	0	0	11.5
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
18:40	0	0	0	0	0	0	18:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23
18:45	3	3	0	0	0	17.25	18:45	4	4	0	0	0	23
Max Queue	3	3	0	0	0	17.25	Max Queue	4	4	0	0	0	23
18:50	0	0	0	0	0	0	18:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
18:55	0	0	0	0	0	0	18:55	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
19:00	0	0	0	0	0	0	19:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
19:05	0	0	0	0	0	0	19:05	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
19:10	0	0	0	0	0	0	19:10	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	1	1	0	0	0	5.75
19:15	0	0	0	0	0	0	19:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
19:20	0	0	0	0	0	0	19:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
19:25	0	0	0	0	0	0	19:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
19:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
19:35	0	0	0	0	0	0	19:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
19:40	0	0	0	0	0	0	19:40	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
19:45	0	0	0	0	0	0	19:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
19:50	0	0	0	0	0	0	19:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
19:55	0	0	0	0	0	0	19:55	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
20:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
20:05	0	0	0	0	0	0	20:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:10	0	0	0	0	0	0	20:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
20:15	0	0	0	0	0	0	20:15	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
20:20	0	0	0	0	0	0	20:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:25	0	0	0	0	0	0	20:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
20:35	0	0	0	0	0	0	20:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:40	0	0	0	0	0	0	20:40	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
20:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:50	0	0	0	0	0	0	20:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:55	0	0	0	0	0	0	20:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
21:05	0	0	0	0	0	0	21:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
21:10	0	0	0	0	0	0	21:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
21:15	0	0	0	0	0	0	21:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
21:20	0	0	0	0	0	0	21:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
21:25	0	0	0	0	0	0	21:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
21:30	0	0	0	0	0	0	21:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
21:35	0	0	0	0	0	0	21:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
21:40	0	0	0	0	0	0	21:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:45	0	0	0	0	0	0	21:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
21:50	1	1	0	0	0	5.75	21:50	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
21:55	0	0	0	0	0	0	21:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:00	0	0	0	0	0	0	22:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:05	0	0	0	0	0	0	22:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:10	0	0	0	0	0	0	22:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:20	0	0	0	0	0	0	22:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
22:25	0	0	0	0	0	0	22:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:30	0	0	0	0	0	0	22:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:35	0	0	0	0	0	0	22:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:40	0	0	0	0	0	0	22:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:45	0	0	0	0	0	0	22:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:50	0	0	0	0	0	0	22:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
22:55	0	0	0	0	0	0	22:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
23:00	0	0	0	0	0	0	23:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
23:05	0	0	0	0	0	0	23:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
23:10	0	0	0	0	0	0	23:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:15	0	0	0	0	0	0	23:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
23:20	0	0	0	0	0	0	23:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:25	0	0	0	0	0	0	23:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:35	0	0	0	0	0	0	23:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:40	0	0	0	0	0	0	23:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:45	0	0	0	0	0	0	23:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:50	0	0	0	0	0	0	23:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:55	0	0	0	0	0	0	23:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
00:00	0	0	0	0	0	0	00:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:05	0	0	0	0	0	0	00:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:10	0	0	0	0	0	0	00:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:15	0	0	0	0	0	0	00:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:20	0	0	0	0	0	0	00:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:25	0	0	0	0	0	0	00:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:30	0	0	0	0	0	0	00:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:35	0	0	0	0	0	0	00:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:40	0	0	0	0	0	0	00:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:45	0	0	0	0	0	0	00:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:50	0	0	0	0	0	0	00:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:55	0	0	0	0	0	0	00:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:00	0	0	0	0	0	0	01:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:05	0	0	0	0	0	0	01:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:10	0	0	0	0	0	0	01:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:15	0	0	0	0	0	0	01:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:20	0	0	0	0	0	0	01:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:25	0	0	0	0	0	0	01:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:30	0	0	0	0	0	0	01:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:35	0	0	0	0	0	0	01:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:40	0	0	0	0	0	0	01:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:45	0	0	0	0	0	0	01:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:50	0	0	0	0	0	0	01:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:55	0	0	0	0	0	0	01:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:00	0	0	0	0	0	0	02:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:05	0	0	0	0	0	0	02:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:10	0	0	0	0	0	0	02:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:15	0	0	0	0	0	0	02:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:20	0	0	0	0	0	0	02:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:25	0	0	0	0	0	0	02:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:30	0	0	0	0	0	0	02:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:35	0	0	0	0	0	0	02:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:40	0	0	0	0	0	0	02:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:45	0	0	0	0	0	0	02:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:50	0	0	0	0	0	0	02:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:55	0	0	0	0	0	0	02:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:00	0	0	0	0	0	0	03:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:05	0	0	0	0	0	0	03:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:10	0	0	0	0	0	0	03:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:15	0	0	0	0	0	0	03:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:20	0	0	0	0	0	0	03:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:25	0	0	0	0	0	0	03:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:30	0	0	0	0	0	0	03:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:35	0	0	0	0	0	0	03:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:40	0	0	0	0	0	0	03:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:45	0	0	0	0	0	0	03:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
03:50	0	0	0	0	0	0	03:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:55	0	0	0	0	0	0	03:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm C - Lane 1					Arm C - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
04:00	0	0	0	0	0	0	04:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:05	0	0	0	0	0	0	04:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:10	0	0	0	0	0	0	04:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:15	0	0	0	0	0	0	04:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:20	0	0	0	0	0	0	04:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:25	0	0	0	0	0	0	04:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:30	0	0	0	0	0	0	04:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:35	2.3	0	0	1	0	13.225	04:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
04:40	0	0	0	0	0	0	04:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
04:45	0	0	0	0	0	0	04:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
04:50	0	0	0	0	0	0	04:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:55	0	0	0	0	0	0	04:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:00	0	0	0	0	0	0	05:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:05	0	0	0	0	0	0	05:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:10	0	0	0	0	0	0	05:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
05:15	0	0	0	0	0	0	05:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:20	0	0	0	0	0	0	05:20	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4.6	0	0	2	0	26.45
05:25	0	0	0	0	0	0	05:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
05:30	0	0	0	0	0	0	05:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
05:35	0	0	0	0	0	0	05:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	6.1	0	1	2	0	35.075
05:40	0	0	0	0	0	0	05:40	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
05:45	2.3	0	0	1	0	13.225	05:45	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	2.3	0	0	1	0	13.225
05:50	0	0	0	0	0	0	05:50	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
05:55	0	0	0	0	0	0	05:55	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	0	0	0	0	0	0
06:00	0	0	0	0	0	0	06:00	0	0	0	0	0	0
Max Queue	3.8	0	1	1	0	21.85	Max Queue	0	0	0	0	0	0
06:05	0	0	0	0	0	0	06:05	0	0	0	0	0	0
Max Queue	6.9	0	0	3	0	39.675	Max Queue	0	0	0	0	0	0
06:10	0	0	0	0	0	0	06:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
06:15	0	0	0	0	0	0	06:15	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	1	1	0	0	0	5.75
06:20	0	0	0	0	0	0	06:20	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
06:25	0	0	0	0	0	0	06:25	0	0	0	0	0	0
Max Queue	12.5	1	0	5	0	71.875	Max Queue	2.3	0	0	1	0	13.225
06:30	0	0	0	0	0	0	06:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3.3	1	0	1	0	18.975
06:35	0	0	0	0	0	0	06:35	0	0	0	0	0	0
Max Queue	6.9	0	0	3	0	39.675	Max Queue	2	2	0	0	0	11.5
06:40	0	0	0	0	0	0	06:40	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
06:45	0	0	0	0	0	0	06:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.8	2	1	1	0	33.35
06:50	2.3	0	0	1	0	13.225	06:50	1	1	0	0	0	5.75
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
06:55	0	0	0	0	0	0	06:55	0	0	0	0	0	0
Max Queue	6.1	0	1	2	0	35.075	Max Queue	1	1	0	0	0	5.75
07:00	0	0	0	0	0	0	07:00	0	0	0	0	0	0
Max Queue	6.9	0	0	3	0	39.675	Max Queue	1	1	0	0	0	5.75
07:05	0	0	0	0	0	0	07:05	0	0	0	0	0	0
Max Queue	15.8	2	0	6	0	90.85	Max Queue	3.3	1	0	1	0	18.975
07:10	0	0	0	0	0	0	07:10	0	0	0	0	0	0
Max Queue	8.9	2	0	3	0	51.175	Max Queue	2.3	0	0	1	0	13.225
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
07:20	0	0	0	0	0	0	07:20	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	2.3	0	0	1	0	13.225
07:25	0	0	0	0	0	0	07:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.9	0	0	3	0	39.675
07:30	0	0	0	0	0	0	07:30	0	0	0	0	0	0
Max Queue	16.8	3	0	6	0	96.6	Max Queue	3.3	1	0	1	0	18.975
07:35	0	0	0	0	0	0	07:35	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
07:40	0	0	0	0	0	0	07:40	0	0	0	0	0	0
Max Queue	16.1	0	0	7	0	92.575	Max Queue	3.3	1	0	1	0	18.975
07:45	0	0	0	0	0	0	07:45	0	0	0	0	0	0
Max Queue	14	1	1	5	0	80.5	Max Queue	2.3	0	0	1	0	13.225
07:50	10.2	1	0	4	0	58.65	07:50	0	0	0	0	0	0
Max Queue	10.2	1	0	4	0	58.65	Max Queue	0	0	0	0	0	0
07:55	1	1	0	0	0	5.75	07:55	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	1	1	0	0	0	5.75



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm C - Lane 1					Arm C - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0	08:00	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	0	0	0	0	0	0
08:05	0	0	0	0	0	0	08:05	0	0	0	0	0	0
Max Queue	9.4	1	1	3	0	54.05	Max Queue	2	2	0	0	0	11.5
08:10	5.6	1	0	2	0	32.2	08:10	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	1	1	0	0	0	5.75
08:15	2.3	0	0	1	0	13.225	08:15	0	0	0	0	0	0
Max Queue	4.8	1	1	1	0	27.6	Max Queue	4.6	0	0	2	0	26.45
08:20	0	0	0	0	0	0	08:20	0	0	0	0	0	0
Max Queue	12.2	3	0	4	0	70.15	Max Queue	0	0	0	0	0	0
08:25	0	0	0	0	0	0	08:25	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
08:30	0	0	0	0	0	0	08:30	0	0	0	0	0	0
Max Queue	9.8	6	1	1	0	56.35	Max Queue	0	0	0	0	0	0
08:35	0	0	0	0	0	0	08:35	0	0	0	0	0	0
Max Queue	16.1	0	0	7	0	92.575	Max Queue	0	0	0	0	0	0
08:40	1	1	0	0	0	5.75	08:40	0	0	0	0	0	0
Max Queue	7.1	1	1	2	0	40.825	Max Queue	2	2	0	0	0	11.5
08:45	0	0	0	0	0	0	08:45	0	0	0	0	0	0
Max Queue	11.2	2	0	4	0	64.4	Max Queue	2.3	0	0	1	0	13.225
08:50	6.3	4	0	1	0	36.225	08:50	2	2	0	0	0	11.5
Max Queue	6.9	0	0	3	0	39.675	Max Queue	2.3	0	0	1	0	13.225
08:55	11.7	1	1	4	0	67.275	08:55	0	0	0	0	0	0
Max Queue	13.5	2	0	5	0	77.625	Max Queue	4.3	2	0	1	0	24.725
09:00	13.5	2	0	5	0	77.625	09:00	3.5	2	1	0	0	20.125
Max Queue	13.5	2	0	5	0	77.625	Max Queue	3.5	2	1	0	0	20.125
09:05	2.3	0	0	1	0	13.225	09:05	3.3	1	0	1	0	18.975
Max Queue	9.2	0	0	4	0	52.9	Max Queue	2.3	0	0	1	0	13.225
09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
09:15	1	1	0	0	0	5.75	09:15	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	1	1	0	0	0	5.75
09:25	2.3	0	0	1	0	13.225	09:25	2.3	0	0	1	0	13.225
Max Queue	10.2	1	0	4	0	58.65	Max Queue	1	1	0	0	0	5.75
09:30	2.3	0	0	1	0	13.225	09:30	2.3	0	0	1	0	13.225
Max Queue	6.6	2	0	2	0	37.95	Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
Max Queue	11.7	1	1	4	0	67.275	Max Queue	1	1	0	0	0	5.75
09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
09:50	0	0	0	0	0	0	09:50	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
09:55	2.3	0	0	1	0	13.225	09:55	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
10:00	0	0	0	0	0	0	10:00	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	1	1	0	0	0	5.75
10:05	0	0	0	0	0	0	10:05	0	0	0	0	0	0
Max Queue	9.1	3	1	2	0	52.325	Max Queue	2.3	0	0	1	0	13.225
10:10	0	0	0	0	0	0	10:10	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
10:15	3.3	1	0	1	0	18.975	10:15	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
10:20	0	0	0	0	0	0	10:20	0	0	0	0	0	0
Max Queue	7.9	1	0	3	0	45.425	Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0	10:25	0	0	0	0	0	0
Max Queue	9.2	0	0	4	0	52.9	Max Queue	0	0	0	0	0	0
10:30	0	0	0	0	0	0	10:30	0	0	0	0	0	0
Max Queue	12.9	3	2	3	0	74.175	Max Queue	3.3	1	0	1	0	18.975
10:35	0	0	0	0	0	0	10:35	0	0	0	0	0	0
Max Queue	10.9	4	0	3	0	62.675	Max Queue	1	1	0	0	0	5.75
10:40	10.9	4	0	3	0	62.675	10:40	1	1	0	0	0	5.75
Max Queue	10.9	4	0	3	0	62.675	Max Queue	1	1	0	0	0	5.75
10:45	6.6	2	0	2	0	37.95	10:45	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	0	0	0	0	0	0
10:50	0	0	0	0	0	0	10:50	0	0	0	0	0	0
Max Queue	11.7	1	1	4	0	67.275	Max Queue	4.6	0	0	2	0	26.45
10:55	0	0	0	0	0	0	10:55	0	0	0	0	0	0
Max Queue	15.7	5	1	4	0	90.275	Max Queue	4.8	1	1	1	0	27.6
11:00	0	0	0	0	0	0	11:00	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
11:05	0	0	0	0	0	0	11:05	0	0	0	0	0	0
Max Queue	8.9	2	0	3	0	51.175	Max Queue	0	0	0	0	0	0
11:10	5.3	3	0	1	0	30.475	11:10	0	0	0	0	0	0
Max Queue	7.9	1	0	3	0	45.425	Max Queue	2.3	0	0	1	0	13.225
11:15	0	0	0	0	0	0	11:15	0	0	0	0	0	0
Max Queue	7.9	1	0	3	0	45.425	Max Queue	0	0	0	0	0	0
11:20	0	0	0	0	0	0	11:20	0	0	0	0	0	0
Max Queue	10.2	1	0	4	0	58.65	Max Queue	0	0	0	0	0	0
11:25	0	0	0	0	0	0	11:25	0	0	0	0	0	0
Max Queue	8.4	0	1	3	0	48.3	Max Queue	0	0	0	0	0	0
11:30	0	0	0	0	0	0	11:30	0	0	0	0	0	0
Max Queue	13.5	2	0	5	0	77.625	Max Queue	6.6	2	0	2	0	37.95
11:35	0	0	0	0	0	0	11:35	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	3.3	1	0	1	0	18.975
11:40	2.5	1	0	0	0	14.375	11:40	2	2	0	0	0	11.5
Max Queue	6.6	2	0	2	0	37.95	Max Queue	0	0	0	0	0	0
11:45	2.3	0	0	1	0	13.225	11:45	1.5	0	1	0	0	8.625
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
11:50	0	0	0	0	0	0	11:50	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	3	3	0	0	0	17.25
11:55	0	0	0	0	0	0	11:55	0	0	0	0	0	0
Max Queue	16	3	1	5	0	92	Max Queue	1	1	0	0	0	5.75



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm C - Lane 1					Arm C - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
Max Queue	12.2	3	0	4	0	70.15	Max Queue	5	5	0	0	0	28.75
12:05	0	0	0	0	0	0	12:05	0	0	0	0	0	0
Max Queue	10.9	4	0	3	0	62.675	Max Queue	0	0	0	0	0	0
12:10	1.5	0	1	0	0	8.625	12:10	1	1	0	0	0	5.75
Max Queue	6.1	0	1	2	0	35.075	Max Queue	2.5	1	1	0	0	14.375
12:15	1	1	0	0	0	5.75	12:15	1.5	0	1	0	0	8.625
Max Queue	6.6	2	0	2	0	37.95	Max Queue	4.3	2	0	1	0	24.725
12:20	1	1	0	0	0	5.75	12:20	1	1	0	0	0	5.75
Max Queue	13.5	2	0	5	0	77.625	Max Queue	0	0	0	0	0	0
12:25	0	0	0	0	0	0	12:25	0	0	0	0	0	0
Max Queue	12.6	8	0	2	0	72.45	Max Queue	4.3	2	0	1	0	24.725
12:30	0	0	0	0	0	0	12:30	0	0	0	0	0	0
Max Queue	17.5	3	2	5	0	100.625	Max Queue	0	0	0	0	0	0
12:35	0	0	0	0	0	0	12:35	0	0	0	0	0	0
Max Queue	6.9	0	0	3	0	39.675	Max Queue	2	2	0	0	0	11.5
12:40	1	1	0	0	0	5.75	12:40	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	2	2	0	0	0	11.5
12:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
Max Queue	7.1	1	1	2	0	40.825	Max Queue	0	0	0	0	0	0
12:50	3.3	1	0	1	0	18.975	12:50	1	1	0	0	0	5.75
Max Queue	6.6	2	0	2	0	37.95	Max Queue	2	2	0	0	0	11.5
12:55	2.3	0	0	1	0	13.225	12:55	0	0	0	0	0	0
Max Queue	8.1	2	1	2	0	46.575	Max Queue	2	2	0	0	0	11.5
13:00	0	0	0	0	0	0	13:00	2	2	0	0	0	11.5
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
13:05	0	0	0	0	0	0	13:05	2	2	0	0	0	11.5
Max Queue	11.5	0	0	5	0	66.125	Max Queue	1	1	0	0	0	5.75
13:10	4.3	2	0	1	0	24.725	13:10	2	2	0	0	0	11.5
Max Queue	3.3	1	0	1	0	18.975	Max Queue	3	3	0	0	0	17.25
13:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	2.3	0	0	1	0	13.225
13:20	0	0	0	0	0	0	13:20	0	0	0	0	0	0
Max Queue	6.1	0	1	2	0	35.075	Max Queue	3	3	0	0	0	17.25
13:25	0	0	0	0	0	0	13:25	0	0	0	0	0	0
Max Queue	9.2	0	0	4	0	52.9	Max Queue	4.3	2	0	1	0	24.725
13:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
Max Queue	4.8	1	1	1	0	27.4	Max Queue	1.5	0	1	0	0	8.625
13:35	4.8	1	1	1	0	27.4	13:35	0	0	0	0	0	0
Max Queue	4.8	1	1	1	0	27.4	Max Queue	0	0	0	0	0	0
13:40	2	2	0	0	0	11.5	13:40	0	0	0	0	0	0
Max Queue	7.6	3	0	2	0	43.7	Max Queue	2	2	0	0	0	11.5
13:45	2	2	0	0	0	11.5	13:45	1	1	0	0	0	5.75
Max Queue	11.2	2	0	4	0	64.4	Max Queue	9.3	7	0	1	0	53.475
13:50	1	1	0	0	0	5.75	13:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
13:55	0	0	0	0	0	0	13:55	0	0	0	0	0	0
Max Queue	20.1	4	0	7	0	115.575	Max Queue	6.3	4	0	1	0	36.225
14:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	3.3	1	0	1	0	18.975
14:05	0	0	0	0	0	0	14:05	0	0	0	0	0	0
Max Queue	6.1	0	1	2	0	35.075	Max Queue	2	2	0	0	0	11.5
14:10	0	0	0	0	0	0	14:10	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	1	1	0	0	0	5.75
14:15	4.6	0	0	2	0	26.45	14:15	0	0	0	0	0	0
Max Queue	15.5	4	0	5	0	89.125	Max Queue	2.5	1	1	0	0	14.375
14:20	0	0	0	0	0	0	14:20	0	0	0	0	0	0
Max Queue	17.1	1	0	7	0	98.325	Max Queue	1	1	0	0	0	5.75
14:25	2.3	0	0	1	0	13.225	14:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3.3	1	0	1	0	18.975
14:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	12.5	1	0	5	0	71.875
14:35	2.3	0	0	1	0	13.225	14:35	0	0	0	0	0	0
Max Queue	8.9	2	0	3	0	51.175	Max Queue	4	4	0	0	0	23
14:40	0	0	0	0	0	0	14:40	0	0	0	0	0	0
Max Queue	11.9	5	0	3	0	68.425	Max Queue	5	5	0	0	0	28.75
14:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
Max Queue	4.8	1	1	1	0	27.4	Max Queue	4	4	0	0	0	23
14:50	9.1	3	1	2	0	52.325	14:50	3	3	0	0	0	17.25
Max Queue	11.2	2	0	4	0	64.4	Max Queue	3	3	0	0	0	17.25
14:55	0	0	0	0	0	0	14:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
15:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
Max Queue	8.9	2	0	3	0	51.175	Max Queue	3.3	1	0	1	0	18.975
15:05	2	2	0	0	0	11.5	15:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4.6	0	0	2	0	26.45
15:10	0	0	0	0	0	0	15:10	0	0	0	0	0	0
Max Queue	7.9	1	0	3	0	45.425	Max Queue	3.5	2	1	0	0	20.125
15:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4.6	0	0	2	0	26.45
15:20	2.3	0	0	1	0	13.225	15:20	0	0	0	0	0	0
Max Queue	7.1	1	1	2	0	40.825	Max Queue	1	1	0	0	0	5.75
15:25	0	0	0	0	0	0	15:25	0	0	0	0	0	0
Max Queue	8.6	1	2	2	0	49.45	Max Queue	2.3	0	0	1	0	13.225
15:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
Max Queue	6.9	0	0	3	0	39.675	Max Queue	7.9	1	0	3	0	45.425
15:35	8.9	2	0	3	0	51.175	15:35	6.5	5	1	0	0	37.375
Max Queue	8.9	2	0	3	0	51.175	Max Queue	7.3	5	0	1	0	41.975
15:40	0	0	0	0	0	0	15:40	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	2.3	0	0	1	0	13.225
15:45	2.3	0	0	1	0	13.225	15:45	0	0	0	0	0	0
Max Queue	15.3	0	1	6	0	87.975	Max Queue	1.5	0	1	0	0	8.625
15:50	0	0	0	0	0	0	15:50	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	2	2	0	0	0	11.5
15:55	0	0	0	0	0	0	15:55	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	3.3	1	0	1	0	18.975



SITE: 1 DATE: 21/06/2017
LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm C - Lane 1					Arm C - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	2	2	0	0	0	11.5
16:05	0	0	0	0	0	0	16:05	0	0	0	0	0	0
Max Queue	10.2	1	0	4	0	58.65	Max Queue	3	3	0	0	0	17.25
16:10	0	0	0	0	0	0	16:10	0	0	0	0	0	0
Max Queue	13.2	1	2	4	0	75.9	Max Queue	3	3	0	0	0	17.25
16:15	0	0	0	0	0	0	16:15	2	2	0	0	0	11.5
Max Queue	5.6	1	0	2	0	32.2	Max Queue	1	1	0	0	0	5.75
16:20	2.3	0	0	1	0	13.225	16:20	0	0	0	0	0	0
Max Queue	13.8	0	0	6	0	79.35	Max Queue	2	2	0	0	0	11.5
16:25	0	0	0	0	0	0	16:25	0	0	0	0	0	0
Max Queue	12.5	1	0	5	0	71.875	Max Queue	1.5	0	1	0	0	8.625
16:30	3.3	1	0	1	0	18.975	16:30	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	4	4	0	0	0	23
16:35	0	0	0	0	0	0	16:35	0	0	0	0	0	0
Max Queue	6.3	4	0	1	0	36.225	Max Queue	6.3	4	0	1	0	36.225
16:40	0	0	0	0	0	0	16:40	0	0	0	0	0	0
Max Queue	16.5	5	0	5	0	94.875	Max Queue	3.3	1	0	1	0	18.975
16:45	3.3	1	0	1	0	18.975	16:45	0	0	0	0	0	0
Max Queue	14.8	3	0	6	0	96.6	Max Queue	9	9	0	0	0	51.75
16:50	2	2	0	0	0	11.5	16:50	2	2	0	0	0	11.5
Max Queue	6.6	2	0	2	0	37.95	Max Queue	1	1	0	0	0	5.75
16:55	4.6	0	0	2	0	26.45	16:55	0	0	0	0	0	0
Max Queue	8.9	2	0	3	0	51.175	Max Queue	0	0	0	0	0	0
17:00	3.8	0	1	1	0	21.85	17:00	2.3	0	0	1	0	13.225
Max Queue	2	2	0	0	0	11.5	Max Queue	5.3	3	0	1	0	30.475
17:05	0	0	0	0	0	0	17:05	0	0	0	0	0	0
Max Queue	11.9	5	0	3	0	68.425	Max Queue	28	28	0	0	0	161
17:10	0	0	0	0	0	0	17:10	0	0	0	0	0	0
Max Queue	18.5	7	0	5	0	106.375	Max Queue	22.3	20	0	1	0	128.225
17:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0
Max Queue	8.6	4	0	2	0	49.45	Max Queue	1	1	0	0	0	5.75
17:20	5.3	3	0	1	0	30.475	17:20	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	3	3	0	0	0	17.25
17:25	4.6	0	0	2	0	26.45	17:25	2	2	0	0	0	11.5
Max Queue	4.6	0	0	2	0	26.45	Max Queue	2	2	0	0	0	11.5
17:30	0	0	0	0	0	0	17:30	2.3	0	0	1	0	13.225
Max Queue	6.6	2	0	2	0	37.95	Max Queue	5	5	0	0	0	28.75
17:35	5.6	1	0	2	0	32.2	17:35	5	5	0	0	0	28.75
Max Queue	5.6	1	0	2	0	32.2	Max Queue	5	5	0	0	0	28.75
17:40	0	0	0	0	0	0	17:40	0	0	0	0	0	0
Max Queue	5.3	3	0	1	0	30.475	Max Queue	1	1	0	0	0	5.75
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	2	2	0	0	0	11.5
17:50	1	1	0	0	0	5.75	17:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
Max Queue	6.9	0	0	3	0	39.675	Max Queue	6	6	0	0	0	34.5
18:00	1	1	0	0	0	5.75	18:00	3.3	1	0	1	0	18.975
Max Queue	12.2	3	0	4	0	70.15	Max Queue	7.3	5	0	1	0	41.975
18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0
Max Queue	13.9	7	0	3	0	79.925	Max Queue	13.3	11	0	1	0	76.475
18:10	3	3	0	0	0	17.25	18:10	1	1	0	0	0	5.75
Max Queue	7.6	3	0	2	0	43.7	Max Queue	5	5	0	0	0	28.75
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
18:20	3.3	1	0	1	0	18.975	18:20	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	0	0	0	0	0	0
18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	2	2	0	0	0	11.5
18:30	1	1	0	0	0	5.75	18:30	0	0	0	0	0	0
Max Queue	11.1	5	1	2	0	63.825	Max Queue	0	0	0	0	0	0
18:35	1	1	0	0	0	5.75	18:35	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
18:40	0	0	0	0	0	0	18:40	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	2	2	0	0	0	11.5
18:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4.3	2	0	1	0	24.725
18:50	0	0	0	0	0	0	18:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
18:55	0	0	0	0	0	0	18:55	0	0	0	0	0	0
Max Queue	7.1	1	1	2	0	40.825	Max Queue	0	0	0	0	0	0
19:00	0	0	0	0	0	0	19:00	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	2	2	0	0	0	11.5
19:05	1	1	0	0	0	5.75	19:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
19:10	0	0	0	0	0	0	19:10	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	3	3	0	0	0	17.25
19:15	0	0	0	0	0	0	19:15	0	0	0	0	0	0
Max Queue	3.8	0	1	1	0	21.85	Max Queue	0	0	0	0	0	0
19:20	0	0	0	0	0	0	19:20	2.3	0	0	1	0	13.225
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
19:25	0	0	0	0	0	0	19:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
19:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
19:35	0	0	0	0	0	0	19:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
19:40	0	0	0	0	0	0	19:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
19:45	0	0	0	0	0	0	19:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2.3	0	0	1	0	13.225
19:50	0	0	0	0	0	0	19:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
19:55	0	0	0	0	0	0	19:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road (Asda Rour DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
20:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
20:05	1	1	0	0	0	5.75	20:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
20:10	2.3	0	0	1	0	13.225	20:10	1	1	0	0	0	5.75
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
20:15	0	0	0	0	0	0	20:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
20:20	0	0	0	0	0	0	20:20	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5	Max Queue	4	4	0	0	0	23
20:25	0	0	0	0	0	0	20:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2	2	0	0	0	11.5
20:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:35	0	0	0	0	0	0	20:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:40	0	0	0	0	0	0	20:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
20:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
20:50	0	0	0	0	0	0	20:50	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
20:55	0	0	0	0	0	0	20:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
21:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
21:05	0	0	0	0	0	0	21:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
21:10	0	0	0	0	0	0	21:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
21:15	0	0	0	0	0	0	21:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
21:20	0	0	0	0	0	0	21:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:25	0	0	0	0	0	0	21:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
21:30	0	0	0	0	0	0	21:30	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
21:35	0	0	0	0	0	0	21:35	0	0	0	0	0	0
Max Queue	2.5	1	1	0	0	14.375	Max Queue	0	0	0	0	0	0
21:40	2.5	1	1	0	0	14.375	21:40	0	0	0	0	0	0
Max Queue	2.5	1	1	0	0	14.375	Max Queue	0	0	0	0	0	0
21:45	0	0	0	0	0	0	21:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
21:50	0	0	0	0	0	0	21:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
21:55	0	0	0	0	0	0	21:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
22:00	0	0	0	0	0	0	22:00	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	1	1	0	0	0	5.75
22:05	0	0	0	0	0	0	22:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
22:10	0	0	0	0	0	0	22:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
22:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:20	0	0	0	0	0	0	22:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:25	0	0	0	0	0	0	22:25	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
22:30	0	0	0	0	0	0	22:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
22:35	0	0	0	0	0	0	22:35	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	0	0	0	0	0	0
22:40	0	0	0	0	0	0	22:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
22:45	0	0	0	0	0	0	22:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:50	0	0	0	0	0	0	22:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:55	0	0	0	0	0	0	22:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:00	0	0	0	0	0	0	23:00	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
23:05	0	0	0	0	0	0	23:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
23:10	0	0	0	0	0	0	23:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:15	0	0	0	0	0	0	23:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:20	0	0	0	0	0	0	23:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:25	0	0	0	0	0	0	23:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
23:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:35	0	0	0	0	0	0	23:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:40	0	0	0	0	0	0	23:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:45	0	0	0	0	0	0	23:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:50	0	0	0	0	0	0	23:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:55	0	0	0	0	0	0	23:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
00:00	0	0	0	0	0	0	00:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:05	0	0	0	0	0	0	00:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:10	0	0	0	0	0	0	00:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:15	0	0	0	0	0	0	00:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:20	0	0	0	0	0	0	00:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:25	0	0	0	0	0	0	00:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:30	0	0	0	0	0	0	00:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:35	0	0	0	0	0	0	00:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:40	0	0	0	0	0	0	00:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
00:45	0	0	0	0	0	0	00:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:50	0	0	0	0	0	0	00:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:55	0	0	0	0	0	0	00:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:00	0	0	0	0	0	0	01:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:05	0	0	0	0	0	0	01:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:10	0	0	0	0	0	0	01:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:15	0	0	0	0	0	0	01:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:20	0	0	0	0	0	0	01:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:25	0	0	0	0	0	0	01:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:30	0	0	0	0	0	0	01:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:35	0	0	0	0	0	0	01:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:40	0	0	0	0	0	0	01:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:45	0	0	0	0	0	0	01:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:50	0	0	0	0	0	0	01:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:55	0	0	0	0	0	0	01:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:00	0	0	0	0	0	0	02:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:05	0	0	0	0	0	0	02:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:10	0	0	0	0	0	0	02:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:15	0	0	0	0	0	0	02:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:20	0	0	0	0	0	0	02:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:25	0	0	0	0	0	0	02:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:30	0	0	0	0	0	0	02:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:35	0	0	0	0	0	0	02:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:40	0	0	0	0	0	0	02:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:45	0	0	0	0	0	0	02:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:50	0	0	0	0	0	0	02:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
02:55	0	0	0	0	0	0	02:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:00	0	0	0	0	0	0	03:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:05	0	0	0	0	0	0	03:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:10	0	0	0	0	0	0	03:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:15	0	0	0	0	0	0	03:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:20	0	0	0	0	0	0	03:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:25	0	0	0	0	0	0	03:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:30	0	0	0	0	0	0	03:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:35	0	0	0	0	0	0	03:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:40	0	0	0	0	0	0	03:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:45	0	0	0	0	0	0	03:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
03:50	0	0	0	0	0	0	03:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:55	0	0	0	0	0	0	03:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
04:00	0	0	0	0	0	0	04:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:05	0	0	0	0	0	0	04:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:10	0	0	0	0	0	0	04:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:15	0	0	0	0	0	0	04:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:20	0	0	0	0	0	0	04:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:25	0	0	0	0	0	0	04:25	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
04:30	0	0	0	0	0	0	04:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:35	0	0	0	0	0	0	04:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:40	0	0	0	0	0	0	04:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:45	0	0	0	0	0	0	04:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:50	0	0	0	0	0	0	04:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
04:55	0	0	0	0	0	0	04:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
05:00	0	0	0	0	0	0	05:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:05	0	0	0	0	0	0	05:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
05:10	0	0	0	0	0	0	05:10	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	0	0	0	0	0	0
05:15	0	0	0	0	0	0	05:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:20	0	0	0	0	0	0	05:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
05:25	0	0	0	0	0	0	05:25	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
05:30	0	0	0	0	0	0	05:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
05:35	0	0	0	0	0	0	05:35	2.3	0	0	1	0	13.225
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
05:40	0	0	0	0	0	0	05:40	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
05:45	0	0	0	0	0	0	05:45	0	0	0	0	0	0
Max Queue	2.5	1	1	0	0	14.375	Max Queue	0	0	0	0	0	0
05:50	0	0	0	0	0	0	05:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
05:55	0	0	0	0	0	0	05:55	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
06:00	0	0	0	0	0	0	06:00	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
06:05	0	0	0	0	0	0	06:05	0	0	0	0	0	0
Max Queue	4.8	1	1	1	0	27.6	Max Queue	0	0	0	0	0	0
06:10	0	0	0	0	0	0	06:10	0	0	0	0	0	0
Max Queue	5.3	0	2	1	0	30.475	Max Queue	0	0	0	0	0	0
06:15	0	0	0	0	0	0	06:15	0	0	0	0	0	0
Max Queue	3.8	0	1	1	0	21.85	Max Queue	0	0	0	0	0	0
06:20	0	0	0	0	0	0	06:20	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1.5	0	1	0	0	8.625
06:25	0	0	0	0	0	0	06:25	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	0	0	0	0	0	0
06:30	0	0	0	0	0	0	06:30	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	3	3	0	0	0	17.25
06:35	0	0	0	0	0	0	06:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
06:40	0	0	0	0	0	0	06:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
06:45	0	0	0	0	0	0	06:45	0	0	0	0	0	0
Max Queue	4.5	3	1	0	0	25.875	Max Queue	0	0	0	0	0	0
06:50	0	0	0	0	0	0	06:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
06:55	0	0	0	0	0	0	06:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
07:00	0	0	0	0	0	0	07:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
07:05	0	0	0	0	0	0	07:05	0	0	0	0	0	0
Max Queue	4.5	3	1	0	0	25.875	Max Queue	0	0	0	0	0	0
07:10	0	0	0	0	0	0	07:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
Max Queue	6.3	4	0	1	0	36.225	Max Queue	0	0	0	0	0	0
07:20	0	0	0	0	0	0	07:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
07:25	0	0	0	0	0	0	07:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
07:30	0	0	0	0	0	0	07:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
07:35	0	0	0	0	0	0	07:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
07:40	0	0	0	0	0	0	07:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4.5	3	1	0	0	25.875
07:45	0	0	0	0	0	0	07:45	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	1	1	0	0	0	5.75
07:50	0	0	0	0	0	0	07:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	6.3	4	0	1	0	36.225
07:55	0	0	0	0	0	0	07:55	0	0	0	0	0	0
Max Queue	2	0	0	0	1	11.5	Max Queue	2	2	0	0	0	11.5



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0	08:00	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
08:05	0	0	0	0	0	0	08:05	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
08:10	0	0	0	0	0	0	08:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
08:15	0	0	0	0	0	0	08:15	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
08:20	0	0	0	0	0	0	08:20	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	1	1	0	0	0	5.75
08:25	0	0	0	0	0	0	08:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
08:30	0	0	0	0	0	0	08:30	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
08:35	0	0	0	0	0	0	08:35	0	0	0	0	0	0
Max Queue	9.6	5	0	2	0	55.2	Max Queue	3	3	0	0	0	17.25
08:40	0	0	0	0	0	0	08:40	0	0	0	0	0	0
Max Queue	9.3	4	2	1	0	53.475	Max Queue	0	0	0	0	0	0
08:45	0	0	0	0	0	0	08:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
08:50	0	0	0	0	0	0	08:50	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	0	0	0	0	0	0
08:55	0	0	0	0	0	0	08:55	0	0	0	0	0	0
Max Queue	4.5	3	1	0	0	25.875	Max Queue	1	1	0	0	0	5.75
09:00	0	0	0	0	0	0	09:00	1	1	0	0	0	5.75
Max Queue	2.3	0	0	1	0	13.225	Max Queue	2	2	0	0	0	11.5
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0
Max Queue	9.5	5	3	0	0	54.625	Max Queue	0	0	0	0	0	0
09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0
Max Queue	7.3	5	0	1	0	41.975	Max Queue	0	0	0	0	0	0
09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0
Max Queue	2.5	1	1	0	0	14.375	Max Queue	0	0	0	0	0	0
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0
Max Queue	4.5	0	3	0	0	25.875	Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
09:50	2	2	0	0	0	11.5	09:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
09:55	0	0	0	0	0	0	09:55	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5	Max Queue	1.5	0	1	0	0	8.625
10:00	1	1	0	0	0	5.75	10:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
10:05	0	0	0	0	0	0	10:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
10:10	0	0	0	0	0	0	10:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
10:15	0	0	0	0	0	0	10:15	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
10:20	0	0	0	0	0	0	10:20	0	0	0	0	0	0
Max Queue	5.3	3	0	1	0	30.475	Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0	10:25	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	0	0	0	0	0	0
10:30	0	0	0	0	0	0	10:30	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
10:35	0	0	0	0	0	0	10:35	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	0	0	0	0	0	0
10:40	0	0	0	0	0	0	10:40	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
10:45	0	0	0	0	0	0	10:45	0	0	0	0	0	0
Max Queue	5.8	2	1	1	0	33.35	Max Queue	0	0	0	0	0	0
10:50	2	2	0	0	0	11.5	10:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
10:55	0	0	0	0	0	0	10:55	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	1	1	0	0	0	5.75
11:00	0	0	0	0	0	0	11:00	0	0	0	0	0	0
Max Queue	10.3	8	0	1	0	59.225	Max Queue	0	0	0	0	0	0
11:05	0	0	0	0	0	0	11:05	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
11:10	0	0	0	0	0	0	11:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3.3	1	0	1	0	18.975
11:15	0	0	0	0	0	0	11:15	2	2	0	0	0	11.5
Max Queue	0	0	0	0	0	0	Max Queue	5	5	0	0	0	28.75
11:20	0	0	0	0	0	0	11:20	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	1.5	0	1	0	0	8.625
11:25	3	3	0	0	0	17.25	11:25	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	1	1	0	0	0	5.75
11:30	0	0	0	0	0	0	11:30	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	1	1	0	0	0	5.75
11:35	2	2	0	0	0	11.5	11:35	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	1	1	0	0	0	5.75
11:40	3	3	0	0	0	17.25	11:40	1	1	0	0	0	5.75
Max Queue	5	5	0	0	0	28.75	Max Queue	1	1	0	0	0	5.75
11:45	0	0	0	0	0	0	11:45	0	0	0	0	0	0
Max Queue	6.3	4	0	1	0	36.225	Max Queue	0	0	0	0	0	0
11:50	0	0	0	0	0	0	11:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2.3	0	0	1	0	13.225
11:55	0	0	0	0	0	0	11:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
Max Queue	9	9	0	0	0	51.75	Max Queue	0	0	0	0	0	0
12:05	0	0	0	0	0	0	12:05	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	1.3	0	1	0	0	8.625
12:10	1	1	0	0	0	5.75	12:10	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	4	4	0	0	0	23
12:15	2	2	0	0	0	11.5	12:15	2	2	0	0	0	11.5
Max Queue	3	3	0	0	0	17.25	Max Queue	3	3	0	0	0	17.25
12:20	1	1	0	0	0	5.75	12:20	0	0	0	0	0	0
Max Queue	6	6	0	0	0	34.5	Max Queue	0	0	0	0	0	0
12:25	0	0	0	0	0	0	12:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
12:30	1	1	0	0	0	5.75	12:30	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
12:35	2	2	0	0	0	11.5	12:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	5	5	0	0	0	28.75
12:40	0	0	0	0	0	0	12:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
12:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
Max Queue	5.3	3	0	1	0	30.475	Max Queue	0	0	0	0	0	0
12:50	0	0	0	0	0	0	12:50	2	2	0	0	0	11.5
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23
12:55	0	0	0	0	0	0	12:55	1	1	0	0	0	5.75
Max Queue	8.3	6	0	1	0	47.725	Max Queue	0	0	0	0	0	0
13:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
13:05	0	0	0	0	0	0	13:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
13:10	0	0	0	0	0	0	13:10	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	3	3	0	0	0	17.25
13:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
13:20	0	0	0	0	0	0	13:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	0	0	0	1	11.5
13:25	0	0	0	0	0	0	13:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2.3	0	0	1	0	13.225
13:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
13:35	0	0	0	0	0	0	13:35	3	3	0	0	0	17.25
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23
13:40	0	0	0	0	0	0	13:40	0	0	0	0	0	0
Max Queue	10.5	9	1	0	0	60.375	Max Queue	0	0	0	0	0	0
13:45	3	3	0	0	0	17.25	13:45	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	0	0	0	0	0	0
13:50	0	0	0	0	0	0	13:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
13:55	1	1	0	0	0	5.75	13:55	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
14:00	1	1	0	0	0	5.75	14:00	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	4	4	0	0	0	23
14:05	3.3	1	0	1	0	18.975	14:05	0	0	0	0	0	0
Max Queue	16.3	14	0	1	0	93.725	Max Queue	0	0	0	0	0	0
14:10	0	0	0	0	0	0	14:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
14:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
Max Queue	4.8	1	1	1	0	27.6	Max Queue	0	0	0	0	0	0
14:20	0	0	0	0	0	0	14:20	0	0	0	0	0	0
Max Queue	8.3	6	0	1	0	47.725	Max Queue	0	0	0	0	0	0
14:25	0	0	0	0	0	0	14:25	1	1	0	0	0	5.75
Max Queue	6	6	0	0	0	34.5	Max Queue	3	3	0	0	0	17.25
14:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
Max Queue	12.1	6	1	2	0	69.575	Max Queue	0	0	0	0	0	0
14:35	12.1	6	1	2	0	69.575	14:35	0	0	0	0	0	0
Max Queue	12.1	6	1	2	0	69.575	Max Queue	0	0	0	0	0	0
14:40	3	3	0	0	0	17.25	14:40	0	0	0	0	0	0
Max Queue	12.8	9	1	1	0	73.6	Max Queue	3.5	2	1	0	0	20.125
14:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	3	3	0	0	0	17.25
14:50	4	4	0	0	0	23	14:50	3	3	0	0	0	17.25
Max Queue	8.3	6	0	1	0	47.725	Max Queue	3	3	0	0	0	17.25
14:55	0	0	0	0	0	0	14:55	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	6	6	0	0	0	34.5
15:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	1	1	0	0	0	5.75
15:05	0	0	0	0	0	0	15:05	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	2	2	0	0	0	11.5
15:10	0	0	0	0	0	0	15:10	2	2	0	0	0	11.5
Max Queue	2	2	0	0	0	11.5	Max Queue	2.3	0	0	1	0	13.225
15:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
15:20	0	0	0	0	0	0	15:20	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5	Max Queue	3	3	0	0	0	17.25
15:25	2	2	0	0	0	11.5	15:25	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	1	1	0	0	0	5.75
15:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
Max Queue	3.5	2	1	0	0	20.125	Max Queue	4	4	0	0	0	23
15:35	4	4	0	0	0	23	15:35	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
15:40	0	0	0	0	0	0	15:40	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	1	1	0	0	0	5.75
15:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
15:50	0	0	0	0	0	0	15:50	0	0	0	0	0	0
Max Queue	8	8	0	0	0	46	Max Queue	3	3	0	0	0	17.25
15:55	3	3	0	0	0	17.25	15:55	3	3	0	0	0	17.25
Max Queue	8	8	0	0	0	46	Max Queue	3	3	0	0	0	17.25



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:00	5	5	0	0	0	28.75	16:00	1	1	0	0	0	5.75
Max Queue	9	9	0	0	0	51.75	Max Queue	2.3	0	0	1	0	13.225
16:05	15	15	0	0	0	86.25	16:05	1	1	0	0	0	5.75
Max Queue	24	22	0	0	1	138	Max Queue	1	1	0	0	0	5.75
16:10	4	4	0	0	0	23	16:10	3	3	0	0	0	17.25
Max Queue	14	14	0	0	0	80.5	Max Queue	3	3	0	0	0	17.25
16:15	6	6	0	0	0	34.5	16:15	0	0	0	0	0	0
Max Queue	18.3	16	0	1	0	105.225	Max Queue	1	1	0	0	0	5.75
16:20	0	0	0	0	0	0	16:20	1	1	0	0	0	5.75
Max Queue	7.3	5	0	1	0	41.975	Max Queue	2	2	0	0	0	11.5
16:25	0	0	0	0	0	0	16:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
16:30	3	3	0	0	0	17.25	16:30	1	1	0	0	0	5.75
Max Queue	6	6	0	0	0	34.5	Max Queue	0	0	0	0	0	0
16:35	0	0	0	0	0	0	16:35	1	1	0	0	0	5.75
Max Queue	19	17	0	0	1	109.25	Max Queue	1	1	0	0	0	5.75
16:40	0	0	0	0	0	0	16:40	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
16:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
Max Queue	14	14	0	0	0	80.5	Max Queue	2.3	0	0	1	0	13.225
16:50	0	0	0	0	0	0	16:50	0	0	0	0	0	0
Max Queue	10.3	8	0	1	0	59.225	Max Queue	2.3	0	0	1	0	13.225
16:55	0	0	0	0	0	0	16:55	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	2	2	0	0	0	11.5
17:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0
Max Queue	6	6	0	0	0	34.5	Max Queue	0	0	0	0	0	0
17:05	0	0	0	0	0	0	17:05	0	0	0	0	0	0
Max Queue	21	21	0	0	0	120.75	Max Queue	2	2	0	0	0	11.5
17:10	5	5	0	0	0	28.75	17:10	3	3	0	0	0	17.25
Max Queue	20	20	0	0	0	115	Max Queue	2	2	0	0	0	11.5
17:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0
Max Queue	18	18	0	0	0	103.5	Max Queue	2	2	0	0	0	11.5
17:20	0	0	0	0	0	0	17:20	0	0	0	0	0	0
Max Queue	9.3	7	0	1	0	53.475	Max Queue	2	2	0	0	0	11.5
17:25	0	0	0	0	0	0	17:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	8	8	0	0	0	46
17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	4	4	0	0	0	23
17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0
Max Queue	17.3	15	0	1	0	99.475	Max Queue	1	1	0	0	0	5.75
17:40	0	0	0	0	0	0	17:40	0	0	0	0	0	0
Max Queue	8	6	0	0	1	46	Max Queue	0	0	0	0	0	0
17:45	1	1	0	0	0	5.75	17:45	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	0	0	0	0	0	0
17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0
Max Queue	10	10	0	0	0	57.5	Max Queue	0	0	0	0	0	0
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
Max Queue	17	14	2	0	0	97.75	Max Queue	2	2	0	0	0	11.5
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
Max Queue	24.9	18	0	3	0	143.175	Max Queue	1	1	0	0	0	5.75
18:05	2	2	0	0	0	11.5	18:05	1	1	0	0	0	5.75
Max Queue	20.9	14	0	3	0	120.175	Max Queue	0	0	0	0	0	0
18:10	7	7	0	0	0	40.25	18:10	1	1	0	0	0	5.75
Max Queue	11.5	10	1	0	0	66.125	Max Queue	1	1	0	0	0	5.75
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0
Max Queue	15.8	12	1	1	0	90.85	Max Queue	0	0	0	0	0	0
18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
18:30	0	0	0	0	0	0	18:30	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	2	2	0	0	0	11.5
18:35	0	0	0	0	0	0	18:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
18:40	0	0	0	0	0	0	18:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
18:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	1	1	0	0	0	5.75
18:50	0	0	0	0	0	0	18:50	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
18:55	0	0	0	0	0	0	18:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
19:00	0	0	0	0	0	0	19:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
19:05	0	0	0	0	0	0	19:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
19:10	1	1	0	0	0	5.75	19:10	2	0	0	0	1	11.5
Max Queue	1	1	0	0	0	5.75	Max Queue	2	0	0	0	1	11.5
19:15	0	0	0	0	0	0	19:15	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
19:20	0	0	0	0	0	0	19:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
19:25	1	1	0	0	0	5.75	19:25	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
19:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
19:35	0	0	0	0	0	0	19:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
19:40	0	0	0	0	0	0	19:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
19:45	0	0	0	0	0	0	19:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
19:50	0	0	0	0	0	0	19:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
19:55	0	0	0	0	0	0	19:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
20:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:05	0	0	0	0	0	0	20:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:10	0	0	0	0	0	0	20:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
20:15	0	0	0	0	0	0	20:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
20:20	0	0	0	0	0	0	20:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
20:25	0	0	0	0	0	0	20:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
20:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:35	0	0	0	0	0	0	20:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:40	0	0	0	0	0	0	20:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
20:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:50	0	0	0	0	0	0	20:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:55	0	0	0	0	0	0	20:55	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
21:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:05	0	0	0	0	0	0	21:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
21:10	1	1	0	0	0	5.75	21:10	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
21:15	0	0	0	0	0	0	21:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
21:20	0	0	0	0	0	0	21:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
21:25	0	0	0	0	0	0	21:25	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
21:30	0	0	0	0	0	0	21:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:35	0	0	0	0	0	0	21:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
21:40	0	0	0	0	0	0	21:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
21:45	0	0	0	0	0	0	21:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:50	0	0	0	0	0	0	21:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
21:55	0	0	0	0	0	0	21:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
22:00	2	2	0	0	0	11.5	22:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
22:05	0	0	0	0	0	0	22:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:10	0	0	0	0	0	0	22:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:15	1	1	0	0	0	5.75	22:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
22:20	0	0	0	0	0	0	22:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:25	0	0	0	0	0	0	22:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:30	0	0	0	0	0	0	22:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:35	0	0	0	0	0	0	22:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:40	0	0	0	0	0	0	22:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:45	0	0	0	0	0	0	22:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:50	0	0	0	0	0	0	22:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:55	0	0	0	0	0	0	22:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
23:00	0	0	0	0	0	0	23:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
23:05	0	0	0	0	0	0	23:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
23:10	0	0	0	0	0	0	23:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
23:15	0	0	0	0	0	0	23:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
23:20	0	0	0	0	0	0	23:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:25	0	0	0	0	0	0	23:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
23:35	2.3	0	0	1	0	13.225	23:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
23:40	0	0	0	0	0	0	23:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:45	0	0	0	0	0	0	23:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
23:50	0	0	0	0	0	0	23:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:55	0	0	0	0	0	0	23:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm E - Lane 1					Arm E - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
00:00	0	0	0	0	0	0	00:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:05	0	0	0	0	0	0	00:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:10	0	0	0	0	0	0	00:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:15	0	0	0	0	0	0	00:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:20	0	0	0	0	0	0	00:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:25	0	0	0	0	0	0	00:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:30	0	0	0	0	0	0	00:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:35	0	0	0	0	0	0	00:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:40	0	0	0	0	0	0	00:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:45	0	0	0	0	0	0	00:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:50	0	0	0	0	0	0	00:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
00:55	0	0	0	0	0	0	00:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:00	0	0	0	0	0	0	01:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:05	0	0	0	0	0	0	01:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:10	0	0	0	0	0	0	01:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:15	0	0	0	0	0	0	01:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:20	0	0	0	0	0	0	01:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:25	0	0	0	0	0	0	01:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:30	0	0	0	0	0	0	01:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:35	0	0	0	0	0	0	01:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:40	0	0	0	0	0	0	01:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:45	0	0	0	0	0	0	01:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:50	0	0	0	0	0	0	01:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
01:55	0	0	0	0	0	0	01:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:00	0	0	0	0	0	0	02:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:05	0	0	0	0	0	0	02:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:10	0	0	0	0	0	0	02:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:15	0	0	0	0	0	0	02:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:20	0	0	0	0	0	0	02:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:25	0	0	0	0	0	0	02:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:30	0	0	0	0	0	0	02:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:35	0	0	0	0	0	0	02:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:40	0	0	0	0	0	0	02:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:45	0	0	0	0	0	0	02:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:50	0	0	0	0	0	0	02:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
02:55	0	0	0	0	0	0	02:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:00	0	0	0	0	0	0	03:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:05	0	0	0	0	0	0	03:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:10	0	0	0	0	0	0	03:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:15	0	0	0	0	0	0	03:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:20	0	0	0	0	0	0	03:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:25	0	0	0	0	0	0	03:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:30	0	0	0	0	0	0	03:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:35	0	0	0	0	0	0	03:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:40	0	0	0	0	0	0	03:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:45	0	0	0	0	0	0	03:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:50	0	0	0	0	0	0	03:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
03:55	0	0	0	0	0	0	03:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm E - Lane 1						Arm E - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
04:00	0	0	0	0	0	0	04:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:05	0	0	0	0	0	0	04:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:10	0	0	0	0	0	0	04:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:15	0	0	0	0	0	0	04:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
04:20	0	0	0	0	0	0	04:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:25	0	0	0	0	0	0	04:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:30	0	0	0	0	0	0	04:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:35	0	0	0	0	0	0	04:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:40	0	0	0	0	0	0	04:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:45	0	0	0	0	0	0	04:45	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	0	0	0	0	0	0
04:50	0	0	0	0	0	0	04:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
04:55	0	0	0	0	0	0	04:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
05:00	0	0	0	0	0	0	05:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:05	0	0	0	0	0	0	05:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:10	0	0	0	0	0	0	05:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:15	0	0	0	0	0	0	05:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:20	0	0	0	0	0	0	05:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
05:25	0	0	0	0	0	0	05:25	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
05:30	0	0	0	0	0	0	05:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
05:35	0	0	0	0	0	0	05:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
05:40	0	0	0	0	0	0	05:40	0	0	0	0	0	0
Max Queue	7.6	3	0	2	0	43.7	Max Queue	0	0	0	0	0	0
05:45	0	0	0	0	0	0	05:45	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
05:50	7.3	5	0	1	0	41.975	05:50	0	0	0	0	0	0
Max Queue	7.3	5	0	1	0	41.975	Max Queue	0	0	0	0	0	0
05:55	0	0	0	0	0	0	05:55	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
06:00	0	0	0	0	0	0	06:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
06:05	0	0	0	0	0	0	06:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
06:10	0	0	0	0	0	0	06:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
06:15	0	0	0	0	0	0	06:15	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	0	0	0	0	0	0
06:20	0	0	0	0	0	0	06:20	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
06:25	0	0	0	0	0	0	06:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
06:30	0	0	0	0	0	0	06:30	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	0	0	0	0	0	0
06:35	0	0	0	0	0	0	06:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
06:40	0	0	0	0	0	0	06:40	0	0	0	0	0	0
Max Queue	5.3	3	0	1	0	30.475	Max Queue	1	1	0	0	0	5.75
06:45	0	0	0	0	0	0	06:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	7.6	3	0	2	0	43.7
06:50	0	0	0	0	0	0	06:50	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	2	2	0	0	0	11.5
06:55	0	0	0	0	0	0	06:55	1	1	0	0	0	5.75
Max Queue	13.2	4	0	4	0	75.9	Max Queue	0	0	0	0	0	0
07:00	0	0	0	0	0	0	07:00	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	0	0	0	0	0	0
07:05	0	0	0	0	0	0	07:05	0	0	0	0	0	0
Max Queue	8.6	4	0	2	0	49.45	Max Queue	2	2	0	0	0	11.5
07:10	0	0	0	0	0	0	07:10	0	0	0	0	0	0
Max Queue	5.3	3	0	1	0	30.475	Max Queue	4.3	2	0	1	0	24.725
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
Max Queue	9.6	5	0	2	0	55.2	Max Queue	2.3	0	0	1	0	13.225
07:20	0	0	0	0	0	0	07:20	0	0	0	0	0	0
Max Queue	1.5	0	1	0	0	8.625	Max Queue	1	1	0	0	0	5.75
07:25	0	0	0	0	0	0	07:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
07:30	0	0	0	0	0	0	07:30	0	0	0	0	0	0
Max Queue	6.3	4	0	1	0	36.225	Max Queue	0	0	0	0	0	0
07:35	0	0	0	0	0	0	07:35	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	3	3	0	0	0	17.25
07:40	0	0	0	0	0	0	07:40	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	1	1	0	0	0	5.75
07:45	0	0	0	0	0	0	07:45	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
07:50	0	0	0	0	0	0	07:50	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	5	5	0	0	0	28.75
07:55	0	0	0	0	0	0	07:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm E - Lane 1					Arm E - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0	0	0	0	0	0	08:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
08:05	0	0	0	0	0	0	08:05	0	0	0	0	0	0
Max Queue	6.9	0	0	3	0	39.675	Max Queue	2	2	0	0	0	11.5
08:10	0	0	0	0	0	0	08:10	0	0	0	0	0	0
Max Queue	5.3	3	0	1	0	30.475	Max Queue	5.3	3	0	1	0	30.475
08:15	0	0	0	0	0	0	08:15	0	0	0	0	0	0
Max Queue	10.3	8	0	1	0	59.225	Max Queue	2	2	0	0	0	11.5
08:20	0	0	0	0	0	0	08:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	5	5	0	0	0	28.75
08:25	0	0	0	0	0	0	08:25	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	1	1	0	0	0	5.75
08:30	0	0	0	0	0	0	08:30	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	0	0	0	0	0	0
08:35	0	0	0	0	0	0	08:35	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	0	0	0	0	0	0
08:40	0	0	0	0	0	0	08:40	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
08:45	0	0	0	0	0	0	08:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	4	4	0	0	0	23
08:50	0	0	0	0	0	0	08:50	0	0	0	0	0	0
Max Queue	5.3	3	0	1	0	30.475	Max Queue	3	3	0	0	0	17.25
08:55	0	0	0	0	0	0	08:55	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	5	5	0	0	0	28.75
09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0
Max Queue	5.8	2	1	1	0	33.35	Max Queue	0	0	0	0	0	0
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	2	2	0	0	0	11.5
09:10	0	0	0	0	0	0	09:10	2	2	0	0	0	11.5
Max Queue	0	0	0	0	0	0	Max Queue	4.3	2	0	1	0	24.725
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0
Max Queue	6.9	0	0	3	0	39.675	Max Queue	0	0	0	0	0	0
09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0
Max Queue	9.9	0	2	3	0	56.925	Max Queue	0	0	0	0	0	0
09:25	8.9	2	0	3	0	51.175	09:25	0	0	0	0	0	0
Max Queue	9.9	0	2	3	0	56.925	Max Queue	0	0	0	0	0	0
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
Max Queue	6.3	4	0	1	0	36.225	Max Queue	1	1	0	0	0	5.75
09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
Max Queue	10.1	4	1	2	0	58.075	Max Queue	1	1	0	0	0	5.75
09:50	0	0	0	0	0	0	09:50	0	0	0	0	0	0
Max Queue	4.5	0	3	0	0	25.875	Max Queue	1	1	0	0	0	5.75
09:55	0	0	0	0	0	0	09:55	0	0	0	0	0	0
Max Queue	7.1	1	1	2	0	40.825	Max Queue	1	1	0	0	0	5.75
10:00	0	0	0	0	0	0	10:00	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
10:05	1	1	0	0	0	5.75	10:05	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
10:10	0	0	0	0	0	0	10:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
10:15	0	0	0	0	0	0	10:15	0	0	0	0	0	0
Max Queue	9.9	3	0	3	0	56.925	Max Queue	2.3	0	0	1	0	13.225
10:20	0	0	0	0	0	0	10:20	0	0	0	0	0	0
Max Queue	11.4	7	0	2	0	66.7	Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0	10:25	0	0	0	0	0	0
Max Queue	6.1	0	1	2	0	35.075	Max Queue	4	1	2	0	0	23
10:30	0	0	0	0	0	0	10:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
10:35	0	0	0	0	0	0	10:35	0	0	0	0	0	0
Max Queue	9.1	3	1	2	0	52.325	Max Queue	0	0	0	0	0	0
10:40	0	0	0	0	0	0	10:40	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
10:45	0	0	0	0	0	0	10:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
10:50	0	0	0	0	0	0	10:50	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
10:55	0	0	0	0	0	0	10:55	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
11:00	0	0	0	0	0	0	11:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
11:05	0	0	0	0	0	0	11:05	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
11:10	0	0	0	0	0	0	11:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
11:15	0	0	0	0	0	0	11:15	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	1	1	0	0	0	5.75
11:20	6.6	2	0	2	0	37.95	11:20	0	0	0	0	0	0
Max Queue	8.9	2	0	3	0	51.175	Max Queue	0	0	0	0	0	0
11:25	3.3	1	0	1	0	18.975	11:25	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
11:30	0	0	0	0	0	0	11:30	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	2	2	0	0	0	11.5
11:35	0	0	0	0	0	0	11:35	0	0	0	0	0	0
Max Queue	5.8	2	1	1	0	33.35	Max Queue	0	0	0	0	0	0
11:40	0	0	0	0	0	0	11:40	0	0	0	0	0	0
Max Queue	7.6	3	0	2	0	43.7	Max Queue	0	0	0	0	0	0
11:45	0	0	0	0	0	0	11:45	2	2	0	0	0	11.5
Max Queue	19.1	3	0	7	0	109.825	Max Queue	2	2	0	0	0	11.5
11:50	1	1	0	0	0	5.75	11:50	1	1	0	0	0	5.75
Max Queue	3.3	1	0	1	0	18.975	Max Queue	1	1	0	0	0	5.75
11:55	0	0	0	0	0	0	11:55	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm E - Lane 1						Arm E - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
12:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
12:05	0	0	0	0	0	0	12:05	0	0	0	0	0	0
Max Queue	9.9	3	0	3	0	56.925	Max Queue	0	0	0	0	0	0
12:10	0	0	0	0	0	0	12:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3.3	1	0	1	0	18.975
12:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
Max Queue	6.9	0	0	3	0	39.675	Max Queue	1	1	0	0	0	5.75
12:20	0	0	0	0	0	0	12:20	0	0	0	0	0	0
Max Queue	2.5	1	1	0	0	14.375	Max Queue	0	0	0	0	0	0
12:25	0	0	0	0	0	0	12:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	5.6	1	0	2	0	32.2
12:30	0	0	0	0	0	0	12:30	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
12:35	0	0	0	0	0	0	12:35	0	0	0	0	0	0
Max Queue	11.4	3	1	3	0	65.55	Max Queue	4	4	0	0	0	23
12:40	0	0	0	0	0	0	12:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
12:45	0	0	0	0	0	0	12:45	2	2	0	0	0	11.5
Max Queue	13.5	2	0	5	0	77.625	Max Queue	1.5	0	1	0	0	8.625
12:50	0	0	0	0	0	0	12:50	0	0	0	0	0	0
Max Queue	16.7	6	1	4	0	96.025	Max Queue	2	2	0	0	0	11.5
12:55	2	2	0	0	0	11.5	12:55	2	0	0	0	1	11.5
Max Queue	5.3	3	0	1	0	30.475	Max Queue	2	0	0	0	1	11.5
13:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	3.3	1	0	1	0	18.975
13:05	0	0	0	0	0	0	13:05	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
13:10	0	0	0	0	0	0	13:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
13:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	1	1	0	0	0	5.75
13:20	0	0	0	0	0	0	13:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
13:25	1	1	0	0	0	5.75	13:25	1	1	0	0	0	5.75
Max Queue	12.4	4	1	3	0	71.3	Max Queue	6	6	0	0	0	34.5
13:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	4.8	1	1	1	0	27.6
13:35	1	1	0	0	0	5.75	13:35	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	6.6	2	0	2	0	37.95
13:40	0	0	0	0	0	0	13:40	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	5.3	3	0	1	0	30.475
13:45	0	0	0	0	0	0	13:45	0	0	0	0	0	0
Max Queue	9.9	3	0	3	0	56.925	Max Queue	0	0	0	0	0	0
13:50	0	0	0	0	0	0	13:50	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
13:55	0	0	0	0	0	0	13:55	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	6.6	2	0	2	0	37.95
14:00	0	0	0	0	0	0	14:00	2.3	0	0	1	0	13.225
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
14:05	3.3	1	0	1	0	18.975	14:05	1	1	0	0	0	5.75
Max Queue	7.9	1	0	3	0	45.425	Max Queue	2	2	0	0	0	11.5
14:10	0	0	0	0	0	0	14:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	4.6	0	0	2	0	26.45
14:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	1	1	0	0	0	5.75
14:20	0	0	0	0	0	0	14:20	3	3	0	0	0	17.25
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
14:25	0	0	0	0	0	0	14:25	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
14:30	2.3	0	0	1	0	13.225	14:30	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	4.3	2	0	1	0	24.725
14:35	0	0	0	0	0	0	14:35	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	2	2	0	0	0	11.5
14:40	0	0	0	0	0	0	14:40	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	1	1	0	0	0	5.75
14:45	5.6	1	0	2	0	32.2	14:45	0	0	0	0	0	0
Max Queue	13.8	0	0	6	0	79.35	Max Queue	0	0	0	0	0	0
14:50	0	0	0	0	0	0	14:50	0	0	0	0	0	0
Max Queue	7.6	3	0	2	0	43.7	Max Queue	1.5	0	1	0	0	8.625
14:55	0	0	0	0	0	0	14:55	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
15:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
Max Queue	4.8	1	1	1	0	27.6	Max Queue	0	0	0	0	0	0
15:05	0	0	0	0	0	0	15:05	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	0	0	0	0	0	0
15:10	0	0	0	0	0	0	15:10	0	0	0	0	0	0
Max Queue	5.3	3	0	1	0	30.475	Max Queue	0	0	0	0	0	0
15:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	2	2	0	0	0	11.5
15:20	0	0	0	0	0	0	15:20	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
15:25	7.6	3	0	2	0	43.7	15:25	0	0	0	0	0	0
15:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
Max Queue	5.3	0	0	1	0	30.475	Max Queue	3.3	1	0	1	0	18.975
15:35	10.2	1	0	4	0	58.65	15:35	2	2	0	0	0	11.5
Max Queue	10.2	1	0	4	0	58.65	Max Queue	2	2	0	0	0	11.5
15:40	0	0	0	0	0	0	15:40	0	0	0	0	0	0
Max Queue	14.1	5	3	2	0	81.075	Max Queue	1	1	0	0	0	5.75
15:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
Max Queue	9.8	6	1	1	0	56.35	Max Queue	0	0	0	0	0	0
15:50	0	0	0	0	0	0	15:50	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	3	3	0	0	0	17.25
15:55	0	0	0	0	0	0	15:55	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	4.6	0	0	2	0	26.45



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm E - Lane 1					Arm E - Lane 2								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
Max Queue	12.2	3	0	4	0	70.15	Max Queue	1	1	0	0	0	5.75
16:05	0	0	0	0	0	0	16:05	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	1	1	0	0	0	5.75
16:10	0	0	0	0	0	0	16:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	10.2	1	0	4	0	58.65
16:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
Max Queue	4.6	0	0	2	0	26.45	Max Queue	0	0	0	0	0	0
16:20	0	0	0	0	0	0	16:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
16:25	0	0	0	0	0	0	16:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	5.3	3	0	1	0	30.475
16:30	0	0	0	0	0	0	16:30	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
16:35	0	0	0	0	0	0	16:35	0	0	0	0	0	0
Max Queue	6.3	4	0	1	0	36.225	Max Queue	0	0	0	0	0	0
16:40	0	0	0	0	0	0	16:40	0	0	0	0	0	0
Max Queue	8.3	6	0	1	0	47.725	Max Queue	0	0	0	0	0	0
16:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2.3	0	0	1	0	13.225
16:50	0	0	0	0	0	0	16:50	0	0	0	0	0	0
Max Queue	13.2	4	0	4	0	75.9	Max Queue	3	3	0	0	0	17.25
16:55	15.1	9	1	2	0	86.825	16:55	1	1	0	0	0	5.75
Max Queue	15.1	9	1	2	0	86.825	Max Queue	1	1	0	0	0	5.75
17:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0
Max Queue	29	6	0	10	0	166.75	Max Queue	4.3	2	0	1	0	24.725
17:05	0	0	0	0	0	0	17:05	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
17:10	0	0	0	0	0	0	17:10	0	0	0	0	0	0
Max Queue	6.3	4	0	1	0	36.225	Max Queue	0	0	0	0	0	0
17:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0
Max Queue	6.6	2	0	2	0	37.95	Max Queue	2	2	0	0	0	11.5
17:20	0	0	0	0	0	0	17:20	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	2	2	0	0	0	11.5
17:25	0	0	0	0	0	0	17:25	0	0	0	0	0	0
Max Queue	5.3	3	0	1	0	30.475	Max Queue	4	4	0	0	0	23
17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
Max Queue	6.3	4	0	1	0	36.225	Max Queue	0	0	0	0	0	0
17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
17:40	4.3	2	0	1	0	24.725	17:40	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5	Max Queue	3.3	1	0	1	0	18.975
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
Max Queue	8.3	6	0	1	0	47.725	Max Queue	3	3	0	0	0	17.25
17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	0	13.225
18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2.3	0	0	1	0	13.225
18:10	0	0	0	0	0	0	18:10	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	1	1	0	0	0	5.75
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	1	1	0	0	0	5.75
18:30	0	0	0	0	0	0	18:30	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
18:35	0	0	0	0	0	0	18:35	0	0	0	0	0	0
Max Queue	4.3	2	0	1	0	24.725	Max Queue	1	1	0	0	0	5.75
18:40	0	0	0	0	0	0	18:40	0	0	0	0	0	0
Max Queue	6.3	4	0	1	0	36.225	Max Queue	0	0	0	0	0	0
18:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
18:50	0	0	0	0	0	0	18:50	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
18:55	0	0	0	0	0	0	18:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
19:00	0	0	0	0	0	0	19:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
19:05	0	0	0	0	0	0	19:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
19:10	0	0	0	0	0	0	19:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	1	1	0	0	0	5.75
19:15	0	0	0	0	0	0	19:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
19:20	0	0	0	0	0	0	19:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
19:25	0	0	0	0	0	0	19:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	2	2	0	0	0	11.5
19:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
19:35	0	0	0	0	0	0	19:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
19:40	0	0	0	0	0	0	19:40	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
19:45	0	0	0	0	0	0	19:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
19:50	0	0	0	0	0	0	19:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
19:55	0	0	0	0	0	0	19:55	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0



SITE: 1

DATE: 21/06/2017

LOCATION: A1089 Dock Road / Thurrock Park Way / A1089 St Andrew's Road / A126 Dock Road [Asda Ro] DAY: WEDNESDAY

Arm E - Lane 1						Arm E - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
20:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:05	0	0	0	0	0	0	20:05	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	1	1	0	0	0	5.75
20:10	1	1	0	0	0	5.75	20:10	0	0	0	0	0	0
Max Queue	5.6	1	0	2	0	32.2	Max Queue	0	0	0	0	0	0
20:15	0	0	0	0	0	0	20:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
20:20	0	0	0	0	0	0	20:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:25	0	0	0	0	0	0	20:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
20:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:35	0	0	0	0	0	0	20:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
20:40	0	0	0	0	0	0	20:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
20:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
20:50	0	0	0	0	0	0	20:50	0	0	0	0	0	0
Max Queue	3	1	0	0	1	17.25	Max Queue	1	1	0	0	0	5.75
20:55	0	0	0	0	0	0	20:55	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
21:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
21:05	0	0	0	0	0	0	21:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
21:10	0	0	0	0	0	0	21:10	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
21:15	0	0	0	0	0	0	21:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
21:20	0	0	0	0	0	0	21:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
21:25	0	0	0	0	0	0	21:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
21:30	0	0	0	0	0	0	21:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.5	1	1	0	0	14.375
21:35	0	0	0	0	0	0	21:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
21:40	0	0	0	0	0	0	21:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:45	0	0	0	0	0	0	21:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
21:50	0	0	0	0	0	0	21:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
21:55	0	0	0	0	0	0	21:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:00	0	0	0	0	0	0	22:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:05	0	0	0	0	0	0	22:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
22:10	0	0	0	0	0	0	22:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:20	0	0	0	0	0	0	22:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:25	0	0	0	0	0	0	22:25	0	0	0	0	0	0
Max Queue	3.3	1	0	1	0	18.975	Max Queue	0	0	0	0	0	0
22:30	0	0	0	0	0	0	22:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:35	0	0	0	0	0	0	22:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:40	0	0	0	0	0	0	22:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
22:45	0	0	0	0	0	0	22:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:50	0	0	0	0	0	0	22:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
22:55	0	0	0	0	0	0	22:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:00	0	0	0	0	0	0	23:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:05	0	0	0	0	0	0	23:05	0	0	0	0	0	0
Max Queue	2.3	0	0	1	0	13.225	Max Queue	0	0	0	0	0	0
23:10	0	0	0	0	0	0	23:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:15	0	0	0	0	0	0	23:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:20	0	0	0	0	0	0	23:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:25	0	0	0	0	0	0	23:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:35	0	0	0	0	0	0	23:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:40	0	0	0	0	0	0	23:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:45	0	0	0	0	0	0	23:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:50	0	0	0	0	0	0	23:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
23:55	0	0	0	0	0	0	23:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0

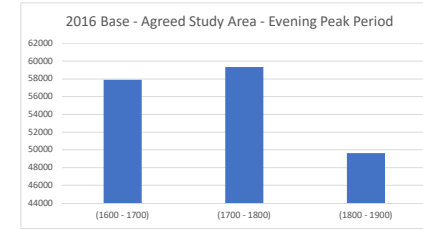
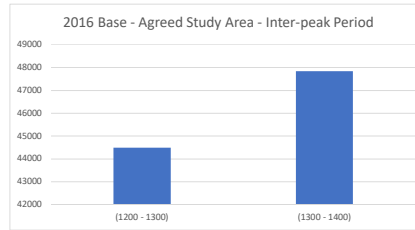
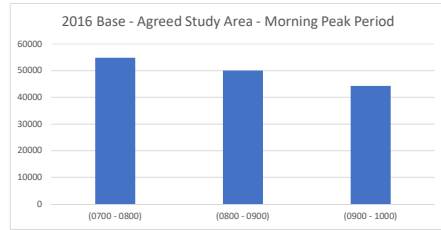
Vehicle Type	PCU VALUES
Car/Taxi/Lgv	1
Other Goods Vehicle - OGV1	1.5
Other Goods Vehicle - OGV2	2.3
Coach/PSV	2
Motorcycle - MCL	0.4
Pedal Cycle - PCL	0.2

APPENDIX D

**PEAK HOUR TRAFFIC SURVEY
ANALYSIS**

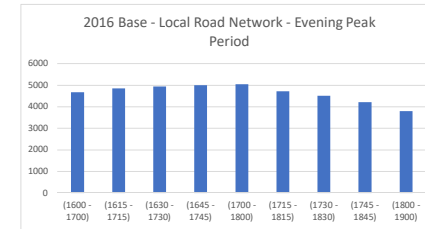
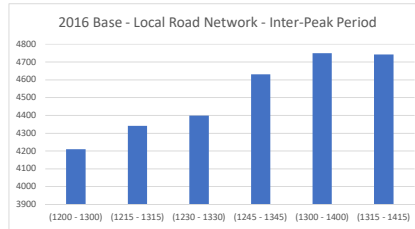
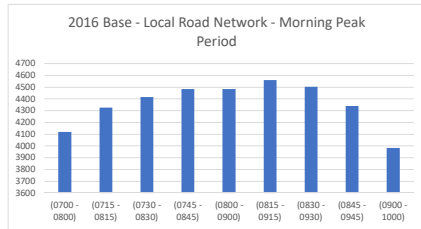
Agreed Study Area

Morning Peak Period			Inter-Peak Period		Evening Peak Period		
(0700 - 0800)	(0800 - 0900)	(0900 - 1000)	(1200 - 1300)	(1300 - 1400)	(1600 - 1700)	(1700 - 1800)	(1800 - 1900)
54806	50039	44281	44489	47837	57874	59308	49625



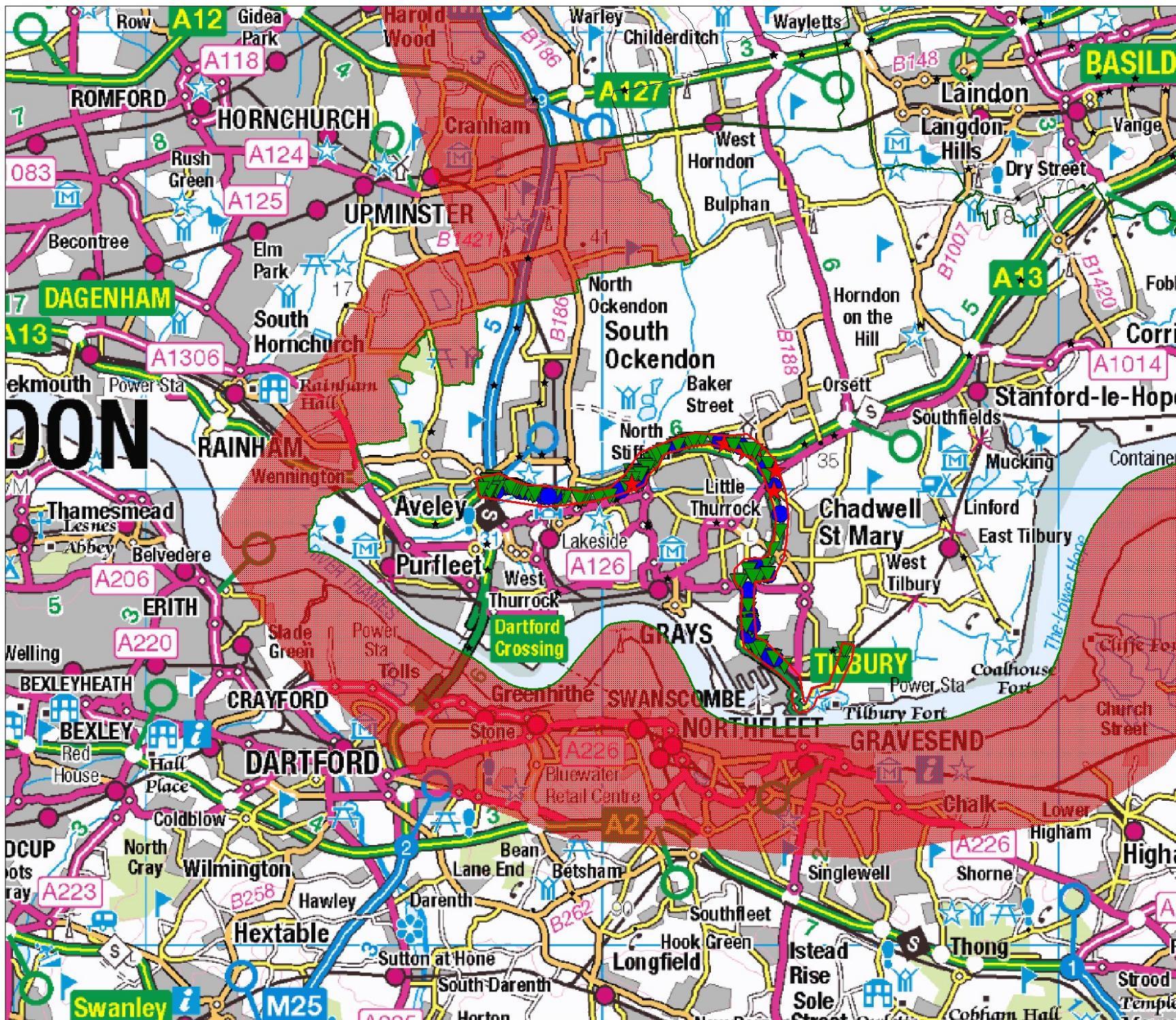
Local Road Network

Morning Peak Period										Inter-Peak Period										Evening Peak Period												
(0700 - 0715)	(0715 - 0730)	(0730 - 0745)	(0745 - 0800)	(0800 - 0815)	(0815 - 0830)	(0830 - 0845)	(0845 - 0900)	(0900 - 0915)	(0915 - 0930)	(0930 - 0945)	(0945 - 1000)	(1200 - 1215)	(1215 - 1230)	(1230 - 1245)	(1245 - 1300)	(1300 - 1315)	(1315 - 1330)	(1330 - 1345)	(1345 - 1400)	(1400 - 1415)	(1600 - 1615)	(1615 - 1630)	(1630 - 1645)	(1645 - 1700)	(1700 - 1715)	(1715 - 1730)	(1730 - 1745)	(1745 - 1800)	(1800 - 1815)	(1815 - 1830)	(1830 - 1845)	(1845 - 1900)
819	968	1089	1241	1027	1057	1157	1241	1105	999	993	885	1075	1051	1002	1081	1206	1109	1234	1201	1198	1273	1066	1180	1146	1449	1152	1251	1178	1128	944	955	766
2016 Base (0700 - 0800)												2016 Base (1200 - 1300)										2016 Base (1600 - 1700)										
4117	4325	4414	4482	4482	4560	4502	4338	3982				4209	4340	4398	4630	4750	4742				4665	4841	4927	4998	5030	4709	4501	4205	3793			



APPENDIX E

**PERSONAL INJURY ACCIDENT
REPORT**



Colour-coding by SEVERITY
Total Accidents (309)

- ★ Fatal (6)
- Serious (32)
- ▼ Slight (271)

Dates searched between
01/04/2012 and 31/03/2017

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Essex Highways

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DRAWING TITLE
1269 Will Hubbard

SCALE 1 : 79920

DATE 06/06/2017

DRAWING No.

DRAWN BY

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I17550412 18/04/2012 Time 1730 Vehicles 2 Casualties 1 Slight
 E: 560687 N: 180277 First Road: A 13 Road Type Slip road
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight: street lights present Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 1 WAITING AT GIVE WAY LINE ON R/A J/W A1012. VEH 2 HAS THEN COLLIDED WITH REAR OF VEH 1.

Occurred on SLIP RD A13 SOUTHEND BOUND R/A J/W A1012

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 36 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I11200412 18/04/2012 Time 1230 Vehicles 2 Casualties 4 Serious
 E: 563622 N: 178124 First Road: A 126 Road Type Dual carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight: street lights present Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 1 WAS TRAVELLING FROM TILBURY DIRECTION, COLLIDED WITH VEH 2 ON OTHER SIDE OF ROAD.

Occurred on MARSHFOOT ROAD J/W A126 DOCK APPROACH ROAD

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Cleared junction or waiting/park First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 18 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Casualty Reference: 2 Vehicle: 1 Age: 18 Male Passenger Severity: Serious
 Not a pupil Postcode Seatbelt
 Back seat

Casualty Reference: 3 Vehicle: 1 Age: 18 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Front Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 4 Vehicle: 2 Age: 39 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I13200412 23/04/2012 Time 1810 Vehicles 2 Casualties 1 Serious
 E: 558193 N: 179996 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight:street lights present Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V2 IS TRAVELLING SOUTHEND BOUND ON A13 OVER ITS JUNCTION WITH M25 AND WAS DRIVING ALONGSIDE THE COMBINED ON SLIP FROM M25 AND OFF SLIP FOR LAKESIDE IN WHAT WOULD LOOK AS LANE 2. V1 IS JOINING A13 FROM M25 SLIP AND IS TRAVELLING FASTER THAN V2 AHEAD OF IT. V2 INTENDS TO MOVE INTO LANE 1, WHICH V1 IS TRAVELLING IN, HAS STARTED ITS MOVE THEN NOTICED V1 ALONGSIDE IT TRAVELLING FASTER. V2 HAS STEERED SHARPLY TO THE RIGHT, LOST CONTROL AND THEN STRUCK THE ARMCO TO THE CENTRE. NO OTHER VEHICLES STRUCK AT ALL.

Occurred on A13 A TRACK AT MP 105/1

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Did not leave carr Age of Driver 43 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 43 Female Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I12530412 29/04/2012 Time 2240 Vehicles 1 Casualties 1 Serious
 E: 560768 N: 180378 First Road: A 13 Road Type Slip road
 Speed limit: 60 Junction Detail: Slip Road Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Loss of control	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

IT WOULD APPEAR THAT V1 WAS TRAVELLING AROUND THE ROUNDABOUT, SOMEHOW LOST CONTROL AND COLLIDED WITH THE CONCRETE POST AT THE ENTRANCE TO THE ONSLIP TOWARDS SOUTHEND ON THE A13. V1 WAS TRAVELLING EAST BOUND AROUND THE ROUNDABOUT WHICH IS THE A1012.

Occurred on A13 THE A1012 ROUNDABOUT J/W THE ONSLIP OF THE SOUTHEND BOUND A13. 140M EAST O

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Entering from slip road First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 36 Male Passenger Severity: Serious
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I11920412 30/04/2012 Time 0505 Vehicles 2 Casualties 5 Slight
 E: 557697 N: 180026 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V2 STATIONARY IN LANE 2 OF 3. V1 IN LANE 3. V1 COLLIDES WITH REAR OFFSIDE OF V2 CAUSING V1 TO OVERTURN.

Occurred on A13 J/W M25

Vehicle Reference 1 Car Stopping
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Overturned
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 46 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 65 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference:	2	Vehicle:	2	Age:	65	Male	Driver/rider	Severity:	Slight
Not a pupil				Postcode			Seatbelt		
Casualty Reference:	3	Vehicle:	2	Age:	56	Male	Passenger	Severity:	Slight
Not a pupil				Postcode			Seatbelt		
Front seat									
Casualty Reference:	4	Vehicle:	2	Age:	59	Female	Passenger	Severity:	Slight
Not a pupil				Postcode			Seatbelt		
Back seat									
Casualty Reference:	5	Vehicle:	2	Age:	64	Female	Passenger	Severity:	Slight
Not a pupil				Postcode			Seatbelt		
Back seat									

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I12990512 01/05/2012 Time 1930 Vehicles 2 Casualties 1 Slight
 E: 562963 N: 177971 First Road: A 126 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEH 2 WAS TRAVELLING EAST ON DOCK ROAD, AND GAVE A HAND SIGNAL TO TURN RIGHT INTO THE WILLOWS. AS VEH 2 TURNED RIGHT, CROSSING ONTO THE OPPOSITE CARRIAGE. VEH 1 HAS APPROACHED FROM BEHIND, ALSO TRAVELLING EAST. VEH 1 WAS TRAVELLING ON WRON SIDE OF TH E ROAD AND COLLIDED WITH VEH 2 AS IT WAS TURNING INTO THE WILLOWS.

Occurred on DOCK ROAD AT THE J/W THE WILLOWS

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Male
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Turning right
 Vehicle movement from N to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 14 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 14 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I12730512 05/05/2012 Time 2000 Vehicles 2 Casualties 1 Slight
 E: 563664 N: 176343 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: Zebra crossing Road surface Dry
 Daylight: street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V2 WAS TRAVELLING TOWARDS TILBURY V1 WAS TRAVELLING IN OPPOSITE DIRECTION INDICATING TO TURN RIGHT INTO BROADWAY. AS V2 PASSED V1 TURNED HITTING OFFSIDE OF V2. DETAILS WERE EXCHANGED.

Occurred on DOCK ROAD JW BROADWAY.

Vehicle Reference 1 Car Turning right
 Vehicle movement from E to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 21 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I13030512 10/05/2012 Time 0900 Vehicles 2 Casualties 1 Slight
 E: 560795 N: 180206 First Road: U Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEH 2 WAS STATIONARY AT THE RAB WAITING FOR A CHANCE TO MOVE. VEH 1 HAS IMPACTED WITH THE REAR OF VEH 2 CAUSING NO DAMAGE. BOTH PARTIES EXCHANGED BUT THERE ARE INJURIES TO THE DRIVER OF VEH 2.

Occurred on STIFFORD CLAYS ROAD RAB J/W A13 AND A1012

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 32 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I14180512 20/05/2012 Time 1022 Vehicles 1 Casualties 1 Slight
 E: 560798 N: 180204 First Road: A 1012 Road Type Dual carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 WAS TRAVELLING ALONG THE A1012 TRAVELLING IN THE GENERAL DIRECTION OF STIFFORD, WHEN FOR REASONS UNKNOWN THE RIDER CLIPPED THE KERB AND COLLIDED WITH THE ROADSIDE BARRIER.

Occurred on A1012 J/W A13.

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Nearside Hit vehicle:
 Hit object in road Kerb Off road: Near / off crash barrier
 Nearside Age of Driver 54 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I16050512 22/05/2012 Time 1530 Vehicles 1 Casualties 1 Slight
 E: 560891 N: 180269 First Road: A 1012 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Inexperienced or learner driver/rider	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 TRAVELLING TOWARDS TREACLE MINE RAB, OVERSTEERED AND FELL FROM HIS MOTORCYCLE.

Occurred on A1012 OVER THE A13 SOUTHEND BOUND

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I17430512 27/05/2012 Time 1653 Vehicles 2 Casualties 1 Slight
 E: 560232 N: 179878 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: Dislodged vehicle load in carriagewa
 Place accident reported: At scene DfT Special Projects:

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

V1 DRIVING LANE 2 A13. DRIVER HEARS STRANGE NOISE AND BEGINS TO MOVE OVER TO STOP IN LAY BY. V1 LOOSES SPARE TYRE FROM UNDER CAR, V2 RUNS OVER TYRE. DRIVER V2 ALLEDGES HE BANGED HIS HEAD CAUSING INJURY.

Occurred on A13 LONDON BOUND IN A LAYBY 1/2 MILE BEFORE J/W A1306.

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 35 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from Park to Parked Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road Other object Off road: None
 Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I16010612 03/06/2012 Time 1210 Vehicles 1 Casualties 1 Slight
 E: 560747 N: 180367 First Road: A 1012 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight:street lights present Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 1	Possible	
2nd: Inexperience with type of vehicle	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH 1 HAS TRIED TO EXIT RAB AT A13 SOUTHEND BOUND AND HAS LOST CONTROL OF THE VEH, SPINNING 180 DEGREES AND HITTING THE ARMCO BARRIER ON THE EDGE OF THE RAB DAMAGE TO O/S FRONT BUMPER AND TREE, DAMAGE TO O/S REAR WING. CAR UNDRIVEABLE.

Occurred on RAB A1012 J/W A13

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway Skidded
 Location at impact Leaving roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I16420612 06/06/2012 Time 0545 Vehicles 2 Casualties 5 Serious
 E: 557654 N: 179969 First Road: M 25 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 EXITING ROUNDABOUT TOWARDS SERVICES IN LANE 1. V2 EXITING ROUNDABOUT TOWARDS SERVICES IN LANE 2. V1 SUDDENLY VEERED ACROSS LANE2 COLLIDING WITH V2 AS IF HAVING CHANGED HIS MIND ABOUT TAKING THE EXIT.

Occurred on J30 ROUNDABOUT M25 AT OFFSLIP TO SERVICES/J31.

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Changing lane to right
 Vehicle movement from Park to Parked Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Offside Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded and overturned
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 48 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1	Vehicle: 2	Age: 48	Male	Driver/rider	Severity: Serious
Not a pupil		Postcode		Seatbelt	
Casualty Reference: 2	Vehicle: 2	Age: 45	Male	Passenger	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Not car passenger					
Casualty Reference: 3	Vehicle: 2	Age: 19	Male	Passenger	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Not car passenger					
Casualty Reference: 4	Vehicle: 2	Age: 19	Male	Passenger	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Not car passenger					
Casualty Reference: 5	Vehicle: 2	Age: 41	Male	Passenger	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Not car passenger					

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I16580612 07/06/2012 Time 1340 Vehicles 2 Casualties 1 Slight
 E: 558626 N: 179877 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight:street lights present Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 002	Very Likely	
2nd: Failed to look properly	Vehicle 002	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V2 TRAVELLING ALONG A13 SOUTHEND BOUND, IN THE WET CONDITIONS HAS NOT SEEN V1 IN FRONT AND HAS COLLIDED WITH THE REAR OF V1 CAUSING MINOR DAMAGE AND MINOR INJURY TO DRIVER OF V1. BOTH VEHICLES HAVE STOPPED ON A13 HOWEVER DUE TO LANGUAGE BARRIER OF DRIVER OF V2,

Occurred on A13 SOUTHEND BOUND, 150 YRDS PRIOR TO OFF SLIP JUNCTION A126.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 27 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from S to N Single trailer
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I18120612 19/06/2012 Time 1854 Vehicles 3 Casualties 1 Slight
 E: 557532 N: 179932 First Road: M 25 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Junction more than 4 arms Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLES 1, 2 AND 3 TRAVELLING ALONG OFF-SLIP OF M25 (ANTI CLOCKWISE) J/W A13. V2 AND 3 SLOW FOR RED ATS, V1 MAKES SLIGHT MISJUDGEMENT OF BRAKING SPEEDS CAUSING VERY MINOR COLLISION WITH V2 SENDING IT INTO REAR OF V3. SLIGHT DAMAGE CAUSED TO V2.

Occurred on ABOUT TWENTY METRES SHORT OF ATS M25 OFF SLIP (A TRACK) J/W A13

Vehicle Reference 1 Car Stopping
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Jct Approach First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Stopping
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 003
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 3 Car Stopping
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I19970612 20/06/2012 Time 1130 Vehicles 2 Casualties 1 Slight
 E: 557527 N: 179936 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 2	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 2	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 HIT 2 VEH 2 HIT 1

Occurred on JCT 30 RAB AT JCT WITH OFF SLIP FROM A13 WEST BOUND

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 64 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 64 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I18290612 20/06/2012 Time 0800 Vehicles 2 Casualties 1 Slight
 E: 560839 N: 180316 First Road: A 1012 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V1 & 2 WERE TRAVELLING ALONG EXIT SLIP ROAD OF A13 LONDON BOUND ONTO A1012 TOWARDS GRAYS. V2 STOPPED AT TOP OF SLIP ROAD V1 COLLIDED WITH REAR OF V2.

Occurred on A1012 J/W A13

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

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I20860712 03/07/2012 Time 1530 Vehicles 2 Casualties 3 Slight
 E: 557524 N: 179935 First Road: A 13 Road Type 1
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight:street lights present Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

Other Cause: MISSED Precipitating Factor:
 JUNCTION SO
 ATTEMPTED
 TO GET
 BACK IN
 TIME.

V2 WAS STATIONARY AT TRAFFIC LIGHTS WHEN V1 HAS ATTEMPTED TO SWITCH LANES UNDERCUTTING V2 HITTING THE REAR OF THE VEHICLE CAUSING DAMAGE THEN DROVE OFF BEFORE ENQUIRIES COULD BE MADE.

Occurred on JUNCTION 30 M25 IN BETWEEN A13 WESTBOUND AND M25 ANTI CLOCKWISE.

Vehicle Reference 1 Car Turning left
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Female
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 2 Car Waiting to turn left
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Back Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1	Vehicle: 2	Age: 25	Female	Driver/rider	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Casualty Reference: 2	Vehicle: 2	Age: 18	Female	Passenger	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Front seat					
Casualty Reference: 3	Vehicle: 2	Age: 00	Female	Passenger	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Back seat					

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I24950712 06/07/2012 Time 0730 Vehicles 2 Casualties 1 Slight
 E: 558228 N: 179964 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight: street lighting unknown Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 TRAVELLING IN N/S LANE OF A13 LONDON BOUND. VEH 1 TRAVELLING SAME LOCATION AND DIRECTION OVERTOOK VEH 2 AND IN DOING SO N/S OF VEH 1 COLLIDED WITH O/S LEG OF RIDER 2.

Occurred on A13 LONDON BOUND BETWEEN JCT 128 AND A126

Vehicle Reference 1 Car Overtaking moving vehicle O/S
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Starting
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 50 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 50 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I21250712 12/07/2012 Time 1725 Vehicles 3 Casualties 1 Slight
 E: 557607 N: 180199 First Road: M 25 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight: street lights present Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Vehicle blind spot	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 HAS NOT SEEN V2 WHEN MOVING LANES FORCING V1 INTO KERB AND THEN IN FRONT OF V1 PUSHING IT INTO V3.

Occurred on M25 JUNCTION WITH A13 JUNCTION 30.

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Changing lane to left
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Nearside Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I22860712 25/07/2012 Time 1657 Vehicles 1 Casualties 1 Serious
 E: 563028 N: 180944 First Road: A 13 Road Type Slip road
 Speed limit: 60 Junction Detail: Slip Road Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Travelling too fast for conditions	Vehicle 001	Very Likely	
2nd: Road layout (eg bend, hill etc.)	Vehicle 001	Possible	
3rd:			
4th:			
5th:			
6th:			

V1 WAS TRAVELLING A1089 AND WAS APPROACHING A13 SOUTHEND BOUND. FOR REASONS UNKNOWN, V1 HAS LOST BALANCE AND TIPPED OVER SHEDDING ITS LOAD. DRIVER OF V1 AIR LIFTED TO ROYAL LONDON WITH SERIOUS INJURIES HAVING BEEN TRAPPED IN HIS CAB. DAMAGE TO ARMCO BARRIER.

Occurred on A1089 APPROX 50 YARDS PRIOR TO A13 ON SLIP, SOUTHEND BOUND.

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead right bend
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Overturned
 Location at impact Jct Approach First impact Offside Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Did not leave carr Age of Driver 60 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 60 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I23930712 29/07/2012 Time 0220 Vehicles 2 Casualties 1 Slight
 E: 558658 N: 179870 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 1	Very Likely
2nd:	Distraction outside vehicle	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 AND VEH 2 TRAVELLING EAST AT ABOVE LOCATION. VEH 1 SWERVES TO AVOID ANIMAL IN CARRIAGEWAY AND COLLIDES WITH VEH 2.

Occurred on EASTBOUND A13 75 MTRS EAST OF JCT WITH M25 J 30

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
 Hit object in road None Off road: Cent crash barrier
 Did not leave carr Age of Driver 22 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 35 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I23540712 31/07/2012 Time 2035 Vehicles 2 Casualties 2 Slight
 E: 557630 N: 180196 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		
Factor:	Participant:	Confidence:
1st: Following too close	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:		
4th:		
5th:		
6th:		

VEH 1 AND 2 BOTH TRAVELLING A13 AROUND R/A HEADING IN GENERAL DIRECTION OF SOUTHEND. VEH 2 BRAKED DUE TO TRAFFIC IN FRONT OF HIM. VEH 1 FAILED TO BRAKE IN TIME AND COLLIDED WITH THE REAR OF VEH 2.

Occurred on A13 R/A J/W M25 SOUTH BOUND OFFSLIP JCT 30 AT THURROCK

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 19 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I25350812 09/08/2012 Time 1207 Vehicles 2 Casualties 1 Slight
 E: 557690 N: 180140 First Road: M 25 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd: Failed to look properly	Vehicle 1	Very Likely
3rd: Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th: Loss of control	Vehicle 1	Very Likely
5th: Failed to judge other persons path or speed	Vehicle 2	Possible
6th: Swerved	Vehicle 2	Possible

BOTH VEH JOINING THE A13 FROM M25 JCT 30 R/A. VEH 1 WHLST IN THE PROCESS OF JOININ THE A13 IS IN CONTACT WITH VEH 2 SPINNING OUT OF CONTROL. VEH 1 GOES BACKWARDS TO THE N/S OF THE CWAY KNOCKING OVER A LAMP POST AND REBOUNDS BACK ONTO TRACK.

Occurred on M25 JCT 30 AT THE R/A ONSLIP ONTO A13

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Nearside Hit vehicle: 2
 Hit object in road None Off road: Lamp post
 Nearside & rebounded Age of Driver 30 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 30 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from W to E Articulated
 On main carriageway Skidded
 Location at impact Entering from slip road First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I27020912 03/09/2012 Time 0751 Vehicles 2 Casualties 1 Slight
 E: 563377 N: 178247 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 WAS TRAVELLING NORTHBOUND ALONG THE A1089 JUST PASSING THE ONSLIP FROM THE OLD DOCK APPROACH RD. VEH 1 JOINED THE A1089 FROM THE OLD DOCK APPROACH RD AND COLLIDED WITH VEH 2 AFTER FAILING TO SEE IT.

Occurred on A1089 NORTH BOUND AT THE ONSLIP FROM OLD DOCK APPROACH

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Offside Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway Skidded
 Location at impact Entering from slip road First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 36 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I27790912 06/09/2012 Time 1400 Vehicles 1 Casualties 1 Serious
 E: 563561 N: 180469 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 AN ARTICULATED TRACTOR UNIT AND TRIAXLE SKELETAL TRAILOR LOADED WITH A 40' CONTAINER HAD LEFT TILBURY DOCKS GOING UP A1089 TO JOIN A13 SOUTHEND DIRECTION WHEN IT OVERTURNED T ITS N/S ON THE SHARP LEFT HAND BEND DEMOLISHING ARMCO BARRIER AND A L AMP POST.

Occurred on DOCK APPROACH RD OUTWARD 200M BEFORE J/W A13 SOUTHEND BOUND

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead left bend
 Vehicle movement from S to N Articulated
 On main carriageway Overturned
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Nearside Age of Driver 35 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 35 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I29260912 07/09/2012 Time 1615 Vehicles 2 Casualties 1 Slight
 E: 560841 N: 180317 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Inexperienced or learner driver/rider	Vehicle 001	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V2 WAS AT THE JUNCTION WITH THE ROUNDABOUT. AS THE RIDER WENT TO PULL AWAY ANOTHER VEHICLE CAME AROUND THE ROUNDABOUT. THE RIDER OF V2 STOPPED AGAIN AND THE DRIVER OF V1 DIDN'T HITTING V2 FROM BEHIND.

Occurred on A13 LONDON BOUND OFF SLIP AT THE ROUNDABOUT J/W A1012.

Vehicle Reference 1 Car Starting
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 56 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 56 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I28120912 08/09/2012 Time 0943 Vehicles 2 Casualties 1 Slight
 E: 560792 N: 180206 First Road: A 1012 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd: Following too close	Vehicle 1		
4th:			
5th:			
6th:			

VEH 1 WAS TRAVELLING BEHIND VEH 2 UP THE A13 OFFSLIP TOWARDS THE RAB J/W A1012. VEH 2 HAS STOPPED AT THE JUNCTION TO GIVE WAY. VEH 1 HAS SLOWED BEHIND. DRIVER OF VEH 1 LOOKING RIGHT AT ONCOMING TRAFFIC AND MOVED OFF NOT SEEING VEH 2 STILL IN FRONT OF HIM. VEH 1 CONTACT WITH REAR OF VEH 2 MINOR DAMAGE.

Occurred on STIFFORD INTERCHANGE A13 J/W A1012 RAB

Vehicle Reference 1 Car Starting
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 28 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I29590912 12/09/2012 Time 1430 Vehicles 2 Casualties 2 Slight
 E: 563155 N: 177001 First Road: A 1089 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 TRAVELLING NORTH BOUND ON A1089 ST ANDREWS ROAD, TILBURY, HALTED AT RAB. VEH 1 TRAVELLING NORTHBOUND A1089 ST ANDREWS ROAD COLLIDED WITH REAR OF VEH 2 CAUSING DAMAGE TO REAR HAD SLIGHT FRONT DAMAGE TO VEH 1.

Occurred on ST ANDREWS ROAD, TILBURY J/W RAB AND THURROCK PARK WAY

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Starting
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 39 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 25 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I32930912 12/09/2012 Time 0816 Vehicles 3 Casualties 1 Slight
 E: 558377 N: 179916 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 001	Very Likely
2nd:	Swerved	Vehicle 002	Very Likely
3rd:			
4th:			
5th:			
6th:			

ALL VEHICLES TRAVELLING WESTBOUND ON A13. V2 WAS FOLLOWING 2 VEHICLES BEHIND V1 IN LANE 2 PASSING SLOW MOVING TRAFFIC IN LANE 2, OFFSLIP TO JUNCTION 30 M25. V1 BROKE SUDDENLY IN ORDER TO MERGE INTO L1. THIS CAUSED V2 TO IMMEDIATELY MOVE INTO L3 TO AV
 OID A COLLISION WITH THE VEHICLES INFRONT. V3 TRAVELLING IN L3 HAS THEN COLLIDED WITH V2.

Occurred on A13 500M EAST OF JUNCTION 30 M25 TRAVELLING WESTBOUND.

Vehicle Reference 1 Car Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Changing lane to right
 Vehicle movement from E to W Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 002
 Hit object in road Bollard / Refuge Off road: Cent crash barrier
 Did not leave carr Age of Driver 41 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 41 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I28380912 12/09/2012 Time 1025 Vehicles 4 Casualties 2 Slight
 E: 557608 N: 180224 First Road: M 25 Road Type Slip road
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

ALL VEHS TRAVELLING M25 TOWARDS DARTFORD AND TAKE OFFSLIP TO A13. DRIVER VEH 1 FAILS TO REACT TO VEHS AHEAD STOPPING AND COLLIDES WITH REAR OF VEH 2 PUSHING IT INTO REAR OF VEH 3 WHICH IN TURN HITS REAR OF VEH 4.

Occurred on M25 SOUTH BOUND OFFSLIP @ J30 TO A13

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Stopping
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 59 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Back Hit vehicle: 3
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 30 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead but held up
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Back Hit vehicle: 4
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 3 Age: 38 Female Driver/rider Severity: Slight

Not a pupil Postcode Seatbelt

Vehicle Reference 4 Car Going ahead but held up
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 58 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I28580912 12/09/2012 Time 1930 Vehicles 3 Casualties 1 Slight
 E: 557938 N: 180086 First Road: A 13 Road Type Slip road
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight: street lights present Fine with high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
2nd: Sudden braking	Vehicle 001	Very Likely	
3rd: Sudden braking	Vehicle 002	Very Likely	
4th: Sudden braking	Vehicle 003	Very Likely	
5th: Following too close	Vehicle 001	Very Likely	
6th:			

ALL 3 VEHICLES TRAVELLED UP THE ON SLIP FROM J30 M25 TO THE A13 SOUTHEND BOUND IN THE OFFSIDE LANE. IN ORDER OF V3, V2, V1. AS V3 BEGAN TO MERGE WITH THE A13 IT BRAKED CAUSING V2 TO DO THE SAME. V1 FOLLOWED SUIT BUT COLLIDED INTO THE REAR OF V2. V3 FAILED TO STOP.

Occurred on ON SLIP FROM J30 M25 ONTO A13 SOUTHEND BOUND APPROX 415M EAST OF J30.

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Changing lane to right
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 51 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Car Changing lane to right
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I29330912 13/09/2012 Time 0745 Vehicles 3 Casualties 2 Slight
 E: 557446 N: 180027 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 001	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd: Following too close	Vehicle 002	Very Likely	
4th: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
5th: Careless/Reckless/In a hurry	Vehicle 002	Very Likely	
6th:			

V1 HAS CROSSED LANES - CAUSING V2 TO HIT V3 - DETAILS EXCHANGED BETWEEN V2 AND V3.

Occurred on M25 JUNCTION 30 ROUNDABOUT. BETWEEN THE A13 ON AND OFF SLIPS, LONDON SIDE.

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Waiting to turn right
 Vehicle movement from Park to Parked Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 003
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 45 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 40 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 3 Age: 40 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I30720912 19/09/2012 Time 1725 Vehicles 2 Casualties 1 Slight
 E: 557677 N: 180004 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 TRAVELLING SOUTH TOWARDS THE M25 EXIT. MOVED INTO LEFT HAND LANE WHEN VEH 2 COLLIDED WITH N/S OF VEH 1.

Occurred on R/A M25 J/W A13

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 52 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Changing lane to right
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I30360912 26/09/2012 Time 1610 Vehicles 3 Casualties 1 Slight
 E: 558662 N: 179843 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING WEST ALONG A13 IN LANE1. V2 ENTERING A13 (WESTBOUND) FROM A126 ON SLIP ROAD. V3 TRAVELLING WEST ALONG A13 IN LANE2. A13 BECOMES 3 LANES AND V1 NOW IN LANE2 ATTEMPTS TO MOVE INTO LANE1 WHICH IS OCCUPIED BY V2. V1 COLLIDES WITH V2 WHICH SPINS ACROSS CARRIAGEWAY INTO V3.

Occurred on A13 (B) TRACK APPROX 300M WEST J/W A126

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Changing lane to left
 Vehicle movement from E to W Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 53 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 003
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 36 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 60 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I32841012 13/10/2012 Time 1400 Vehicles 2 Casualties 1 Slight
 E: 560843 N: 180327 First Road: A 1012 Road Type Dual carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd: Junction restart	Vehicle 001		
4th:			
5th:			
6th:			

V2 WAITING TO APPROACH ROUNDABOUT ON SLIP ROAD FROM WESTBOUND A13, ONE CAR IN FRONT. CAR IN FRONT PULLED AWAY, BUT V2 REMAINED STATIONARY. V1 WAS BEHIND IN QUEUE AND PULLED OFF BUT COLLIDED WITH REAR OF V2.

Occurred on ROUNDABOUT OVER A13 FOR A1012 SLIP ROAD FROM A13 LONDON BOUND.

Vehicle Reference 1 Car Starting
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 26 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 22 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I36411012 29/10/2012 Time 1830 Vehicles 2 Casualties 1 Slight
 E: 557676 N: 180006 First Road: A 13 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Automatic traffic signal Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining with high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 HAS ENTERED THE R/A IN THE LEFT HAND LANE INDICATING TO TURN RIGHT. VEH 2 HAS THEN MOVED INTO THE MIDDLE LANE AND HAD TO STOP DUE TO TRAFFIC. VEH 1 HAS THEN COLLIDED TO REAR OF VEH 2.

Occurred on R/A JCT 30 BETWEEN A13 AND M25

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead but held up
 Vehicle movement from E to N Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from E to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 28 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I34941112 02/11/2012 Time 2140 Vehicles 3 Casualties 4 Slight
 E: 560895 N: 180519 First Road: A 13 Road Type Slip road
 Speed limit: 60 Junction Detail: Slip Road Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Sudden braking	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 DRIVING DOWN ONSLIP TO A13, FOLLOWED BY V2 AND V3. V1 HAS BRAKED SUDDENLY FOR NO APPARENT REASON. V2 BRAKED AND V3 WAS UNABLE TO BRAKE IN TIME AND CRASHED INTO REAR OF V2. V1 LEFT THE SCENE.

Occurred on ONSLIP TO A13 SOUTHEND BOUND AT A1012 APPROX 200M FROM R/A

Vehicle Reference 1 Car Stopping
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 2 Car Stopping
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 26 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 26 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 25 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Casualty Reference: 3 Vehicle: 2 Age: 20 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Casualty Reference: 4 Vehicle: 2 Age: 23 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Vehicle Reference 3 Car Stopping
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I37601112 13/11/2012 Time 1820 Vehicles 3 Casualties 2 Slight
 E: 557668 N: 180163 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Illegal turn or direction of travel	Vehicle 001	Very Likely	
2nd: Poor turn or manoeuvre	Vehicle 001	Very Likely	
3rd: Failed to signal/Misleading signal	Vehicle 001		
4th:			
5th:			
6th:			

V2 TRAVELLING EAST ON ROUNDABOUT ON M25 GOING TOWARDS A13 TURN OFF - V3 STOPPED SUDDENLY DUE TO V1 CUTTING ACROSS 2 LANES ON THE ROUNDABOUT.

Occurred on M25 EASTBOUND ROUNDABOUT JUST PRIOR TO A13 JUNCTION.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 38 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Starting
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 003
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Starting
Vehicle movement from Park to Parked No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 3 Age: Male Passenger Severity: Slight
Not a pupil Postcode Seatbelt
Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I37611112 16/11/2012 Time 0830 Vehicles 2 Casualties 1 Slight
 E: 560794 N: 180204 First Road: A 1012 Road Type Slip road
 Speed limit: 60 Junction Detail: Slip Road Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

V2 HEADING NORTH ON A1012 TOWARDS J/W A13 AT JUNCTION WITH A13 V2 WAS STOPPED AND STATIONARY WAITING FOR A BREAK IN TRAFFIC. V1 HEADING NORTH ON A1012. FRONT OF V1 COLLIDED WITH REAR V2 PARTIAL DETAILS EXCHANGED AT SCENE. DRIVER V2 LATER NOTICED INJURIES (SLIGHT)

Occurred on A1012 APPROX 10 YARDS SOUTH OF J/W A13.

Vehicle Reference	1	Car	Going ahead but held up	
Vehicle movement from	SE	to NW	No tow / articulation	
On main carriageway			No skidding, jack-knifing or overturning	
Location at impact	Entering from slip road		First impact	Front
Hit object in road	None		Off road:	None
Did not leave carr			Age of Driver	Male
Not hit and run		Breath test	Driver not contacted	
Driver Postcode:		VRM:		
Vehicle Reference	2	Car	Going ahead but held up	
Vehicle movement from	SE	to NW	No tow / articulation	
On main carriageway			No skidding, jack-knifing or overturning	
Location at impact	Entering from slip road		First impact	Back
Hit object in road	None		Off road:	None
Did not leave carr			Age of Driver	51
Not hit and run		Breath test	Driver not contacted	
Driver Postcode:		VRM:		
Casualty Reference:	1	Vehicle: 2	Age: 51	Male
Not a pupil			Postcode	
			Driver/rider	Severity: Slight
			Seatbelt	

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I37371112 20/11/2012 Time 1310 Vehicles 2 Casualties 2 Slight
 E: 563155 N: 177023 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight: street lights present Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		
Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 002	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 002	Very Likely
3rd: Rain, sleet, snow, or fog	Vehicle 001	Possible
4th: Rain, sleet, snow, or fog	Vehicle 002	Possible
5th: Nervous/Uncertain/Panic	Vehicle 001	Possible
6th: Careless/Reckless/In a hurry	Vehicle 002	Possible

V1 AND V2 WERE STATIONARY ON THE APPROACH OF THE ROUNDABOUT, WAITING TO PULL ONTO THE ROUNDABOUT. V1 WAS IN FRONT OF V2. DRIVER OF V2 SAW THE ROUNDABOUT WAS CLEAR AND THOUGHT V1 HAD PULLED OFF. V2 DROVE ONTO THE ROUNDABOUT COLLIDING WITH THE REAR OF V1 THAT WAS STILL STATIONARY AT THE JUNCTION. LOW IMPACT, MINOR DAMAGE. DRIVER AND PASSENGER OF V1 WERE COMPLAINING OF NECK PAINS DUE TO THE ACCIDENT.

Occurred on ROUNDABOUT JCT WITH THURROCK PARK WAY AND A1089

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 38 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 56 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Vehicle Reference 2 Car Starting
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I37831112 20/11/2012 Time 1445 Vehicles 2 Casualties 1 Slight
 E: 561326 N: 180833 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 IN LANE 1 OF 3 APPROX 50MPH. VEH 1 IN LANE 2 ALONGSIDE VEH 1. VEH 2 MOVED INTO LANE 1 CAUSING VEH 2 TO BRAKE AND TAKE AVOIDING ACTION. VEH 2 LEFT THE CWAY TO THE N/S. VEH 1 DID NO STOP.

Occurred on A13 400M EAST OF J/W A1012

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Tree
 Nearside Age of Driver 43 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I39881112 22/11/2012 Time 0633 Vehicles 2 Casualties 1 Slight
 E: 560638 N: 180123 First Road: A 13 Road Type Slip road
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Slippery road (due to weather)	Vehicle 001	Very Likely
2nd:	Sudden braking	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

V2 TRAVELLING ALONG A13 IN HEAVY TRAFFIC, V1 TRAVELLING DOWN SLIP ROAD JOINING THE LONDON BOUND TRACK OF A13. TRAFFIC IN FRONT STOPPED. V1 BRAKED BUT DUE TO WET ROAD CONDITIONS SKIDDED AND COLLIDED WITH THE REAR OF V2.

Occurred on A13 ONSLIP FROM A1012 LONDON BOUND.

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from E to W No tow / articulation
 On main carriageway Skidded
 Location at impact Entering from slip road First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or I First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 36 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I39011212 05/12/2012 Time 0800 Vehicles 2 Casualties 1 Slight
 E: 561812 N: 181092 First Road: U Road Type Single carriageway
 Speed limit: 50 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Snow
 Daylight: no street lighting Snowing without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 2	Very Likely	
2nd: Road layout (eg bend, hill etc.)	Vehicle 2	Very Likely	
3rd: Loss of control	Vehicle 2	Very Likely	
4th: Swerved	Vehicle 2	Very Likely	
5th: Rain, sleet, snow, or fog	Vehicle 2	Possible	
6th:			

VEH 1 TRAVELLING STIFFORD CLAYS ROAD TOWARDS GRAYS. APPROACHED AND INTO LEFT HAND BEND VEH 2 SKIDDED FROM OPPOSITE DIRECTION TRAVELLING TOWARDS ORSETT INTO PATH OF VEH 1 CAUSING DAMAGE TO BOTH VEHS AND MINOR INJURY.

Occurred on STIFFORD CLAYS ROAD HEADING ORSETT 50 YRDS A13 BRIDGE TOWARDS ORSETT

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from E to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
 Hit object in road Kerb Off road: None
 Did not leave carr Age of Driver 53 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 53 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead right bend
 Vehicle movement from S to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I41861212 14/12/2012 Time 1724 Vehicles 2 Casualties 1 Slight
 E: 558667 N: 179842 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Loss of control	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 WAS TRAVELLING ALONG A13 LONDON BOUND IN LANE 3. VEH 1 WAS TRAVELLING ALONG A13 LONDON BOUND IN LANE 2. VEH 2 STARTED TO BRAKE AND SLOW DOWN. VEH 1 STARTED TO BRAKE AND LOST CONTROL AND COLLIDED WITH THE REAR OF VEH 2 CAUSING IT TO SPIN.

Occurred on A13 LONDON BOUD ABOUT HALF A MILE FROM JCT 30 OF M25

Vehicle Reference 1 Car Stopping
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 45 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I41761212 15/12/2012 Time 1445 Vehicles 4 Casualties 3 Fatal
 E: 563121 N: 180861 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 60 Junction Detail: Slip Road Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 002	Possible	
3rd: Loss of control	Vehicle 001	Very Likely	
4th: Swerved	Vehicle 001	Very Likely	
5th:			
6th:			

IT WOULD APPEAR V2 TRAVELLING ON SLIP ROAD FROM A1089 DOCK APPROACH ROAD TO JOIN A13 LONDON BOUND CARRIAGEWAY WHEN V1 MOVES FROM NEARSIDE TO OFFSIDE LANE COLLIDING WITH V2 IN OFFSIDE LANE, V2 LEFT CARRIAGEWAY.

Occurred on A1089 DOCK APPROACH ROAD J/W A13 LONDON BOUND.

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Offside Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Overtaking moving vehicle O/S
 Vehicle movement from E to W No tow / articulation
 On main carriageway Overturned
 Location at impact Entering from slip road First impact Nearside Hit vehicle: 001
 Hit object in road None Off road: Lamp post
 Nearside Age of Driver 23 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 22 Female Passenger Severity: Fatal
 Not a pupil Postcode Seatbelt
 Front seat

Casualty Reference: 2 Vehicle: 2 Age: 23 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Casualty Reference: 3 Vehicle: 2 Age: Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead left bend
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Back Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 63 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 4 Car Going ahead left bend
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 54 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

I40871212 18/12/2012 Time 1830 Vehicles 1 Casualties 1 Slight
 E: 563188 N: 176970 First Road: A 1089 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site Permanent road signing defective or obscured Carriageway Hazards:
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 HAS ROLLED ONTO NEARSIDE AFTER ENTERING RAB FROM A1089. DRIVER SLIGHT INJURY TO HEAD FROM HITTING CABIN INERIOR FIXTURES.

Occurred on A1089 DOCK APPROACH ROAD, J/W ASDA RAB AND DOCK ROAD

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead left bend
 Vehicle movement from S to N Articulated
 On main carriageway Overturned
 Location at impact Entering roundabout First impact Did not impact Hit vehicle:
 Hit object in road None Off road: Lamp post
 Did not leave carr Age of Driver 41 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 41 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I40811212 19/12/2012 Time 0505 Vehicles 1 Casualties 1 Serious
 E: 558184 N: 179977 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 1 WAS TRAVELLING EAST TO WEST ALONG A13. THE DRIVER HAS LOST CONTROL OF VEH EXITING ROAD TO THE NEAR SIDE. VEH 1 HAS THEN HIT A TREE BEFORE RE ENTERING ROAD AND COLLIDING WITH CENTRAL RESERVATION.

Occurred on A13 300 MTRS PRIOR TO J/W M25

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: Tree
 Nearside Age of Driver 52 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I41501212 21/12/2012 Time 1553 Vehicles 2 Casualties 2 Slight
 E: 563774 N: 179928 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 001	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd: Careless/Reckless/In a hurry	Vehicle 001		
4th:			
5th:			
6th:			

V2 TRAVELLING TOWARDS THE A13 ON THE A1089. TRAVELLING AT 60 MPH IN LANE 1 OF A1089 AND BEHIND V1. V1 DESCRIBED AS A BLACK CAB LORRY, WITH A WHITE METALLIC TRAILER. V2 MOVED INTO LANE 2 AND ATTEMPTED TO OVERTAKE V1. V1 MOVED INTO LANE 2 AT THIS POINT AND V1 TRIED TO TAKE EVASSIVE ACTION AND LOST CONTROL AND LEFT THE ROAD TO THE NEARSIDE. V2 THEN ROLLED ONTO ITS ROOF.

Occurred on A1089 TOWARDS A13 MARKER POST 106 DOCK APPROACH ROAD.

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Changing lane to right
 Vehicle movement from S to N Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway Overturned
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 001
 Hit object in road Kerb Off road: Oth perm objects
 Nearside Age of Driver 25 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 25 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 18 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I41961212 24/12/2012 Time 0705 Vehicles 2 Casualties 1 Slight
 E: 563758 N: 176307 First Road: U Road Type 1
 Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lighting unknown Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING WEST ALONG CULCUTTA ROAD, TILBURY TOWARDS ROUNDABOUT AT JUNCTION WITH DOCK ROAD, TILBURY. V2 TRAVELLING EAST ON DOCK ROAD TOWARDS ROUNDABOUT. V2 COMMING ON TO ROUNDABOUT HEADING RIGHT ACROSS PATH OF V1. V1 FAILED TO STOP AT ROUNDABOUT AND STRUCK V2 AS IT PASSED IN FRONT OF IT.

Occurred on DOCK ROAD J/W CALCUTTA ROAD, TILBURY, ESSEX

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 40 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 40 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 40 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I41891212 24/12/2012 Time 1415 Vehicles 2 Casualties 1 Slight
 E: 557734 N: 180124 First Road: A 13 Road Type Slip road
 Speed limit: 50 Junction Detail: Slip Road Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEH 2 TRAVELLING FORM DOLPHIN PARK ENTERED J30 AND TOOK LAKESIDE SLIP VEH 2 IN LANE 2, VEH 1 DIRECTLY BEHIND VEH 2 RAN INTO THE REAR OF VEH 2. VEH 1 FAILED TO STOP.

Occurred on J30 A13 LAKESIDE SLIP ROAD, WEST THURROCK

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 36 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I42051212 29/12/2012 Time 1850 Vehicles 5 Casualties 1 Slight
 E: 558739 N: 179828 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 002	Possible	
2nd: Following too close	Vehicle 003	Possible	
3rd: Following too close	Vehicle 004		
4th:			
5th:			
6th:			

V1 TRAVELLING IN LANE ONE TOWARDS JUNCTION 30/M25 ROUNDABOUT HAS BRAKED SHARPLEY TO MOVE OUT INTO LANE TWO, APPEARED TO BE LOST. V2 HAS HAD TO BRAKE SHARPLEY AND COME TO A STOP TO AVOID HITTING V1. AS A RESULT V2 HAS BEEN HIT FROM BEHIND BY V3 WHICH WAS THEN HIT BY V4 AND THEN STRUCK BY V5. PASSENGER OF V3 FAILED TO WEAR SEAT BELT AND STRUCK HIS HEAD ON WINDSCREEN CAUSING A SLIGHT INJURY WHICH DID NOT REQUIRE HOSPITAL TREATMENT.

Occurred on A13 JUNCTION A126 EXIT SLIP LONDON BOUND.

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 29 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 20 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Vehicle Reference 4 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 003
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 40 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 5 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 004
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 40 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I41741212 31/12/2012 Time 1401 Vehicles 3 Casualties 1 Slight
 E: 557518 N: 179937 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight:street lights present Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Distraction outside vehicle	Vehicle 1	Very Likely	
2nd: Emergency vehicle on call	Vehicle 1	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 1		
4th:			
5th:			
6th:			

IT WOULD APPEAR THAT VEH 1 TRAVELLING ALONG SLIP ROAD M25 ONTO J/W A13 JCT 30. VEH 2 TRAVELLING IN SAME DIRECTION AHEAD OF VEH 1. ATS GREEN FOR VEH'S 1 AND 2 ONTO THE RAB. VEH 3, POLICE VEH ON EMERGENCY RESPONSE APPROACHING ATS FROM RIGHT OF VEHS 1 AND 2. VEH 1 AWARE OF VEH 3 AND THOUGHT HE AND VEH 2 WOULD PULL ONTO RAB TO ALLOW VEH 3 TO PROGRESS BEHIND THEM. VEH 2 IN FACT CAME TO A HALT NOT ANTICIPATED BY VEH 1 WHO BRAKED HARD BUT COULD NOT STOP IN TIME AND COLLIDED WITH REAR OF VEH 2 MINOR DAMAGE TO VEH'S 1 AND 2, NO DAMAGE TO VEH 3.

Occurred on SLIP ROAD M25 TO A13 JCT 30 AT ATS AT JCT

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 29 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 06 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 24 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

I00020113 02/01/2013 Time 1130 Vehicles 1 Casualties 1 Slight
 E: 563475 N: 176627 First Road: U Road Type Unknown
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

C1 HAS APPROACHED V1 TO SPEAK TO DRIVER. C1 HAS LEANT INTO THE OPEN DRIVER SIDE DOOR. AS HE HAS DONE THIS THE DRIVER OF V1 HAS DRIVEN OFF AND DRAGGED C1 ACCROSS THE ROAD CAUSING MINOR INJURY. V1 WAS STATIONARY ON RUSSELL ROAD AND DROVE OFF TOWARDS DU NLOP ROAD.

Occurred on OUTSIDE 8 RUSSELL ROAD, TILBURY

Vehicle Reference 1 Car Starting
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Female
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Pedestrian Severity: Slight
 Not a pupil Postcode Seatbelt
 In carr not crossing Standing still
 In carr not crossing

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I00110113 03/01/2013 Time 1020 Vehicles 2 Casualties 3 Slight
 E: 563248 N: 177060 First Road: A 1089 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

BOTH VEHS 1 AND 2 WERE TRAVELLING ALONG DOCK APPROACH ROAD TOWARDS TILBURY. AT THE RAB WITH DOCK ROAD VEH 1 HAS MISJUDGED THE VEH AHEAD OF IT AND COLLIDED INTO THE REAR OF THE VEH IN FRONT.

Occurred on DOCK APPROACH ROAD AT RAB WITH DOCK ROAD

Vehicle Reference 1 Car Starting
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 46 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Starting
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 27 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 3 Vehicle: 2 Age: 38 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I01160113 14/01/2013 Time 1750 Vehicles 2 Casualties 1 Slight
 E: 560711 N: 180353 First Road: A 13 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 001	Possible	
2nd: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V2 WAS ON THE ROUNDABOUT, ABOUT TO PASS THE J/W HIGH ROAD WITH A VIEW TO EXIT ONTO A13 EAST BOUND. V1 ENTERED THE ROUNDABOUT FROM HIGH ROAD, NORTH STIFFORD. THE FRONT O/S CORNER OF V1 CLIPPED THE REAR N/S OF V2, CAUSING V2 TO LOOSE CONTROL AND THE RIDER TO COME OFF.

Occurred on A13 ROUNDABOUT J/W HIGH ROAD, NORTH STIFFORD.

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 37 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from S to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 41 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 41 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I01730113 16/01/2013 Time 1835 Vehicles 5 Casualties 1 Slight
 E: 558505 N: 179901 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lighting unknown Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V3 BEING FOLLOWED BY V2 ON SLIP ROAD TO MILLENIUM WAY AREA, V3 STOPPED SUDDENLY, V2 STOPPED SUDDENLY. V1 TRAVELLING BEHIND BRAKED AND SWERVED TO OFFSIDE STRIKING REAR OF V2 AND 3 AND THEN STRUCK V4 IN LANE 1 INSIDE AND FORCED IT INTO LANE 2 INTO PATH OF V5.

Occurred on A13 MP 1054

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 49 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 4 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 26 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 4 Age: 26 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 5 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I01440113 18/01/2013 Time 0835 Vehicles 2 Casualties 1 Slight
 E: 557952 N: 180083 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Sudden braking	Vehicle 1	Very Likely	
2nd: Slippery road (due to weather)	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 AND VEH 2 TRAVELLING ALONG A13 IN LANE 3 WHEN VEHS AHEAD BRAKED HARSHLY. VEH 2 STARTED TO STOP, BUT VEH 1 WAS UNABLE TO STOP AS QUICKLY AND SHUNTED VEH 2.

Occurred on A13 SOUTHEND BOUND TRACK APPROX 0.92 EAST OF J30

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 to Stopping
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 45 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I05430113 19/01/2013 Time 1330 Vehicles 2 Casualties 2 Slight
 E: 563985 N: 176127 First Road: A 126 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

(NO STATS) VEH 2 WAS TRAVELLING ON DOCK ROAD, VEH 1 HAS PULLED OUT OF A LANE ONTO DOCK ROAD AND COLLIDED WITH VEH 2. VEH 2 WAS TRAVELLING TOWARDS CALCUTTA ROAD OUT OF TILBURY. DAMAGE TO FRONT OF BOTH VEHS.

Occurred on DOCK ROAD J/W BERMUDA ROAD

Vehicle Reference 1 Car Turning left
 Vehicle movement from NW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NE to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 34 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 10 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I01880113 27/01/2013 Time 1105 Vehicles 2 Casualties 1 Slight
 E: 560847 N: 180261 First Road: U Road Type Single carriageway
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Possible	
2nd: Failed to judge other persons path or speed	Vehicle 001	Possible	
3rd:			
4th:			
5th:			
6th:			

V1 WAS TRAVELLING ON STIFFORD CLAYS ROAD TOWARDS THE ROUNDABOUT OF THE A1012. V2 HAS STOPPED AT ROUNDABOUT AND V1 HAS DRIVEN UP BEHIND V2 AND COLLIDED WITH THE REAR OF V2

Occurred on STIFFORD CLAYS ROAD, 10 METRES FROM JUNCTION WITH THE A1012

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 29 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I02800113 29/01/2013 Time 1335 Vehicles 2 Casualties 2 Slight
 E: 557887 N: 180055 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Swerved	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd: Failed to look properly	Vehicle 001	Possible	
4th: Slippery road (due to weather)	Vehicle 002	Possible	
5th:			
6th:			

V1 WAS TRAVELLING TOWARDS LONDON ON THE A13. V2 WAS TRAVELLING IN THE SAME DIRECTION. V1 HAS TAKEN THE OFF SLIP TO THE M25 AND V2 HAS REMAINED ON THE A13. V1 HAS THEN SWERVED ACROSS THE HATCHINGS BACK ONTO THE A13 IN FRONT OF V2. V2 HAD NO WHERE TO GO AND HAS COLLIDED WITH REAR OF V1. V1 HAS THEN SPUN AND CAME TO A STOP IN LANE 2 FACING WRONG WAY.

Occurred on A13 LONDON BOUND, 50 METRES AFTER THE OFF SLIP FOR THE M25.

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Leaving main road First impact Back Hit vehicle:
 Hit object in road None Off road: Cent crash barrier
 O/S onto cent res & rebounded Age of Driver 37 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 30 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Casualty Reference: 2 Vehicle: 1 Age: 37 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Front Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I07920213 02/02/2013 Time 1435 Vehicles 2 Casualties 1 Slight
 E: 563260 N: 176974 First Road: A 126 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V2 ON A126 NORTHBOUND STATIONARY WAITING AT JUNCTION TO PULL ONTO ROUNDABOUT ONTO A1089. V2 STRUCK FROM BEHIND BY V1. V2 PULLED OFF OF ROUNDABOUT. V1 DID NOT FOLLOW AND CONTINUED ONTO ROUNDABOUT, FAILING TO STOP DRIVING TOWARDS A13.

Occurred on (NO STATS) A1226 DOCK ROAD N/BOUND JUNCTION WITH A1089 R/ABOUT

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 20 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I02680213 05/02/2013 Time 1741 Vehicles 2 Casualties 1 Slight
 E: 563156 N: 177025 First Road: U Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Sudden braking	Vehicle 002	Possible	
2nd: Nervous/Uncertain/Panic	Vehicle 001	Possible	
3rd: Inexperienced or learner driver/rider	Vehicle 001	Possible	
4th: Failed to judge other persons path or speed	Vehicle 001	Possible	
5th:			
6th:			

V2 STATIONARY AT RAB JUNCTION OF THURROCK PARK WAY, COMING FROM ASDA, LOOKING TO ENTER RAB, V2 GOES TO PULL AWAY INTO RAB BUT STALLS. V1 SEEING V2 BEGIN TO PULL AWAY BEGINS TO MOVE FORWARD BUT DRIVERS FOOT SLIPS FROM CLUTCH JUST AS V2 STALLS, V1 UNABLE TO STOP HIS CAR WHEN IT LURCHED FORWARD, COLLIDING INTO REAR OF V2. MINOR COSMETIC BUMPER DAMAGE TO V2. DRIVER V2 COMPLAINING OF SORE NECK BUT SHE SUFFERED WHIPLASH INJURY FROM PREVIOUS RTC IN DECEMBER ALSO.

Occurred on THURROCK PARKWAY, FROM ASDA AT ROUNDABOUT JUNCTION WITH A1089.

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 18 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 20 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I03240213 08/02/2013 Time 1225 Vehicles 3 Casualties 4 Slight
 E: 563886 N: 179072 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING ALONG A1089 TOWARDS A13 WHEN HGV PULLED OUT OF LAYBY. V1 MOVED FROM LANE1 TO LANE2 INTO PATH OF V2. V2 BRAKED HARSHLY TO AVOID BEING HIT, BUT V1 COLLIDED INTO V2. V3 THEN FOLLOWED INTO REAR OF V2. V1 FAILED TO STOP.

Occurred on A1089 TILBURY TOWARDS A13

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Starting
 Vehicle movement from S to N Articulated
 Leaving lay-by or hard shoulder No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 46 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 61 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 3 Age: 61 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 3 Vehicle: 3 Age: 58 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Casualty Reference: 4 Vehicle: 3 Age: 74 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I03360213 10/02/2013 Time 1755 Vehicles 1 Casualties 1 Slight
 E: 557694 N: 180142 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Possible	
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible	
3rd: Rain, sleet, snow, or fog	Vehicle 1	Possible	
4th: Failed to look properly	Casualty 1	Possible	
5th: Failed to judge vehicles path or speed	Casualty 1	Possible	
6th: Pedestrian wearing dark clothing at night	Casualty 1	Very Likely	

IIT WOULD APPEAR CAS AT NEARSIDE OF ROAD, TRYING TO READ LOCATION SIGNS AND USING MOBILE PHONE. VEH 1 TRAVELLING FROM RIVER CROSSING AREA, TOWARDS BASILDON AREA, IN LANE 1 OF 2 AND TAKING ON SLIP TO A13. CAS ENTERS LANE 1 OF 2. VEH 1 STRIKES CAS.

Occurred on M25 J/W A13 JCT 30 SOUTHEND TRACK

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 50 Male Pedestrian Severity: Slight
 Not a pupil Postcode Seatbelt
 In carr elsewhere S bound
 Driver's nearside

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I04590213 11/02/2013 Time 0900 Vehicles 2 Casualties 1 Slight
 E: 559087 N: 179813 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Snow
 Daylight: street lights present Snowing without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Slippery road (due to weather)	Vehicle 002	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING EAST ON A13 PASSING J/W A126 TOWARDS BASILDON. V2 TRAVELLING EAST ON A13 PASSING J/W A126 TOWARDS BASILDON. V1 PULLED INFRONT OF V2 AND BRAKED DUE TO WEATHER. V2 COLLIDED WITH REAR OF V1 CAUSING MINOR DAMAGE.

Occurred on A13 EAST TRACK 100M EAST J/W A126

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 58 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 58 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I06070313 04/03/2013 Time 0745 Vehicles 3 Casualties 1 Slight
 E: 560929 N: 180503 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 1 TRAVELLING ALONG A13 B TRACK IN LANE 3. ABOUT 10-15MPH. VEH 3 TRAVELLING ALONG A13 B TRACK IN LANE 1. ABOUT 10-15MPH. VEH 2 TRAVELLING ALONG A13 B TRACK BETWEEN LANES 2 AND 3. VEH 1 MOVES LEFT FROM LANE 3 TOWARDS LANE 2 AND COLLIDES WITH VEH 2. VEH 2 THEN CROSSES CARRIAEWAY AND COLLIDES WITH VEH 3. RIDER OF VEH 2 FALLS TO GROUND.

Occurred on A13 B TRACK M.P 081

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 3
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 21 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from E to W Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I07190313 07/03/2013 Time 1000 Vehicles 2 Casualties 1 Slight
 E: 560692 N: 180293 First Road: A 13 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

V2 CAME OFF A13 WESTBOUND SLIP ROAD ONTO ROUNDABOUT. JUST PAST ON-SLIP EASTBOUND V1 HAS TRIED TO OVERTAKE V2 WHILST V1 ATTEMPTING TO GO ROUND. V1 HAS COLLIDED WITH REAR NEARSIDE OF V2 CAUSING DAMAGE. V1 FAILED TO STOP AND LEFT SCENE. WITNESSED BY 3RD PARTY.

Occurred on ROUNDABOUT JCT A13, A1012

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Female
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 65 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I06210313 07/03/2013 Time 1453 Vehicles 2 Casualties 1 Slight
 E: 560560 N: 180065 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight: street lights present Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 1 & VEH 2 WERE JOINING THE A13 FROM THE ON SLIP AT JCT WITH A1012. VEH 2 HAS BRAKED TO AVOID OTHER VEH STOPPING AND VEH 1 HAS GONE INTO THE REAR OF VEH 2. VEH 2 HAS STOPPED TO GET THE DETAILS OF VEH 1 AND THEN LEFT STATING HIS WIFE WAS PREGNANT AND THEY HAD AN APPOINTMENT.

Occurred on A13 ON SLIP FROM A1012 TOWARDS SOUTHEND

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 30 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Changing lane to right
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Back Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I07100313 09/03/2013 Time 1115 Vehicles 2 Casualties 3 Slight
 E: 560650 N: 180220 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd: Sudden braking	Vehicle 002		
4th:			
5th:			
6th:			

V1 & V2 ON SLIP ROAD APPROACHING ROUNDABOUT. V1 BEHIND V2. V2 HAS MOVED OFF, V1 HAS CHECKED AHEAD AND APPROACHING TRAFFIC FROM RIGHT, AS V1 HAS MOVED OFF V2 HAS BRAKED/STOPPED FOR UNKNOWN REASON V1 COLLIDED WITH REAR OF V2.

Occurred on A13 WESTBOUND AT ROUNDABOUT AT JUNCTION WITH STIFFORD CLAYS ROAD.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 24 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Female
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 18 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Casualty Reference: 2 Vehicle: 2 Age: 15 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Casualty Reference: 3 Vehicle: 2 Age: 16 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I06520313 12/03/2013 Time 0900 Vehicles 1 Casualties 1 Slight
 E: 563379 N: 178251 First Road: A 126 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Snow
 Daylight:street lights present Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Nervous/Uncertain/Panic	Vehicle 1	Very Likely	
2nd: Travelling too fast for conditions	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 2 DRIVING ONTO ONSLIP FROM GRAYS ON TO A1089 DOCK ROAD, TILBURY, LONDON BOUND TRACK. VEH 1 SPUN ON SNOW, HIT LAMPOST J81 AND ENDED UP FACING WRONG DIRECTION. MINOR DAMAGE TO BASE OF LAMPOST J81, REAR O/S WHEEL, REAR OFFSIDE WING, DRIVER OF VEH 1 HAS SORE ELBOW. AIRBAG ON OFFSIDE FROM DEPLOYMENT.

Occurred on ON SLIP A1089 TILBURY, LONDON BOUND

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Entering from slip road First impact Back Hit vehicle:
 Hit object in road None Off road: Lamp post
 Nearside Age of Driver 38 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 38 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I08300313 19/03/2013 Time 1020 Vehicles 2 Casualties 1 Slight
 E: 563245 N: 177072 First Road: A 1089 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 002	Possible
2nd:	Junction restart	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

V2 STOPPED AT ROUNDABOUT, PULLED AWAY SLIGHTLY CAUSING V1 BEHIND TO ALSO PULL AWAY. V2 STOPPED SUDDENLY, V1 DID NOT STOP AND HIT REAR OF V2.

Occurred on DOCK ROAD J/W WEST THURROCK WAY

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Other motor vehicle Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I07530313 22/03/2013 Time 0600 Vehicles 2 Casualties 1 Slight
 E: 558616 N: 179860 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V2 BEING A MOTOR CYCLE WAS FILTERING THROUGH TRAFFIC WHEN V1 MOVED FROM LANE THREE OF THREE INTO LANE TWO COLLIDING WITH V2 HITTING THE FRONT WHEEL CAUSING THE BIKE TO FALL ON TOP OF THE RIDER ON HIS RIGHT SIDE.

Occurred on A13 JUNCTION PRIOR TO M25 AFTER STIFFORD INTERCHANGE.

Vehicle Reference 1 Car Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 002
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 53 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 53 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I08930413 03/04/2013 Time 1040 Vehicles 1 Casualties 1 Slight
 E: 563202 N: 176635 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Inexperienced or learner driver/rider	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING ALONG ST ANDREWS ROAD IN L1 APPROACHING SLOW MOVING TRAFFIC. V1 MOVES TO L2 AND RIDER LOSES CONTROL OF VEHICLE. V1 HITS CENTRAL RESERVATION KERB AND RIDER FALLS TO GROUND.

Occurred on ST ANDREWS ROAD APPROX 300 METRES SOUTH J/W DOCK ROAD.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Changing lane to right
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road Kerb Off road: None
 O/S onto cent res Age of Driver 17 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I10740413 22/04/2013 Time 1325 Vehicles 3 Casualties 1 Slight
 E: 563226 N: 178169 First Road: A 1089 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
2nd: Poor turn or manoeuvre	Vehicle 1	Very Likely	
3rd: Swerved	Vehicle 1	Very Likely	
4th: Travelling too fast for conditions	Vehicle 1	Very Likely	
5th:			
6th:			

VEHS 1 AND 2 APPROACHING RAB SOUTHBOUND. VEH 2 IN LANE 1 VEH 1 IN LANE 2. VEH 3 APPROACHING RAB NORTHBOUND. VEH 1 AND 2 HIT RAB AT SAME TIME. VEH 1 TAKES INSIDE LANE ON RAB. VEH 1 STARTS TO LEAN OVER TO LEFT IN PATH OF VEH 2. VEH 2 BRAKES AS VEH 1 GOES OVER ONTO SIDE. LID OF VEH 1 HITS WING MIRROR OF VEH 2 THEN HITS F/O/S BUMPER VEH 3.

Occurred on ASDA RAB A1059 J/W A126

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from Park to Parked Articulated
 On main carriageway Skidded and overturned
 Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 57 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 57 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from Park to Parked Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I11290413 25/04/2013 Time 2043 Vehicles 1 Casualties 1 Slight
 E: 561263 N: 180793 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 TRAVELLING WESTBOUND ON A13 IN LANE 3, VEH 1 SOUNDED DIFFERENT, RIDER VEH 1 TRIED TO SLOW DOWN AND VEH 1 WENT ONTO NEARSIDE AND SLID TO A STOP.

Occurred on A13 WESTBOUND CARRIAGEWAY 300 YRDS PRIOR TO A1012

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I11600513 02/05/2013 Time 0745 Vehicles 2 Casualties 1 Slight
 E: 560840 N: 180319 First Road: A 13 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 001	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V2 IN LANE 2 APPROACHING ROUNDABOUT, COME TO A STOP AT GIVEWAY LINE, V1 HAS HIT THE BACK OF V2.

Occurred on A13 LONDON BOUND OFF SLIP AT ROUNDABOUT GIVEWAY LINE.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SE to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle: 001
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 23 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I13270513 10/05/2013 Time 1945 Vehicles 2 Casualties 2 Slight
 E: 560797 N: 180208 First Road: A 1012 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 1	Possible	
2nd: Failed to look properly	Vehicle 1	Possible	
3rd: Careless/Reckless/In a hurry	Vehicle 1	Possible	
4th: Distraction outside vehicle	Vehicle 001	Possible	
5th: Sudden braking	Vehicle 002	Possible	
6th:			

VEH 2 WAS TOP OF RAB TO GIVE WAY TO RIGHT VEH 1 HAS GONE INTO THE BACK. VEH 1 HAS DRIVEN OFF.

Occurred on BETWEEN TREACLE MINE RAB NORTH STIFFORD RAB

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

Vehicle Reference 2 Car Waiting to turn left
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 20 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 15 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I12610513 13/05/2013 Time 1630 Vehicles 2 Casualties 1 Slight
 E: 561619 N: 180980 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Sudden braking	Vehicle 1	Very Likely	
2nd: Swerved	Vehicle 1	Very Likely	
3rd: Loss of control	Vehicle 1		
4th:			
5th:			
6th:			

VEH 1 WAS TRAVELLING ALONG A13 SOUTHEND BOUND BETWEEN JCTS OF A1012 AND A1089. VEH 1 HAS PROGRESSED THROUGH TRAFFIC BETWEEN LANES 2 AND 3 BETWEEN TWO LARGE VEHs. VEHs AROUND VEH 1 HAVE BRAKED AS HAS VEH 1 BUT VEH 1 HAS LOST CONTROL HIT VEH 2 WITH RIGHT HANDLEBAR. VEH 1 HAS THEN LOST TOTAL CONTROL AND HIT GROUND.

Occurred on BETWEEN JCT OF A1012 AND A1089 ON A13 SOUTHEND BOUND

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Overtaking stat vehicle O/S
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 46 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Stopping
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 68 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I16060613 06/06/2013 Time 1810 Vehicles 2 Casualties 1 Slight
 E: 560843 N: 180258 First Road: A 1012 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

(NO STATS) VEH 2 STATIONARY AT STIFFORD INTERCHANGE RAB, EXITING FROM STIFFORD CLAYS ROAD. VEH 1 COLLIDED WITH REAR OF VEH 2. VEH 1 FAILED TO REPORT AT SCENE.

Occurred on STIFFORD CLAYS ROAD GRAYS J/W RAB & A1012

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 44 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 44 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I17440613 14/06/2013 Time 2245 Vehicles 2 Casualties 1 Slight
 E: 560782 N: 180213 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 IN NEARSIDE LANE HEADING FOR A13 EXIT DUE TO ROAD WORKS VEH 2 TRIED TO MOVE INTO O/S LANE BUT LORRY BLOCKED HIM. AFTER GETTING PAST VEH 1, VEH 2 DRIVER GOT OUT TO REMONSTRATE WITH DRIVR OF VEH 1 THIS DRIVER COTINUED TO DRIVE HIS VEH 1 PUSHING VEH 2 AND ITS DRIVER ALONG THE HIGHWAY. WITNESSED BY DRIVER OF VEH 3.

Occurred on RAB M25 ONTO A13 EAST BOUND

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from N to E Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Changing lane to right
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 54 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 54 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I18040613 27/06/2013 Time 1820 Vehicles 2 Casualties 2 Slight
 E: 560839 N: 180319 First Road: A 1012 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
3rd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
4th: Failed to look properly	Vehicle 1	Very Likely	
5th:			
6th:			

VEH 2 WAS STATIONARY AT RAB JCT A13 A1012 WHEN WAS HIT FROM BEHIND BY VEH 1.

Occurred on A13 LONDON TRACK J/W A1012

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

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 23 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 25 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I18030613 30/06/2013 Time 1018 Vehicles 2 Casualties 1 Slight
 E: 560685 N: 180281 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Road layout (eg bend, hill crest)	Vehicle 1	Possible	
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible	
3rd: Failed to look properly	Vehicle 1	Very Likely	
4th: Junction restart	Vehicle 1	Very Likely	
5th:			
6th:			

VEH 2 IS AT THE TOP OF THE OFF SLIP, WAITING AT THE JCT WITH THE ROUNDABOUT. VEH 1 IS BEHIND VEH 2. NOTICED VEH 2 START TO MOVE FORWARD AND STARTED TO MOVE FORWARD HIMSELF. VEH 2 HESITATED.

Occurred on A13 SOUTHEND BOUND TRACK OFF SLIP FOR STIFFORD INTERCHANGE AT RAB J/W HIGH ROA

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

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from W to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I18890713 03/07/2013 Time 2030 Vehicles 3 Casualties 1 Slight
 E: 557498 N: 180204 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd: Careless/Reckless/In a hurry	Vehicle 001		
4th:			
5th:			
6th:			

V2 WAS JOINING M25 FROM ROUNDABOUT. V1 HAS DRIVEN IN FRONT OF V2. WHO HIT BRAKES - WAS THEN HIT IN THE BACK BY V3. V2 AND V3 EXCHANGED DETAILS V1 FAILED TO STOP.

Occurred on SLIP ROAD ONTO M25 TRACK A TO JUNCTION 30 WITH A13

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

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

Casualty Reference: 1 Vehicle: 2 Age: 33 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

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

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I19730713 06/07/2013 Time 0250 Vehicles 1 Casualties 1 Slight
 E: 559000 N: 179869 First Road: A 13 Road Type Slip road
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Impaired by alcohol	Vehicle 1	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 TRAVELLING EAST BOUND ON A13. TAKES SLIP ROAD TO JOIN A126. VEH 1 LOOSES CONTROL AD HITS ARMCO BARRIER.

Occurred on SLIP ROAD FROM A13 EAST BOUND ONTO A126

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway Skidded
 Location at impact Entering from slip road First impact Nearside Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Nearside Age of Driver 31 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I19860713 11/07/2013 Time 1730 Vehicles 2 Casualties 4 Slight
 E: 560840 N: 180331 First Road: A 13 Road Type Slip road
 Speed limit: 60 Junction Detail: Slip Road Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 001	Possible	
2nd: Failed to judge other persons path or speed	Vehicle 001	Possible	
3rd:			
4th:			
5th:			
6th:			

V2 TRAVELLING UP OFF SLIP A13 TOWARDS A1012 WAS STRUCK FROM BEHIND BY V1. DETAILS EXCHANGED BUT INJURIES TO PERSONS IN V2 DISCLOSED.

Occurred on OFF SLIP A13 ONTO A1012 STIFFORD INTERCHANGE, GRAYS.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 2 Car Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference:	1	Vehicle:	2	Age:	43	Male	Driver/rider	Severity:	Slight
Not a pupil				Postcode			Seatbelt		
Casualty Reference:	2	Vehicle:	2	Age:	43	Female	Passenger	Severity:	Slight
Not a pupil				Postcode			Seatbelt		
Front seat									
Casualty Reference:	3	Vehicle:	2	Age:	21	Female	Passenger	Severity:	Slight
Not a pupil				Postcode			Seatbelt		
Back seat									
Casualty Reference:	4	Vehicle:	2	Age:	25	Male	Passenger	Severity:	Slight
Not a pupil				Postcode			Seatbelt		
Back seat									

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I19840713 12/07/2013 Time 1725 Vehicles 2 Casualties 2 Slight
 E: 563434 N: 178087 First Road: A 126 Road Type Slip road
 Speed limit: 60 Junction Detail: Slip Road Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 002	Very Likely	
2nd: Road layout (eg bend, hill etc.)	Vehicle 003	Possible	
3rd:			
4th:			
5th:			
6th:			

V1 HEADING SOUTH ON A1089. V1 THEN HEADS EAST ON A126. V2 AT BRETTS FARM. V2 PULLS ONTO A126 TO HEAD WEST. V1 COLLIDES WITH F/O/S OF V2 CAUSING DAMAGE. DETAILS EXCHANGED AT SCENE. INJURIES APPARANT LATER.

Occurred on A126 (MARSHFOOT RD) 150 YARDS EAST J/W A1089

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 32 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Turning right
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 24 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I20910713 17/07/2013 Time 1130 Vehicles 2 Casualties 1 Slight
 E: 563170 N: 177043 First Road: A 1089 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Loss of control	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 WAS ON THE RAB AT ABOVE LOCATION TRAVELLING NORTH WHEN THE VEH WAS PUSHED FROM THE REAR CAUSING VEH 2 TO LOSE CONTROL AND LEAVE THE CARRIAGEWAY TO THE OFFSIDE.

Occurred on A1089 DOCK ROAD 20 MTRS NORTHEAST OF J/W THUUROCK PARK WAY

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Offside Hit vehicle:
 Hit object in road Kerb Off road: Road sign / ATS
 O/S Age of Driver 30 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 30 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I20670713 19/07/2013 Time 1703 Vehicles 2 Casualties 1 Serious
 E: 557653 N: 179961 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 1 AND VEH 2 EXITS JCT 30 RAB TRAVELLING TOWARDS DRC. VEH 1 TRAVELLING IN LANE 2. VEH 2 TRAVELLING IN LANE 1. VEH 1 MOVED ACROSS LANE 2 TO 1 AND COLLIDED WITH VEH 1 KNOCKING RIDER OFF MOTORBIKE. BOTH VEHS STOPPED AND EXCHANGED DETAILS. LOW SPEED IMPACT, HEAVY TRAFFIC.

Occurred on M25 JCT 30 - 31 5 YRDS SOUTH OF RAB

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 40 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 40 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I21440713 22/07/2013 Time 0437 Vehicles 1 Casualties 1 Slight
 E: 563434 N: 180742 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 1	Very Likely	
2nd: Illness or disability, mental or physical	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 WHILST TRAVELLING NORTHBOUND ON THE A1089 LOSES CONTROL AND LEAVES CARRIAGEWAY TO NEARSIDE.

Occurred on A1089 100 MTRS NORTH OF OFFSLIP FOR A13 LONDON BOUND, TILBURY

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Oth perm objects
 Nearside Age of Driver 64 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 64 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I23700713 25/07/2013 Time 1830 Vehicles 2 Casualties 1 Slight
 E: 557484 N: 180180 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Illegal turn or direction of travel	Vehicle 001	Possible	
2nd: Failed to look properly	Vehicle 002	Possible	
3rd: Failed to judge other persons path or speed	Vehicle 001	Possible	
4th: Failed to signal/Misleading signal	Vehicle 002	Possible	
5th:			
6th:			

V2 WAS TRAVELLING TOWARDS BRENTWOOD ON ROUNDABOUT WAS APPROACHING EXIT FOR M25. V1 CAME ALONG ON THE LEFT SIDE DID NOT TAKE EXIT AND HIT V2. V1 DID NOT STOP.

Occurred on JUNCTION 30 ROUNDABOUT J/W M25/A13

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Changing lane to left
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 70 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 70 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I23010813 05/08/2013 Time 1647 Vehicles 4 Casualties 1 Slight
 E: 557986 N: 180072 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V1 HAS COLLIDED WITH THE REAR OF V2, PUSHING V2 INTO THE REAR OF V3. V2 HAS SPUN AND COLLIDED WITH V4.

Occurred on A13 THURROCK ARTERIAL ROAD, 100M FROM THE JUNCTION OF BAKER STREET.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 54 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 54 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 41 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 4 Car Going ahead other
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

I23680813 09/08/2013 Time 1635 Vehicles 2 Casualties 1 Slight
 E: 560688 N: 180287 First Road: A 1012 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Disobeyed Give Way or Stop sign or markings	Vehicle 002	Possible
2nd: Failed to look properly	Vehicle 002	Possible
3rd: Failed to judge other persons path or speed	Vehicle 002	
4th:		
5th:		
6th:		

V1 WAS TRAVELLING TOWARDS ORSETT WHEN V2 PULLED OUT AND COLLIDED INTO THE PATH OF V1 CAUSING V1 TO TAKE EVASIVE ACTION AND COLLIDED WITH A KERB AND OVERTURN. NO INJURIES TO THE DRIVER OF V2 AND THE DRIVER OF V1 JUST SUSTAINED A VERY SMALL CUT TO HIS LEFT ARM WHICH WAS TREATED AT SCENE.

Occurred on A1306 JUNCTION A13 LONDON BOUND

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway Overturned
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road Kerb Off road: None
 O/S Age of Driver 34 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Changing lane to left
 Vehicle movement from E to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I24600813 23/08/2013 Time 0047 Vehicles 2 Casualties 1 Slight
 E: 557584 N: 180092 First Road: M 25 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 001	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 001	Possible	
4th: Careless/Reckless/In a hurry	Vehicle 001	Possible	
5th:			
6th:			

V1 WAS TRAVELLING BEHIND V2 IN LANE ONE OF THE M25, IN HEAVY STOP/START TRAFFIC. FOR REASONS U/K V1 HAS COLLIDED INTO THE REAR OF V2 CAUSING SIGNIFICANT DAMAGE TO V1. MINOR DAMAGE TO V2.

Occurred on M25 MOTORWAY J30 MP 185-4A

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 33 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods vehicle - unknown weight Stopping
 Vehicle movement from S to N Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 41 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I25010813 25/08/2013 Time 1320 Vehicles 1 Casualties 2 Slight
 E: 563352 N: 180831 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Tyres illegal, defective or under inflated	Vehicle 001	Very Likely	
2nd: Loss of control	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING IN L2 WITHIN SPEED LIMIT. N/S/R TYRE BLOWN CAUSING V1 TO LOSE CONTROL, COLLIDE INTO CENTRAL ARMCO AND ROLL ENDING UPSIDE DOWN IN L2.

Occurred on A13 WESTBOUND 458MTS WEST OF OFF SLIP TO A1089, GRAYS

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway Overturned
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: Cent crash barrier
 O/S onto cent res & rebounded Age of Driver 21 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Casualty Reference: 2 Vehicle: 1 Age: 21 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I34460813 27/08/2013 Time 1650 Vehicles 2 Casualties 1 Slight
 E: 557979 N: 180043 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Impaired by alcohol	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 AND V2 TRAVELLING DESIGNATED LANE APPROACHING J30 FROM A13. V2 HAS BRAKED, V1 FAILED TO BRAKE SUFFICIENTLY COLLIDING WITH REAR OF V2.

Occurred on A13 WESTBOUND 100 YARDS EAST J/W J30 M25

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 53 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 53 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I28800913 02/09/2013 Time 1333 Vehicles 2 Casualties 3 Slight
 E: 563358 N: 176477 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		
Factor:	Participant:	Confidence:
1st: Failed to judge other persons path or speed	Vehicle 002	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

V1 TRAVELLING ALONG ST ANDREWS ROAD, TILBURY TOWARDS ASDA (A1089) WHEN V2 COMING FROM ASDA TOWARDS TILBURY DOCK, MADE A RIGHT HAND TURN INTO PATH OF V1.

Occurred on ST ANDREWS ROAD J/W MAIN GATE APPROACH TILBURY DOCK.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 3 Vehicle: 1 Age: 17 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Vehicle Reference 2 Car Turning right
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving main road First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 39 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I27810913 03/09/2013 Time 0015 Vehicles 1 Casualties 1 Slight
 E: 563235 N: 177098 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: Central reservation Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:		Participant:	Confidence:
1st:	Failed to look properly	Casualty 001	Possible
2nd:	Failed to judge vehicles path or speed	Casualty 001	Possible
3rd:	Failed to look properly	Vehicle 001	Possible
4th:	Exceeding speed limit	Vehicle 001	Possible
5th:			
6th:			

PEDESTRIAN WAS CROSSING J/W ASDA ROUNDABOUT, A VEHICLE STOPPED TO LET PEDESTRIAN CROSS AS PEDESTRIAN WAS ABOUT TO STEP ONTO KERB ON THE OPPOSITE SIDE - PEDESTRIAN WAS CLIPPED POSSIBLY WITH WING MIRROR OF A SILVER OLD MODEL FORD MONDEO.

Occurred on A1089 J/W ASDA ROUNDABOUT DOCK APPROACH ROAD, TILBURY

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Pedestrian Severity: Slight
 Not a pupil Postcode Seatbelt
 In carr elsewhere Direction Unknown
 Movement U/K

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I27820913 09/09/2013 Time 0900 Vehicles 2 Casualties 1 Slight
 E: 558996 N: 179730 First Road: A 126 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH'S 1 AND 2 HAVE LEFT THE A13. TAKING THE LAKESIDE INTERSECTION TO THE A126. BOTH VEH'S ARE ABOUT TO LEAVE THE RAB FOR A126. VEH 1 IN LANE 1. VEH 2 IN LANE 2 BOTH APPROPRIATE. VEH 1 THEN DIVERTS TURNING RIGHT ACROSS THE RAB EXIT FRONT OFFSIDE OF VEH 1 COLLIDES WITH NEARSIDE OF VEH 2. VEH 1 IS A LEFT HAND DRIVE HGVS.

Occurred on INTERSECTION FROM A13 TO A126 SOUTH RAB

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Changing lane to right
 Vehicle movement from N to S Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 45 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I28550913 16/09/2013 Time 1857 Vehicles 2 Casualties 1 Slight
 E: 561039 N: 180602 First Road: A 13 Road Type Slip road
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Sudden braking	Vehicle 2	Possible
2nd:	Swerved	Vehicle 2	Very Likely
3rd:	Loss of control	Vehicle 2	Very Likely
4th:	Poor turn or manoeuvre	Vehicle 1	Very Likely
5th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
6th:	Failed to look properly	Vehicle 1	Possible

VEH 1 AND VEH 2 WERE TRAVELLING ALONG THE A13 TOWARDS LONDON. VEH 1 HAS CUT FROM LANE 2 ACROSS VEH 2 AND TAKEN THE SLIP ROAD OFF THE A13 DRIVER OF VEH 2 HAS BRAKED AND SWERVED TO AVOID COLLIDING WITH VEH 1 AND IN DOING SO LOST CONTROL SKIDDING 180 DEGREES AND HITTING A LAMPOST AFTER LEAVING THE CARRIAGEWAY.

Occurred on A13 OFFSLIP 50 MTRS PRIOR TO RAB J/W A1012

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from E to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving main road First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway Skidded
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: Lamp post
 Nearside Age of Driver 31 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I27930913 17/09/2013 Time 0026 Vehicles 2 Casualties 2 Slight
 E: 559905 N: 179822 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Possible	
2nd: Swerved	Vehicle 001	Very Likely	
3rd: Loss of control	Vehicle 001	Possible	
4th: Fatigue	Vehicle 001	Possible	
5th: Careless/Reckless/In a hurry	Vehicle 001	Possible	
6th:			

V1 TRAVELLING EAST ON A13, LANE 1 OF 3. V2 TRAVELLING EAST ON A13, LANE 2 OF 3, BEHIND V1. V1 CLIPPED NEARSIDE KERB INTO PATH OF V2, V2 STRUCK REAR OFFSIDE OF V1, V1 LEFT CARRIAGEWAY NEARSIDE.

Occurred on A13 EAST BETWEEN M25/A1012

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Overturned
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road Kerb Off road: None
 Nearside Age of Driver 58 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 58 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Taxi/Private hire car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 38 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I27600913 19/09/2013 Time 1910 Vehicles 1 Casualties 1 Slight
 E: 563703 N: 176334 First Road: A 126 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Casualty 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 WHISLT EXITING AND ALLEY WAY WHICH LEADS OUT ONTO DOCK ROAD HAS STRUCK A PEDESTRIAN BEING CAS 1 WHO HAS TRIPPED OVER IN FRONT OF THE TAXI, THE TAXI HAS THEN RUN OVER CAS WHILST HE HAS BEEN ON THE FLOOR.

Occurred on OUTSIDE 132 DOCK ROAD, TILBURY

Vehicle Reference 1 Car Waiting to turn right
 Vehicle movement from SW to NW No tow / articulation
 9 No skidding, jack-knifing or overturning
 Location at impact Entering main road First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 6 Male Pedestrian Severity: Slight
 Not a pupil Postcode Seatbelt
 On footpath / verge S bound
 Movement U/K

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I30951013 04/10/2013 Time 1050 Vehicles 2 Casualties 1 Slight
 E: 557660 N: 180162 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V2 TRAVELLING AROUND RBT J30 M25 AS V2 APPROACHES SET OF LIGHTS. V2 BRAKES AND STOPS. V1 ALSO TRAVELLING AROUND RBT FAILS TO STOP AND COLLIDES WITH REAR OF V2. SMASHING REAR SCREEN PUSHING IT ACROSS TRAFFIC LIGHTS.

Occurred on ROUNDABOUT J30 M25 J/W A13 W THURROCK

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from S to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 65 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 83 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 80 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I30531013 06/10/2013 Time 1145 Vehicles 2 Casualties 1 Slight
 E: 560617 N: 180391 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V1 PULLING OUT OF PARK INN INTO HIGH ROAD V1 LET OUT BY OTHER VEHICLE. V1 PULLED OUT INTO PATH OF V2 WHICH WAS TRAVELLING EAST ON HIGH ROAD.

Occurred on HIGH ROAD, NORTH STIFFORD, 100M J/W A1012

Vehicle Reference 1 Car Turning left
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 6 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I32231013 15/10/2013 Time 0857 Vehicles 2 Casualties 1 Slight
 E: 560841 N: 180322 First Road: A 13 Road Type Slip road
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V1 IN DRIVING ON A13 TOWARDS GRAYS AND HAS GONE UP SLIP ROAD OF A13 JUNCTION WITH A1012. AT THE ROUNDABOUT AT THE END OF SLIP ROAD V1 HAS STRUCK V2 TO THE REAR.

Occurred on A13 SLIP ROAD JUNCTION WITH A1012

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 47 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I34311013 28/10/2013 Time 1847 Vehicles 2 Casualties 1 Slight
 E: 557512 N: 179947 First Road: M 25 Road Type 1
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine with high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 001	Very Likely	
2nd: Nervous/Uncertain/Panic	Vehicle 001	Possible	
3rd: Failed to look properly	Vehicle 001		
4th:			
5th:			
6th:			

V2 WAS IN LANE 2 ON ROUNDABOUT. V1 WAS IN LANE 1. BOTH VEHICLES HELD UP AT THE TRAFFIC LIGHTS. V1 HAS SPED UP AND ATTEMPTED TO CUT ACROSS INFRONT OF V2 AND COLLIDED WITH V2 FRONT NEARSIDE CAUSING DAMAGE. V1 MADE OFF MAKING NO ATTEMPT TO STOP.

Occurred on M25 JUNCTION 30 ON THE J/W A13

Vehicle Reference 1 Car Overtaking nearside
 Vehicle movement from S to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Female
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Turning left
 Vehicle movement from S to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I35001013 30/10/2013 Time 0710 Vehicles 2 Casualties 1 Slight
 E: 557621 N: 180199 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lighting unknown Unknown
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 WAITING AT A RED LIGHT, VEH 1 HIT REAR OF VEH 2. VEH 1 DRIVER GOT OUT INSPECTED DAMAGE TO HER VEH, VEH 1 DRIVER CAME TOWARDS DRIVER VEH 2. DRIVER VEH 2 ASKED IF VEH 1 DRIVER WAS ON HER PHONE?. TRAFFIC LIGHTS CHANGED AND BECAUSE VEHS WERE COMING EITHER SIDE OF THE VEHS, DRIVER VEH 2 SUGGESTED PULLING OVER TO A SAFER PLACE DRIVER VEH 1 AGREED. BOTH DRIVERS GOT INTO THEIR CARS, VEH 1 DRIVER WAS FOLLOWING VEH 2 BUT THEN TOOK A DIFFERENT EXIT ONCE IT WAS TOO LATE FOR VEH 2 TO TURN. NO DETAILS EXCHANGED

Occurred on BRANCHED LEFT ARM A13 TO ENTER RAB TO MERGE ONTO A282, MIDDLE LANE ON THE RA

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

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from W to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 30 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I34581113 03/11/2013 Time 1254 Vehicles 2 Casualties 1 Slight
 E: 560687 N: 180283 First Road: A 13 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEH 2 HAD PULLED OUT OF SLIP ROAD JCT ONTO RAB INTO THE INSIDE LANE WHEN VEH 1 WHO HAD BEEN BEHIND VEH 2 AT JCT COLLIDED WITH THE BACK OF VEH 2. VEH 2 DRIVER THEN PULLED OVER ON THE LEFT WHERE SHE WAS JOINED BY A WITNESS. VEH 1 LEFT THE SCENE WITHOUT STOPPING. JCT IS NOTORIOUSLY BUSY AND DIFFICULT TO NEGOTIATE.

Occurred on A13 SLIP ROAD FROM LONDON ONTO RAB AT NORTH STIFFORD A1012 EXIT

Vehicle Reference 1 Car Starting
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 67 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 53 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 53 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I35661113 07/11/2013 Time 2012 Vehicles 3 Casualties 2 Slight
 E: 563438 N: 176527 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Possible	
3rd: Failed to judge other persons path or speed	Vehicle 1	Possible	
4th: Exceeding speed limit	Vehicle 1	Possible	
5th:			
6th:			

IT WOULD APPEAR VEH 2 TRAVELLING DOCK ROAD, TOWARDS AREA OF TOWN CENTRE. VEH 1 TRAVELLING SAME DIRECTION BEHIND VEH 2. VEH 2 BRAKES AND STOPS BEHIND VEH 3, FAILS TO STOP STRIKING REAR OF VEH 2, VEH 1 REVERSES AND DRIVES OFF TOWARDS AREA OF A1089, IN OPPOSITE DIRECTION.

Occurred on DOCK ROAD APPROX 24 MTRS TOWN CENTRE SIDE OF J/W RUSSELL ROAD

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

Vehicle Reference 2 Car Stopping
 Vehicle movement from W to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 35 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 12 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead but held up
Vehicle movement from W to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I34741113 08/11/2013 Time 1658 Vehicles 3 Casualties 1 Serious
 E: 558713 N: 179862 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 002	Very Likely	
2nd: Poor turn or manoeuvre	Vehicle 001	Very Likely	
3rd: Sudden braking	Vehicle 002	Very Likely	
4th: Loss of control	Vehicle 002	Very Likely	
5th: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
6th:			

V2 WAS IN LANE 2 ON A13. V3 WAS IN LANE 1. V1 HAS UNDERTAKEN V2 AND THE UNKNOWN VEHICLE IN FRONT OF V2 CAUSING THE UNKNOWN VEHICLE IN LANE 2 TO BRAKE SHARPLY IN TURN CAUSING V2 TO BRAKE HARD AND SKID. THE FRONT WHEEL OF V2 HAS LOST CONTACT WITH THE ROAD SURFACE AND V2 AND RIDER HAVE SLID BETWEEN THE WHEELS OF V3 WHICH THEN RAN OVER THE RIDER.

Occurred on LANE 1 ON THE A13 TOWARDS SOUTHEND J/W A126 TOWARDS LAKESIDE.

Vehicle Reference 1 Pedal Cycle Overtaking nearside
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Not applicable
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 25 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 49 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I40411113 27/11/2013 Time 1933 Vehicles 3 Casualties 1 Slight
 E: 557975 N: 180077 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Poor turn or manoeuvre	Vehicle 1	Very Likely	
3rd: Inexperienced or learner driver/rider	Vehicle 1		
4th:			
5th:			
6th:			

VEH 1 TRAVELLING WEST IN GENERAL DIRECTION OF LONDON, VEH 1 MOVES FROM LANE 2 TO 3 INTO PATH OF VEH 2. VEH'S 1 AND 2 COLLIDE AND BOTH SPIN VEH 1 COLLIDES WITH CENTRAL CRASH BARRIER, VEH 2 LEAVES CARRIAGEWAY TO NEARSIDE AND GOES UP A BANK. DURING THIS SEQUENCE EITHER VEH 1 OR 2 HAVE COLLIDED VEH 3 CAUSING RIDER OF VEH 3 TO FALL FROM HIS MOTORCYCLE.

Occurred on A13 APPROX 300M EAST J/W M25 JCT 30

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from W to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Cent crash barrier
 O/S onto cent res & rebounded Age of Driver 38 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: Oth perm objects
 Nearside Age of Driver 51 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 3 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 44 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 44 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I38381213 02/12/2013 Time 1300 Vehicles 2 Casualties 2 Slight
 E: 563208 N: 177359 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Illness or disability, mental or physical	Vehicle 001	Very Likely	
2nd: Uncorrected, defective eyesight	Vehicle 001	Very Likely	
3rd: Failed to look properly	Vehicle 001	Very Likely	
4th: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
5th:			
6th:			

V2 WAS TRAVELLING ALONG THE A1089 TOWARDS THE ASDA ROUNDABOUT. V1 HAS ALSO BEEN TRAVELLING ALONG THE A1089 IN THE SAME LANE AND DIRECTION AS V2. V1 HAS THEN STRUCK V2 FROM BEHIND CAUSING IT TO OVERTURN.

Occurred on A1089 DOCK ROAD 300 YARDS FROM THE ASFA ROUNDABOUT, TILBURY.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 76 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 76 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Other Vehicle Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway Overturned
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 42 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I38841213 02/12/2013 Time 1743 Vehicles 2 Casualties 1 Slight
 E: 562068 N: 181089 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Failed to signal/Misleading signal	Vehicle 1	Very Likely	
3rd: Inexperienced or learner driver/rider	Vehicle 1	Very Likely	
4th: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
5th:			
6th:			

VEHS 1 AND 2 BOTH TRAVELLING A13 HEADING IN GENERAL DIRECTION OF SOUTHEND. VEH 2 WAS FILTERING THROUGH HEAVY TRAFFIC. VEH 1 MADE A SUDDEN LANE CHANGE AND COLLIDED WITH VEH 2 CAUSING HIM TO FALL FROM HIS MACHINE.

Occurred on A13 GRAYS APPROX 630M WEST OFFSLIP TO A1089

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 18 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Changing lane to right
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 23 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I38931213 06/12/2013 Time 0642 Vehicles 2 Casualties 1 Slight
 E: 557680 N: 180144 First Road: A 13 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 IN MIDDLE LANE OF RAB HEADING TOWARDS THE LAKESIDE SLIPROAD. VEH 1 IS ON THE INSIDE OF VEH 2 AND CUT STRAIGHT ACROSS VEH 2 HITTING IT AND CAUSING VEH 2 TO WOBBLE AND FALL OFF. VEH 1 DID NOT STOP.

Occurred on J30 RAB M25

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 40 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 40 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I39391213 15/12/2013 Time 1400 Vehicles 2 Casualties 1 Serious
 E: 558293 N: 179956 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 001	Possible	
2nd: Deposit on road (eg oil, mud, chippings)	Vehicle 001	Possible	
3rd:			
4th:			
5th:			
6th:			

BOTH V1 AND V2 TRAVELLING SOUTHEND BOUND ON A13 BETWEEN J/W M25 AND A126. V1 HAS STARTED TO SPIN (FOR REASON TO BE ESTABLISHED) RESULTING IN COLLISION WITH V2 AND NEARSIDE BARRIER.

Occurred on A13 APPROX 500 YARDS PRIOR TO OFFSIDE OF A126, SOUTHEND BOUND.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Nearside & rebounded Age of Driver 29 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Passenger Severity: Serious
 Not a pupil Postcode Seatbelt
 Back seat

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I40421213 16/12/2013 Time 1351 Vehicles 2 Casualties 1 Slight
 E: 563360 N: 176480 First Road: U Road Type Single carriageway
 Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible	
3rd: Inexperience of driving on the left	Vehicle 1		
4th:			
5th:			
6th:			

VEH 2 TRAVELLING ALONG ST ANDREWS ROAD TOWARDS ASDA RAB VEH 1 WAITING TO TURN RIGHT INTO DOCKS ENTRANCE. VEH 1 PULLED ACROSS DIRECTLY INTO PATH OF VEH 2 WHICH WAS MOVING, RESULTING IN HEAD ON COLLISION. BOTH VEHS STOPPED. DRIVER VEH 1 REPORTED, DRIVER VEH 2 MINOR INJURIES.

Occurred on ST ANDREWS ROAD TILBURY T JCT ENTRANCE TO DOCKS

Vehicle Reference 1 Goods vehicle - unknown weight Turning right
 Vehicle movement from W to E Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 48 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Goods vehicle - unknown weight Going ahead other
 Vehicle movement from E to W Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road Kerb Off road: Oth perm objects
 Did not leave carr Age of Driver 41 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 41 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I41501213 27/12/2013 Time 1042 Vehicles 2 Casualties 1 Slight
 E: 557438 N: 180100 First Road: M 25 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Possible
2nd: Failed to look properly	Vehicle 2	Possible
3rd: Swerved	Vehicle 2	Possible
4th: Careless/Reckless/In a hurry	Vehicle 2	Possible
5th: Poor turn or manoeuvre	Vehicle 2	Possible
6th: Failed to judge other persons path or speed	Vehicle 2	Possible

BOTH VEH 1 AND 2 WERE TRAVELLING TOWARDS DIRECTION OF THURROCK M25. VEH 1 COLLIDED WITH REAR OF VEH 2 CAUSING VEH 2 TO HIT BARRIER AT MIDDLE OF RAB.

Occurred on J30 RAB OF M25

Vehicle Reference 1 Goods vehicle - unknown weight Starting
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Starting
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 60 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 57 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I00250114 06/01/2014 Time 1130 Vehicles 2 Casualties 1 Slight
 E: 557626 N: 180205 First Road: M 25 Road Type Slip road
 Speed limit: 60 Junction Detail: Roundabout Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present but unlit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 WAS ON RAB J30/A13 OF THE M25 WAITING AT TRAFFIC LIGHTS TO GO A13 LONDON BOUND. VEH 1 HAS COLLIDED INTO THE REAR OF VEH 2 CAUSING DAMAGE TO VEH 1.

Occurred on M25 JCT 30 ON SLIP TO A13 LONDON BOUND

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Waiting to turn left
 Vehicle movement from S to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 25 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Waiting to turn left
 Vehicle movement from S to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I00460114 08/01/2014 Time 0708 Vehicles 2 Casualties 1 Slight
 E: 560843 N: 180300 First Road: A 13 Road Type Slip road
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 001	Very Likely	
2nd: Following too close	Vehicle 001	Possible	
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 WAS STATIONARY AT THE JUNCTION. VEHICLE 1 WENT TO PULL AWAY AND HIT VEHICLE 2 TO THE REAR.

Occurred on A13, JUNCTION WITH A1012 WEST BOUND.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Starting
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 60 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 41 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 41 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I01720114 16/01/2014 Time 1100 Vehicles 2 Casualties 1 Slight
 E: 559635 N: 179802 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

V2 ON A13 IN N/S LANE, V1 IN FRONT OF V2, ITEM HAS FALLEN FROM INSECURE LOAD ON V1. DAMAGE CAUSED TO V2 IS SMALL CHIP TO WINDSCREEN.

Occurred on APPROX 1/2 MILE BEFORE JUNCTION WITH A1012.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I01320114 16/01/2014 Time 0805 Vehicles 2 Casualties 1 Slight
 E: 562974 N: 177977 First Road: A 126 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 002	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING TOARDS A1089. V1 GONE TO OVERTAKE BUS BUT V1 HAS HAD TO STOP DUE TO ANOTHER VEHICLE ON COMING. V1 BRAKED, V2 HAS ALSO BRAKED WHILST BEHIND V1 AND HAS SLID. C1 HAS FALLEN OFF OF V2 AND HIS VEHICLE HIT REAR OFFSIDE OF V1.

Occurred on OUTSIDE 128 DOCK ROAD, GRAYS APPROX 30M FROM JUNCTION WITH THE WILLOWS, GRAYS

Vehicle Reference 1 Car Starting
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 17 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I03340114 29/01/2014 Time 0845 Vehicles 2 Casualties 1 Slight
 E: 560705 N: 180354 First Road: A 1012 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd: Poor turn or manoeuvre	Vehicle 001		
4th:			
5th:			
6th:			

V1 AND V2 WERE BOTH TRAVELLING FROM NORTH STIFFORD ONTO THE ROUNDABOUT, A13 J/W HIGH ROAD NORTH STIFFORD. V2 WAS IN FRONT OF V1. V2 STOPPED FOR TRAFFIC AT THE ROUNDABOUT AND V1 COLLIDED WITH THE REAR OF V2.

Occurred on A13 J/W HIGH ROAD, NORTH STIFFORD.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 62 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 62 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 62 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I03730214 01/02/2014 Time 2215 Vehicles 3 Casualties 1 Slight
 E: 557678 N: 180014 First Road: A 13 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Swerved	Vehicle 002	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 002	Possible	
3rd:			
4th:			
5th:			
6th:			

VEHICLES 1, 2 AND 3 TRAVELLING WEST ON SLIP ROAD. VEHICLE 2 INDICATES TO GO INTO DIFFERENT LANE AND AS THEY MOVE, VEHICLE 1 SPEEDS DOWN SLIP ROAD CAUSING VEHICLE 2 TO MOVE BACK INTO THE MIDDLE LANE AND COLLIDE WITH VEHICLE 3. VEHICLE 1 FAILED TO STOP AND CONTINUED ON WITH JOURNEY. MINOR WHIPLASH INJURIES CAUSED TO PASSENGER IN VEHICLE 3.

Occurred on A13, JUNCTION 31 - M25 HEADING WEST

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

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

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 50 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 19 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I04250214 07/02/2014 Time 2005 Vehicles 2 Casualties 2 Slight
 E: 559170 N: 179807 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 002	Possible	
2nd: Failed to look properly	Vehicle 001	Possible	
3rd:			
4th:			
5th:			
6th:			

V1 AND V2 TRAVELLING ON SOUTHEND BOUND TRACK. WHEN PAST JUNCTION 30 OF M25 WHERE A13 STEMS FROM 3 LANES TO 2 LANES, V1 HAS COLLIDED WITH V2. CONTACT HAS BEEN ON THE FRONT NEARSIDE WING OF V1 AND OFFSIDE DOORS OF V2. AIRBAGS ON OFFSIDE DEPLOYED ON V2. V1 HAS SPUN AND ITS REAR IS OFF THE CARRIAGEWAY, FRONT PARTIALLY IN LANE 1.

Occurred on A13 SOUTHEND BOUND TRACK BY MARKER POST 106.1M PAST LAKESIDE TURNOFF

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 51 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I05430214 15/02/2014 Time 1230 Vehicles 2 Casualties 3 Slight
 E: 557532 N: 179936 First Road: M 25 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd: Distraction in vehicle	Vehicle 001		
4th:			
5th:			
6th:			

V2 WAS STATIONARY AT LIGHTS WHEN V1 VEERED INTO SIDE OF V2

Occurred on M25 J31

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from N to S Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 48 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 48 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 13 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Casualty Reference: 3 Vehicle: 2 Age: Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I05830214 21/02/2014 Time 0745 Vehicles 1 Casualties 2 Serious
 E: 563669 N: 176344 First Road: A 126 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: Zebra crossing Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Failed to look properly	Casualty 001	Very Likely	
3rd: Dazzling sun	Vehicle 001	Very Likely	
4th: Failed to judge vehicles path or speed	Casualty 001	Very Likely	
5th:			
6th:			

V1 WAS TRAVELLING ALONG DOCK ROAD, TILBURY AND AS V1 PASSED JUNCTION OF BROADWAY COLLIDED INTO A PEDESTRIAN CROSSING THE STREET. NO OTHER PERSONS OR VEHICLES INVOLVED.

Occurred on DOCK ROAD AT JUNCTION OF BROADWAY, TILBURY

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 54 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 61 Male Pedestrian Severity: Serious
 Not a pupil Postcode Seatbelt
 In carr elsewhere N bound
 Driver's offside

Casualty Reference: 2 Vehicle: 1 Age: 54 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I09260314 17/03/2014 Time 1838 Vehicles 2 Casualties 1 Serious
 E: 560645 N: 180391 First Road: U Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

Other Cause: FAILED TO RESPECT REQUEST OF PASSENGER TO STOP VEHICLE.
 Precipitating Factor:

VEHICLE 1 WAS ON THE STIFFORD INTERCHANGE COMING FROM NORTH STIFFORD. VEHICLE 1 HAS INDICATED LEFT ONTO STIFFORD CLAYS ROAD AND WITHIN 10 FEET OF THE JUNCTION, CASUALTY 1 HAS CYCLED OUT IN FRONT OF VEHICLE 1 WITHOUT LOOKING. CASUALTY 1 WAS ON A BLACK PEDAL CYCLE WEARING DARK CLOTHING WITH NO LIGHTS ON HIS PEDAL CYCLE. VEHICLE 1 HAS BRAKED BUT COLLIDED WITH CASUALTY 1. IMPACT SPEED 30 MPH.

Occurred on STIFFORD CLAYS ROAD, THURROCK

Vehicle Reference 1 Car Stopping
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 53 Male
 Hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Stopping
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 29 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 29 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I08570314 18/03/2014 Time 0850 Vehicles 2 Casualties 1 Slight
 E: 560789 N: 180205 First Road: A 1012 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

LEFT LANE. DUAL CARRIAGEWAY WAITING TO PULL OUT ON RAB WHEN VEH 2 HIT FROM BEHIIND BY VEH 1 BOTH EXCHANGED DETAILS RECORDED AS INJURY.

Occurred on A1012 AT RAB ON STIFFORD INTERCHANGE

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

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

Casualty Reference: 1 Vehicle: 2 Age: 27 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I10740314 26/03/2014 Time 1600 Vehicles 4 Casualties 1 Slight
 E: 557598 N: 180243 First Road: M 25 Road Type Slip road
 Speed limit: 70 Junction Detail: Slip Road Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd: Travelling too fast for conditions	Vehicle 1		
4th:			
5th:			
6th:			

VEH 2, 3 AND 4 STATIONARY ON SLIP ROAD @ J30 M25 WAITING AT SET OF LIGHTS. VEH 1 HAS FAILED TO STOP IN TIME AND COLLIDED WITH VEH 2 PUSHING VEH 2 INTO VEH 3 INTO VEH 4.

Occurred on M25 A TRACK J30 SLIP ROAD J/W A13

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Stopping
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Stopping
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 39 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Car Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 50 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 4 Car Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

I10180314 30/03/2014 Time 1450 Vehicles 1 Casualties 1 Slight
 E: 558468 N: 179889 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 1 WAS TRAVELLING WEST ALONG A13. DRIVER HAS LOST CONTROL OF VEH AND COLLIDED WITH CENTRAL RESERVATION.

Occurred on A13 0.5 MILES EAST OF J/W M25

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Cent crash barrier
 Did not leave carr Age of Driver 30 Female
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 30 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I11330414 09/04/2014 Time 1430 Vehicles 2 Casualties 2 Slight
 E: 563536 N: 178337 First Road: A 126 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 WAS TRAVELLING TOWARDS TILBURY AND HAD JUST CAME OVER A1089. VEH 2 SLOWED TO AVOID DEBRIS IN ROAD AND VHE 1 DROVE INTO BACK OF VEH 2, VEH 1 DROVE OFF.

Occurred on MARSHFOOT ROAD APPROX 300M NORTHEAST OF RAB WITH DOCK ROAD

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

Vehicle Reference 2 Car Stopping
 Vehicle movement from NE to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 62 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 62 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt
 Casualty Reference: 2 Vehicle: 2 Age: 61 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I34460414 14/04/2014 Time 2000 Vehicles 2 Casualties 1 Slight
 E: 560758 N: 180370 First Road: A 1012 Road Type 1
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
2nd: Failed to signal/Misleading signal	Vehicle 002	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 WAS ON INSIDE LANE ON ROUNDABOUT. V2 WAS ON OUTSIDE, V1 BELIEVED V2 WAS COMING OFF ROUNDABOUT TO TAKE A13 SOUTHEND BOUND BUT V2 CONTINUED ON ROUNDABOUT, V1 COLLIDED INTO REAR OF V2.

Occurred on NORTH STIFFORD INTERCHANGE, ON ROUNDABOUT 1-5 METRES PRIOR TO A13 SOUTHEND B

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from NW to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 58 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead right bend
 Vehicle movement from N to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 24 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I11990414 16/04/2014 Time 1146 Vehicles 3 Casualties 2 Slight
 E: 558081 N: 180018 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Poor turn or manoeuvre	Vehicle 1	Very Likely	
3rd: Sudden braking	Vehicle 1	Possible	
4th: Careless/Reckless/In a hurry	Vehicle 1	Possible	
5th:			
6th:			

VEH 3 STATIONARY IN LANE 1 OF A13 QUEUEING FOR SLIP FOR M25, VEH 2 TRAVELLING WESTBOUND A13 IN LANE 2. VEH 1 ALSO TRAVELLING WESTBOUND ON A13 IN LANE 3. VEH 1 HAS PULLED IN FRONT OF VEH 2 AND IT SLOWED VEH 2 HAS THEN COLLIDED INTO THE REAR OF VEH 1. VEH 1 HAS THEN BEEN PUSHED INTO VEH 3.

Occurred on A13 WESTBOUND APPROX 400 MTRS FROM J/W M25

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 57 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 57 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from E to W Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead but held up
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 3 Age: 39 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

I12040414 16/04/2014 Time 1800 Vehicles 2 Casualties 1 Slight
 E: 560681 N: 180261 First Road: A 13 Road Type Slip road
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Road layout (eg bend, hill crest)	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 STATIONARY A13 EASTBOUND OFFSLIP J/W A1012. VEH 1 TRAVELLING UP THE OFFSLIP BEHIND VEH 2. VEH 1 HAS COLLIDED INTO THE REAR OF VEH 2.

Occurred on A13 EASTBOUND OFFSLIP J/W A1012

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 56 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I12790414 21/04/2014 Time 0900 Vehicles 2 Casualties 1 Slight
 E: 557654 N: 179977 First Road: A 13 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Automatic traffic signal Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V1 AND V2 NEGOTIATING ROUNDABOUT AT JUNCTION 30 OF M25 INTENDING TO EXIT M25 TOWARDS KENT. V2 STOPS AT RED TRAFFIC LIGHT AND IS STRUCK FROM BEHIND BY V1.

Occurred on A13 J/W M25 JUNCTION 30 ROUNDABOUT.

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from W to S Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 48 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from W to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 37 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I13460414 24/04/2014 Time 1232 Vehicles 3 Casualties 1 Slight
 E: 561172 N: 180736 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 1		
4th:			
5th:			
6th:			

VEH 2 WAS DRIVING ALONG A13 TOWARDS GRAYS IN LANE 2 OF 2 THEN INDICATED AND MOVED INTO LANE 1. VEH 1 WAS PARKED IN THE LAYBY INDICATED BUT PULLED OUT INTO LANE 1 HITTING VEH 2 CAUSING IT TO SPIN INTO VEH 3 AND SPIN OUT OF CONTROL ALONG A13. MINOR INJURY ONLY TO VEH 2 DRIVER.

Occurred on A13 LONDON BOUND 1 MILE PAST WEST OF A1089 ON SLIP

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Starting
 Vehicle movement from W to E No tow / articulation
 On lay-by or hard shoulder No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 23 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Goods 7.5 tonnes mgw and over Parked
 Vehicle movement from W to E No tow / articulation
 On lay-by or hard shoulder No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 56 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I13860514 03/05/2014 Time 1915 Vehicles 1 Casualties 1 Fatal
 E: 563370 N: 180896 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

RIDER OF V1 HAS LOST CONTROL AND EXITED THE CARRIAGEWAY HITTING A WOODEN FENCE. RIDER SUFFERED FATAL INJURIES.

Occurred on A1089 TILBURY BOUND FROM A13 EXIT SLIP SOUTHEND BOUND.

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway Skidded
 Location at impact Entering from slip road First impact Front Hit vehicle:
 Hit object in road None Off road: Wall or fence
 Nearside Age of Driver 37 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Driver/rider Severity: Fatal
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I14740514 10/05/2014 Time 0257 Vehicles 1 Casualties 1 Slight
 E: 559455 N: 179880 First Road: B 186 Road Type Single carriageway
 Speed limit: 50 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Sudden braking	Vehicle 001	Very Likely	
2nd: Distraction in vehicle	Vehicle 001	Possible	
3rd: Aggressive driving	Vehicle 001		
4th:			
5th:			
6th:			

OCCUPANTS OF BLACK TAXI PRE AGREE A FARE FROM ROMFORD TO CHAFFORD HUNDRED. ON ROUTE CIVIL DESPUTE OVER COST RAISING AND ROUTE DIVERTING. ARGUMENT STARTED IN CAB. V1 DRIVER APPLIED BRAKES SHARPLEY AND C1 FELL FORWARD, DUE TO NOT WEARING SEATBELT HIT HER FACE ON PLASTIC PARTITION, CAUSING SWOLLEN LIP.

Occurred on PILGRIMS LANE 500M STH OF HIGH ROAD.

Vehicle Reference 1 Taxi/Private hire car Stopping
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 17 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I14880514 12/05/2014 Time 1705 Vehicles 2 Casualties 1 Slight
 E: 563192 N: 176961 First Road: U Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 001	Possible	
2nd: Travelling too fast for conditions	Vehicle 001	Possible	
3rd: Failed to look properly	Vehicle 001	Very Likely	
4th: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
5th: Driving too slow for conditions or slow veh	Vehicle 001	Possible	
6th:			

V2 HAS BEEN STATIONARY AT THE ROUNDABOUT WAITING TO ENTER THE ROUNDABOUT WHEN V1 HAS FAILED TO STOP IN TIME AND STRUCK THE REAR OF V2.

Occurred on THURROCK PARK WAY JUNCTION WITH A1089.

Vehicle Reference 1 Car Stopping
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 33 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I16040514 14/05/2014 Time 0850 Vehicles 2 Casualties 2 Slight
 E: 560525 N: 180072 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 WAS TRAVELLING LANE 2 ON THE A13 SOUTHEND BOUND. VEH 1 HAS JOINED THE A13 FROM THE ONSLIP AT STIFFORD. BOTH VEHS HAVE MOVED INTO LANE 1 EXACTLY THE SAME TIME AND COLLIDED. BOTH VEHS HAVE SPUN AND EXITED THE A13 NEARSIDE. EXTENSIVE DAMAGE TO BOTH VEHS. BOTH DRIVERS TAKEN TO HOSPITAL WITH NECK INJURIES.

Occurred on A13 J/W STIFFORD ONSLIP, SOUTHEND BOUND

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 54 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 54 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 23 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I17260514 23/05/2014 Time 1718 Vehicles 2 Casualties 2 Slight
 E: 559584 N: 179801 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 001	Possible	
2nd: Travelling too fast for conditions	Vehicle 001	Possible	
3rd: Failed to look properly	Vehicle 001	Possible	
4th: Failed to judge other persons path or speed	Vehicle 001	Possible	
5th: Sudden braking	Vehicle 001	Possible	
6th:			

BOTH VEHICLES TRAVELLING EAST ON THE A13 IN LANE 3 HEAVY STOP START TRAFFIC. V1 DRIVES INTO THE BACK OF V2.

Occurred on A13 SOUTHEND BOUND 1/2 MILE FROM A1012 MP1065

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Female
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 37 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 37 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I17440514 29/05/2014 Time 0850 Vehicles 3 Casualties 1 Slight
 E: 558137 N: 180000 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 001	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1,2 AND 3 ALL TRAVELLING A13 LONDON BOUND, V2 STATIONARY IN L1 BEHIND V3 WHICH WAS ALSO STATIONARY. V1 APPROACHING V2 AND FAILS TO STOP IN TIME. STRIKING REAR OF V2, SHUNTING V2 INTO REAR OF V3.

Occurred on A13 LONDON BOUND 200 METRES BEFORE J/W M25 J30

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 3 Car Going ahead but held up
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 41 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 41 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I17590614 03/06/2014 Time 1445 Vehicles 2 Casualties 1 Slight
 E: 563241 N: 177075 First Road: A 1089 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V1 IS APPROACHING ROUNDABOUT FROM A1089 SOUTHBOUND BEHIND V2. BOTH CARS STATIONARY ON ENTRANCE TO ROUNDABOUT. V1 HAS THEN PULLED FORWARD COLLIDING WITH THE REAR OF V2.

Occurred on A1089 ROUNDABOUT WITH THE JUNCTION OF A126.

Vehicle Reference 1 Car Starting
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 42 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 29 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I18370614 04/06/2014 Time 1835 Vehicles 2 Casualties 1 Slight
 E: 557667 N: 179984 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 WAS IN LANE 2 ON RAB WHEN VEH 1 CUT ACROSS INSIDE AND COLLIDED WITH O/S PANEL AND DOOR. VEH 1 RIDER SLOWED AND SWERVED OVER TO VERGE. DETAILS WERE EXCHANGED BUT RIDER OF VEH 1 STATED HE HAD A SWOLLEN ANKLE.

Occurred on A13 JCT 30 M25

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
 Vehicle movement from NE to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from NE to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I18010614 06/06/2014 Time 1000 Vehicles 2 Casualties 1 Serious
 E: 563883 N: 179457 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Distraction in vehicle	Vehicle 001	Very Likely	
2nd: Swerved	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V2 UNATTENDED AND PARKED IN LAYBY. V1 TRAVELLING FROM TILBURY TOWARDS A13 COLLIDED WITH REAR OF TRAILER UNIT OF V2. NO OTHER VEHICLES INVOLVED. NO DAMAGE CAUSED TO OTHER PROPERTY.

Occurred on A1089 2ND LAYBY FROM ASDA ROUNDABOUT TOWARDS A13

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

Casualty Reference: 1 Vehicle: 1 Age: 25 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Parked
 Vehicle movement from Park to Parked Articulated
 On lay-by or hard shoulder No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I19950614 13/06/2014 Time 0610 Vehicles 2 Casualties 1 Slight
 E: 557965 N: 180068 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Vehicle blind spot	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 TRAVELLING WEST IN MIDDLE LANE OF A13

Occurred on A13 0.5 MILES WEST OF J/W M25

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: Lamp post
 Nearside Age of Driver 62 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 62 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I19490614 17/06/2014 Time 1740 Vehicles 3 Casualties 2 Serious
 E: 557866 N: 180054 First Road: A 13 Road Type Slip road
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Defective brakes	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 3 TRAVELLING WEST ON A13 WAS STATIONARY ON THE OFF SLIP TO M25 IN QUEING TRAFFIC. VEH 2 ALSO SAME LOCATION I TRAFFIC STATIONARY BEHIND VEH 3. VEH 1 ALSO TRAVELLOING WEST A13 ON OFF SLIP TO M25. VEH 1 HAS COLLIDED WITH REAR OF VEH 2 WHICH IN TURN HAS COLLIDED WITH REAR OF VEH 3.

Occurred on A13 WEST BOUND OFF SLIP APPROX 200 YARDS EAST OF J30 M25

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 38 Female Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 42 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

I20330614 24/06/2014 Time 1500 Vehicles 2 Casualties 1 Serious
 E: 558929 N: 179869 First Road: A 13 Road Type Dual carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 001	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely
3rd:		
4th:		
5th:		
6th:		

LORRY CAME ACROSS 4 LANES AT JUNCTION OF ROAD FORCING INFORMANT TOWARDS STATIONARY TRAFFIC AND OFF OF BIKE.

Occurred on ROUNDABOUT NEAR ARTERIAL ROAD BY A13

Vehicle Reference 1 Goods vehicle - unknown weight Changing lane to left
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 42 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I21070614 24/06/2014 Time 1713 Vehicles 5 Casualties 3 Slight
 E: 558028 N: 180059 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd: Poor turn or manoeuvre	Vehicle 001	Very Likely	
4th: Illness or disability, mental or physical	Vehicle 001	Very Likely	
5th:			
6th:			

V1 ENTERED A13 FROM JUNCTION 30 TRAVELLING SOUTHBOUND. AS V1 JOINED, A POSSIBLE MEDICAL EPISODE OCCURED, CAUSING BRIEF BLACK OUT AS V1 STRUCK FRONT OF V2, CAUSING V2 TO SPIN 180 AND STRIKE ARMCO BARRIER ON N/S, AND FACE WRONG WAY. V1 STRUCK ARMCO BARRIER ON F/O/S. V3 TOOK EVASIVE ACTION TO AVOID COLLISION, AND BROKE HARD, CAUSING V4 TO STRIKE REAR OF V3, THEN V5 STRUCK REAR OF V4.

Occurred on 100 YARDS PAST ONSLIP FROM JUNCTION 1

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Did not leave carr Age of Driver 58 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 58 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Did not leave carr Age of Driver 63 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 63 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 4 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 3 Vehicle: 4 Age: Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 5 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I21620614 27/06/2014 Time 1747 Vehicles 1 Casualties 1 Serious
 E: 563766 N: 176303 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Other Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Casualty 1	Very Likely	
2nd: Crossed road masked by stationary veh	Casualty 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 TRAVELLING DOCK ROAD TOWARDS TILBURY IN SLOW MOVING TRAFIC. PEDESTRIAN HAS WALKED INTO THE ROAD BEWTWEEN PARKED VEHS AND COLLIDED WITH THE NEARSIDE WING MIRROR OF VEH 1.

Occurred on DOCK ROAD TILBURY IN SLOW MOVING TRAFFIC. PEDESTRIAN HAS WALKED INTO THE ROA

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 60 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 55 Male Pedestrian Severity: Serious
 Not a pupil Postcode Seatbelt
 In carr elsewhere Direction Unknown
 Driver's nearside masked

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I22790714 16/07/2014 Time 1740 Vehicles 1 Casualties 1 Slight
 E: 562589 N: 181056 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Tyres illegal, defective or under inflated	Vehicle 001	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 WAS TRAVELLING EAST ON THE A13 WHEN ITS REAR NEARSIDE TYRE BLEW OUT. V1 LOST CONTROL AND HIT CENTRAL RESERVATION. V1 CAME TO REST IN LANE 3.

Occurred on A13 100 YARDS WEST A1089

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Cent crash barrier
 O/S onto cent res Age of Driver 34 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 34 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I23380714 18/07/2014 Time 1739 Vehicles 2 Casualties 1 Slight
 E: 563288 N: 178241 First Road: A 126 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V2 TRAVELLING SOUTH ON A126 MARSHFOOT ROAD. V1 ALSO TRAVELLING SOUTH ON A126 MARSHFOOT ROAD. V2 HAS SLOWED AT ROUNDABOUT, V1 HAS COLLIDED WITH REAR OF V2 AT LOW SPEED.

Occurred on A126 MARSHFOOT ROAD ROUNDABOUT WITH WOODVIEW GRAYS

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 49 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 49 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I23740714 20/07/2014 Time 0200 Vehicles 2 Casualties 1 Slight
 E: 557814 N: 180075 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Impaired by alcohol	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 AND V2 TRAVELLING IN LANE 1, V2 HAS GONE LANE 2 TO OVERTAKE, V1 HAS SWERVED INTO LANE 2 IN FRONT OF V2, V2 HAS GONE LANE 1 AND COMMENCED AN UNDERTAKE, V1 HAS SWERVED BACK INTO LANE 1 COLLIDING WITH REAR OFFSIDE OF V2, CAUSING HIM TO HIT N/S KERB AND SPIN INTO O/S ARMCO.

Occurred on A13 APPROX 80M PAST J30 WESTBOUND (M25)

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Female
 Not hit and run Breath test Positive
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: Cent crash barrier
 O/S onto cent res & rebounded Age of Driver 20 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 21 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I25040714 23/07/2014 Time 1750 Vehicles 2 Casualties 1 Slight
 E: 563188 N: 176966 First Road: A 1089 Road Type 1
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 1 STOPPED AT THE RAB ST ANDREWS ROAD TOWARDS A1089. VEH 2 COLLIDED WITH THE REAR OF VEH 1.

Occurred on ST ANDREWS ROAD RAB WITH DOCK ROAD

Vehicle Reference 1 Car Stopping
 Vehicle movement from SW to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 44 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 44 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods over 3.5 tonnes and under 7.5 to Starting
 Vehicle movement from SW to N Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I24360714 25/07/2014 Time 1935 Vehicles 2 Casualties 3 Slight
 E: 557623 N: 180205 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 1	Possible	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
4th: Distraction outside vehicle	Vehicle 1	Very Likely	
5th: Dazzling sun	Vehicle 1	Very Likely	
6th:			

VEH 2 STATIONARY AT RED LIGHT ON OFFSLIP AT JCT 30 OF M25. VEH 1 HGV FOREIGN LEFT HAND DRIVE STATIC BEHIND. AS LIGHTS CHANGED FROM RED TO GREEN, THE VISION OF VEH 1 WAS AFFECTED BY GLARING SUNLIGHT, FAILED TO LOOK PROPERLY THEN DROVE VEH 1 INTO REAR OF VEH 2 CAUSING MINOR DAMAGE TO BOTH VEHS AND MINOR INJURIES TO OCCUPANTS OF VEH 2.

Occurred on 100 YRDS PRIOR TO JCT 30 RAB

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from N to S Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1	Vehicle: 2	Age: 33	Female	Driver/rider	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Casualty Reference: 2	Vehicle: 2	Age: 55	Female	Passenger	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Front seat					
Casualty Reference: 3	Vehicle: 2	Age: 31	Female	Passenger	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Back seat					

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I25860714 27/07/2014 Time 1430 Vehicles 2 Casualties 2 Slight
 E: 563609 N: 178128 First Road: A 1089 Road Type Slip road
 Speed limit: 30 Junction Detail: Slip Road Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEH 2 WAS STATIONARY WAITING TO TURN LEFT. VEH 1 HAS IMPACTED WITH REAR OF VEH 2. BOTH VEHs EXCHANGED DETAILS. OCCUPANTS OF VEH 2 BOTH SUSTAINED INJURY.

Occurred on SLIP ROAD OFF OF A1089 DOCK APPROACH ROAD J/W A126 MARSH FOOT ROAD

Vehicle Reference 1 Car Waiting to turn left
 Vehicle movement from W to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Waiting to turn left
 Vehicle movement from W to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 29 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 29 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 28 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I26050814 09/08/2014 Time 0831 Vehicles 2 Casualties 1 Serious
 E: 563183 N: 176812 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Illegal turn or direction of travel	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 IS A ROMANIAN LORRY DRIVER IN A FOREIGN REGISTERED VEHICLE THAT WAS TRAVELLING ON THE WRONG SIDE OF THE ROAD OF A DUAL CARRIAGEWAY FROM TILBURY DOCKS TOWARDS ASDA ROUNDABOUT. WHEN IT COLLIDED WITH V2 ON CORRECT SIDE OF ROAD TRAVELLING FROM ASDA ROUNDABOUT TOWARDS TILBURY DOCKS DIRECTION.

Occurred on A1089 ST ANDREWS ROAD APPROX 150 METRES J/W THURROCK PARK WAY, TILBURY.

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from S to N Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 50 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 50 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I26520814 11/08/2014 Time 1310 Vehicles 2 Casualties 1 Slight
 E: 565248 N: 176164 First Road: U Road Type Single carriageway
 Speed limit: 60 Junction Detail: Other Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine with high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor or defective road surface	Vehicle 001	Possible	
2nd: Poor turn or manoeuvre	Vehicle 001	Possible	
3rd: Failed to signal/Misleading signal	Vehicle 002		
4th:			
5th:			
6th:			

BOTH VEHICLES ON FORT ROAD HEADING SOUTH TOWARDS FORT, APPROX 30 YARDS PAST JUNCTION OF FORT ROAD AND POWER STATION APPROACH ROAD. V1 STRUCK R/O/S AND REAR OF V2 CAUSING EXTENSIVE IMPACT DAMAGE TO V2 (SPUN AROUND ONCE) AND SLIGHT IMPACT DAMAGE TO F/O /S OF V1 TRACTOR UNIT.

Occurred on 20 YDS SOUTH OF FORT ROAD J/W STATION APPROACH (POWER STATION)

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Overtaking nearside
 Vehicle movement from NE to SW Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Turning right
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving main road First impact Back Hit vehicle:
 Hit object in road None Off road: None
 O/S Age of Driver 53 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 53 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I26220814 11/08/2014 Time 1758 Vehicles 1 Casualties 1 Slight
 E: 561340 N: 180859 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Exceeding speed limit	Vehicle 1	Possible	
2nd: Sudden braking	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

DRIVER HAS BRAKED TO AVOID A FOX RUNNING ACROSS HIS PATH. HE HAS LOST TRACTION AND LEFT THE ROAD COLLIDING INTO A BRICK WALL OF A RESIDENTIAL BUILDING.

Occurred on STIFFORD CLAYS FARM, STIFFORD CLAYS ROAD GRAYS 1/2 MILE JCT 13 STIFFORD INTERCHA

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Wall or fence
 Nearside Age of Driver 20 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I26630814 12/08/2014 Time 1308 Vehicles 1 Casualties 2 Slight
 E: 559484 N: 179784 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Exceeding speed limit	Vehicle 1	Possible	
2nd: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
3rd: Sudden braking	Vehicle 1	Very Likely	
4th: Swerved	Vehicle 1	Very Likely	
5th: Loss of control	Vehicle 1	Very Likely	
6th:			

VEH 1 TRAVELLING A13 LANE 3 TOWARDS M25 FROM ORSETT. VEH 1 FOR NO APPRAENT REASON HAS SWERVED TOWARDS THE NEARSIDE AND EXITED THE CARRIAGEWAY AND FLIPPED AFTER COLLIDING WITH VERGE. AND FINALLY RESTING ON IT'S WHEELS.

Occurred on APPROX 1 MILE PRIOR TO M25 A13 LONDON BOUND LANE 3

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to NW No tow / articulation
 On main carriageway Skidded and overturned
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 22 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 31 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I26930814 18/08/2014 Time 1437 Vehicles 2 Casualties 2 Serious
 E: 563616 N: 178130 First Road: A 126 Road Type Single carriageway
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Inexperienced or learner driver/rider	Vehicle 001	Very Likely	
2nd: Nervous/Uncertain/Panic	Vehicle 001	Very Likely	
3rd: Failed to look properly	Vehicle 001	Very Likely	
4th: Junction restart	Vehicle 001	Very Likely	
5th:			
6th:			

V1 WAS STATIONARY AT JUNCTION INDICATING RIGHT TO TURN ONTO A126. V2 WAS TRAVELLING NW ON A126 TOWARDS CHADWELL ROAD. V1 HAS PULLED ONTO THE MAIN CARRIAGEWAY DRIVER OF V1 HAS PANICKED AND STOPPED ACROSS THE LANE V2 WAS TRAVELLING IN CAUSING V2 TO COLLIDE WITH THE NEARSIDE DRIVERS DOOR OF VEH.

Occurred on A126 J/W MARSHFOOT ROAD.

Vehicle Reference 1 Car Turning right
 Vehicle movement from E to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering main road First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Taxi/Private hire car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 62 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 55 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I28020814 25/08/2014 Time 1346 Vehicles 1 Casualties 4 Slight
 E: 560737 N: 180366 First Road: A 1012 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 001	Very Likely	
2nd: Deposit on road (eg oil, mud, chippings)	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING EAST ON A1012 ROUNDABOUT ABOVE A13. JUST PASSED STIFFORD ROAD. V1 LOST CONTROL AND HIT CRASH BARRIER CAUSING DAMAGE TO V1, BARRIER AND INJURY TO OCCUPANTS.

Occurred on A1012 J/W A13

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Nearside Age of Driver 33 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1	Vehicle: 1	Age: 33	Female	Driver/rider	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Casualty Reference: 2	Vehicle: 1	Age: 31	Male	Passenger	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Front seat					
Casualty Reference: 3	Vehicle: 1	Age: 6	Male	Passenger	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Back seat					
Casualty Reference: 4	Vehicle: 1	Age: 4	Male	Passenger	Severity: Slight
Not a pupil		Postcode		Seatbelt	
Back seat					

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I28510814 27/08/2014 Time 1030 Vehicles 2 Casualties 3 Serious
 E: 563217 N: 177271 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Swerved	Vehicle 1	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
3rd: Failed to look properly	Vehicle 1		
4th:			
5th:			
6th:			

VEH 2 PARKED UNATTENDED WITHIN LAYBY AREA. VEH 1 ENTERS DOCK APPROACH ROAD FROM ASDA RAB IN LANE 1. VEH 1 SWERVED INTO LAYBY AND COLLIDES WITH VEH 2.

Occurred on DOCK APPROACH ROAD APPROX 200M NORTH J/W ASDA RAB DOCK ROAD

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 Entering lay-by or hard shoulder No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 5 Male Passenger Severity: Serious
 Not a pupil Postcode Seatbelt
 Back seat

Casualty Reference: 3 Vehicle: 1 Age: 4 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Parked
 Vehicle movement from Park to Parked No tow / articulation
 On lay-by or hard shoulder No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I28770914 02/09/2014 Time 1106 Vehicles 2 Casualties 1 Slight
 E: 560792 N: 180204 First Road: U Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: Central reservation Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V2 IS STATIONARY AT JUNCTION, V1 HAS SEEN VEHICLE ON ROUNDABOUT INDICATE TO GO LEFT ONTO STIFFORD CLAYS ROAD. V2 HAS REMAINED STATIONARY AND V1 HAS COLLIDED WITH REAR OF V2.

Occurred on STIFFORD CLAYS ROAD JUNCTION WITH A1012.

Vehicle Reference 1 Car Parked
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 60 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 53 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I29390914 03/09/2014 Time 0614 Vehicles 1 Casualties 1 Slight
 E: 560729 N: 180240 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fog or mist
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Illness or disability, mental or physical	Vehicle 001	Very Likely	
2nd: Rain, sleet, snow, or fog	Vehicle 001	Possible	
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING WEST ON A13. V1 HAS LOST CONTROL COLLIDING WITH NEARSIDE BARRIER.

Occurred on A13 WESTBOUND APPROX 500 YARDS WEST OF A1012 OFFSLIP.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Nearside Age of Driver 52 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I29320914 05/09/2014 Time 1325 Vehicles 1 Casualties 1 Slight
 E: 563053 N: 177994 First Road: A 126 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site Road surface defective Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor or defective road surface	Vehicle 001	Possible	
2nd: Inexperienced or learner driver/rider	Vehicle 001	Possible	
3rd: Deposit on road (eg oil, mud, chippings)	Vehicle 001	Possible	
4th: Road layout (eg bend, hill etc.)	Vehicle 001	Possible	
5th:			
6th:			

V1 TRAVELLING FROM MARSHFOOT ROAD ONTO DOCK ROAD TOWARDS GRAYS, HAS LOST CONTROL ON A RIGHT HAND BEND, GOING ONTO THE PAVEMENT AND INTO THE WALL OF HOUSE 142 DOCK ROAD, CAUSING MINOR DAMAGE TO THE WALL OF THE PROPERTY AND DAMAGE TO V1. NO OTHER VEHICLES INVOLVED.

Occurred on O/S 142 DOCK ROAD.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead right bend
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: Oth perm objects
 Nearside Age of Driver 34 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 34 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I30150914 08/09/2014 Time 1825 Vehicles 2 Casualties 1 Slight
 E: 558946 N: 179877 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
2nd: Dazzling sun	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V2 WAS STATIONARY WAITING TO JOIN RAB FROM A13. V1 WAS TRAVELLING IN SAME DIRECTION, RIGHT BEHIND V2. V1 THOUGHT V2 WAS PULLING AWAY, HOWEVER THEY WERE NOT AND V1 COLLIDED WITH THE REAR OF V2 CAUSING MINOR DAMAGE.

Occurred on A13 LONDON BOUND, AT THE TOP OF THE OFF SLIP AT JCT WITH A126.

Vehicle Reference 1 Car Stopping
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 44 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 44 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I29900914 12/09/2014 Time 0840 Vehicles 2 Casualties 1 Slight
 E: 557533 N: 179930 First Road: M 25 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 001	Very Likely	
2nd: Poor turn or manoeuvre	Vehicle 002	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
4th: Failed to judge other persons path or speed	Vehicle 002	Very Likely	
5th:			
6th:			

V1 AND V2 WAITING IN CENTRE LANE OF THREE AT TRAFFIC LIGHTS. WHEN LIGHTS CHANGE TO GREEN, V1 HAS GONE DOWN THE NEARSIDE OF V2 IN AN ATTEMPT TO GO STRAIGHT ON. V2 UNAWARE OF PRESENCE OF V1 HAS BEGUN LEFT TURN. BOTH VEHICLES HAVE THEN COLLIDED.

Occurred on M25 OFFSLIP J/W A13 AT J30

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
 Vehicle movement from S to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 46 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 46 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Turning left
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 40 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I31990914 28/09/2014 Time 1445 Vehicles 2 Casualties 1 Slight
 E: 560798 N: 180207 First Road: A 1012 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 001	Possible	
2nd: Failed to look properly	Vehicle 001	Possible	
3rd: Failed to judge other persons path or speed	Vehicle 001	Possible	
4th: Sudden braking	Vehicle 002	Possible	
5th: Junction restart	Vehicle 001	Possible	
6th: Careless/Reckless/In a hurry	Vehicle 001	Possible	

V2 ON A1012 AT NORTH STIFFORD INTERCHANGE AWAITING TO ENTER ROUNDABOUT, STATIONARY AND INDICATES, LEFT TO TAKE A13 LONDON BOUND EXIT FROM ROUNDABOUT. BEFORE V2 HAS MOVED OFF ONCE TRAFFIC ON ROUNDABOUT HAS CLEARED V1 HAS COLLIDED INTO V2 TO THE REAR, CAUSING DAMAGE TO BOTH VEHICLES.

Occurred on A1012 ON NORTH STIFFORD INTERCHANGE.

Vehicle Reference 1 Car Starting
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 26 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Waiting to turn left
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 31 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I31700914 28/09/2014 Time 0220 Vehicles 3 Casualties 1 Slight
 E: 557878 N: 180067 First Road: A 13 Road Type Dual carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Vehicle in course of crime	Vehicle 001	Very Likely
2nd: Illegal turn or direction of travel	Vehicle 001	Very Likely
3rd: Exceeding speed limit	Vehicle 001	Very Likely
4th: Travelling too fast for conditions	Vehicle 001	Very Likely
5th: Careless/Reckless/In a hurry	Vehicle 001	Very Likely
6th: Aggressive driving	Vehicle 001	Very Likely

V3 ENGAGED IN PURSUIT OF V1 AND QUICKLY LOST SIGHT. V1 HAS DRIVEN ON THE A13 ON THE WRONG CARRIAGEWAY IN THE GENERAL DIRECTION OF BASILDON. V2 DRIVING ON THE A13 TOWARDS LONDON. V2 IN ORDER TO AVOID V1 HAS TURNED AND SPUN OFF THE A13 DOWN THE EMBANKMENT ONTO THE M25 AT JUNCTION 30. V2 HAS COME TO A STOP ON THE BARRIER.

Occurred on A13 J/W M25 JUNCTION 30.

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Nearside Age of Driver 43 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I32981014 06/10/2014 Time 1729 Vehicles 2 Casualties 1 Slight
 E: 557672 N: 180089 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 001		
4th:			
5th:			
6th:			

IT WOULD APPEAR THAT V'S 1 AND 2 ARE TRAVELLING ALONG THE SOUTHEND BOUND TRACK OF THE A13 PASSING OVER THE M25. V1 FOLLOWING V2. FOR REASONS UNKNOWN V1 FAILS TO NOTICE THE SPEED/POSITION OF V2 AND COLLIDES WITH THE REAR OF IT.

Occurred on A13 100M LONDON SIDE OF JUNCTION 30 (M25) SOUTHEND BOUND ONSLIP.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 21 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from W to E Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I33151014 08/10/2014 Time 1805 Vehicles 2 Casualties 1 Slight
 E: 563164 N: 177004 First Road: A 1089 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		
Factor:	Participant:	Confidence:
1st: Cyclist entering road from pavement	Vehicle 001	Very Likely
2nd: Failed to look properly	Vehicle 002	Possible
3rd: Inexperienced or learner driver/rider	Vehicle 001	Possible
4th: Fatigue	Vehicle 002	Possible
5th:		
6th:		

V2 STATIONARY AT ASDA ROUNDABOUT. V1 HAS STARTED TO CROSS FROM V2 NEARSIDE MID CAR THEN DECIDED TO CROSS INFRONT OF V2. V2 SEEING THERE IS NO TRAFFIC FROM HIS RIGHT HAS MOVED FORWARD ONTO THE ROUNDABOUT AND ON MOVING FORWARD V1 IS NOW IN HIS PATH AND A COLLISION OCCURS BETWEEN BOTH VEHICLES RESULTING IN A SCUFF TO BONNET OF V2 AND A GRAZE TO LEG OF RIDER OF V1.

Occurred on NORTHBOUND A1089 JNC WITH ASDA ROUNDABOUT.

Vehicle Reference 1 Pedal Cycle Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 13 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Starting
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I33511014 08/10/2014 Time 0704 Vehicles 2 Casualties 1 Slight
 E: 561560 N: 180940 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Slippery road (due to weather)	Vehicle 001	Possible	
3rd: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
4th: Rain, sleet, snow, or fog	Vehicle 001	Very Likely	
5th:			
6th:			

V1 IS IN LANE 2 OF 3 DRIVING DOWN THE A13 HEADING LONDON BOUND. THE TRAFFIC WAS MOVING SLOW DUE TO HEAVY MORNING TRAFFIC AND THE WEATHER WAS RAINING HEAVILY. V1 HAS INDICATED TO MOVE INTO LANE 1 AND BELIEVES THAT THE VEHICLE IN LANE 1 IS CLEAR OF THE FRONT OF HIS VEHICLE. V1 HAS CHECKED HIS MIRROR AND SEEN A GAP IN LANE 1 AND HE HAS MOVED INTO LANE 1. V1 HAS HIT THE SIDE OF V2 WHILST MOVING IN LANE 1.

Occurred on A13 LONDON BOUND, 656 METRES SOUTH WEST OF J/W A1012

Vehicle Reference 1 Goods vehicle - unknown weight Changing lane to left
 Vehicle movement from S to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 27 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I34371014 15/10/2014 Time 2120 Vehicles 1 Casualties 1 Serious
 E: 563328 N: 178326 First Road: A 126 Road Type Single carriageway
 Speed limit: 50 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V1 TRAVELLING NORTH ON A126 TOWARDS CHADWELL. V1 LOST CONTROL AND COLLIDED WITH LAMPOST 27, CAUSING DAMAGE TO V1 AND LAMPOST AND INJURY TO DRIVER OF V1.

Occurred on A126 MARSHFOOT ROAD, 100M NORTH J/W A1089.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: Lamp post
 Nearside Age of Driver 46 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 46 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I34891014 17/10/2014 Time 0840 Vehicles 4 Casualties 1 Slight
 E: 557583 N: 180078 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Sudden braking	Vehicle 001	Very Likely	
2nd: Swerved	Vehicle 001	Very Likely	
3rd: Loss of control	Vehicle 001	Possible	
4th: Careless/Reckless/In a hurry	Vehicle 001	Possible	
5th:			
6th:			

V4 HAS CHANGED FROM LANE 1-2 TO ALLOW CARS ONTO THE CARRIAGEWAY FROM THE SLIP ROAD. V4 HAS THEN MOVED BACK TO LANE 1 WITHOUT SIGNALLING. THIS HAS CAUSED V3 TO BRAKE HARD WHO WAS IN LANE 1. V2 WHO WAS BEHIND V3 HAS ALSO HAD TO BRAKE HARD. V1, BEHIND V2, HAS BRAKED HARD, SWERVED INTO LANE 2 TO AVOID HITTING V2. V1 HAS THEN LOST CONTROL, SWERVED BACK INTO LANE 1, COLLIDED WITH THE SIDE - O/S OF V2 AND THEN COLLIDED WITH THE REAR OF V3.

Occurred on A13 SOUTHEND BOUND 2 MILES FROM M25 OFF SLIP ROAD

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Did not leave carr Age of Driver 36 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Did not leave carr Age of Driver 18 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Did not leave carr Age of Driver 49 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 49 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 4 Goods 7.5 tonnes mgw and over Changing lane to left
 Vehicle movement from W to E Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Unknown
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

I35331014 19/10/2014 Time 0512 Vehicles 1 Casualties 1 Slight
 E: 562884 N: 181028 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: Any animal in carriageway (except r
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Slippery road (due to weather)	Vehicle 001	Possible
2nd: Animal or object in carriageway	Vehicle 001	Possible
3rd: Travelling too fast for conditions	Vehicle 001	Very Likely
4th: Swerved	Vehicle 001	Very Likely
5th: Distraction outside vehicle	Vehicle 001	Very Likely
6th: Rain, sleet, snow, or fog	Vehicle 001	Possible

SINGLE VEHICLE RTC. MINOR INJURY V1 TRAVELLING TOWARDS, GENERAL DIRECTION OF TILBURY ON A SWEEPING RIGHT HAND BEND. ANIMAL APPEARED FROM CENTRAL RESERVATION AND V1 TOOK EVASIVE ACTION TO AVOID COLLISION, SKIDDED AND LOSE CONTROL, LEAVING CARRIAGEWAY, CRASHING THROUGH WOODEN FENCE, AND BEING DAMAGED EXTENSIVELY UPON STRIKING FENCE, 2 WOODEN POSTS PIECED V1 THROUGH FRONT O/S WINDSCREEN AND R/O/S WHEEL ARCH.

Occurred on A1089 APPROX 200 YARDS TOWARDS TILBURY.

Vehicle Reference 1 Taxi/Private hire car Going ahead right bend
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway Skidded and overturned
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Wall or fence
 Nearside Age of Driver 34 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I35941014 20/10/2014 Time 2143 Vehicles 2 Casualties 1 Slight
 E: 557618 N: 180214 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Impaired by alcohol	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 HAS STRUCK THE N/S/R CORNER OF V2 WHICH WAS STATIONARY AT TRAFFIC LIGHTS. SLIGHT INJURY CAUSED TO V2. V1 FAILED TO STOP.

Occurred on M25 EXIT SLIP JUNCTION 30 ROUNDABOUT WITH A13.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway Skidded
 Location at impact Entering roundabout First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 49 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I35391014 23/10/2014 Time 2037 Vehicles 2 Casualties 2 Slight
 E: 563772 N: 179947 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Swerved	Vehicle 001	Very Likely	
3rd: Careless/Reckless/In a hurry	Vehicle 001		
4th:			
5th:			
6th:			

V2 STATIONARY ON NEARSIDE OF DUAL CARRIAGEWAY. V1 TRAVELLING IN L1, PULLED OUT TO AVOID PENDING COLLISION BUT STRUCK REAR OF V2.

Occurred on A1089 1/2 MILE PRIOR TO A13.

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road Parked Vehicle Off road: None
 Nearside Age of Driver 49 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 1 Age: 49 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 52 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I37041014 24/10/2014 Time 2120 Vehicles 2 Casualties 1 Slight
 E: 558477 N: 179909 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 HAD BROKEN DOWN AND WAS SLOWING TO A STOP WITH HAZARDS ON. VEH 1 WAS JOINING A13 AND HAS STRUCK VEH 2. BOTH VEH 1 AND VEH 2 HEADING SOUTHEAST BOUND.

Occurred on A13 FEEDER ROAD LEADING TOWARDS LAKESIDE TURN OFF

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from NW to E No tow / articulation
 Entering lay-by or hard shoulder No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Vehicle Reference 2 Car Stopping
 Vehicle movement from NW to E No tow / articulation
 Entering lay-by or hard shoulder No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I35731014 28/10/2014 Time 1050 Vehicles 2 Casualties 2 Slight
 E: 563146 N: 180871 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 001	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
4th: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
5th:			
6th:			

V2 TRAVELLING ALONG A13 TOWARDS LONDON IN LANE 1 OF 3, V1 TRAVELLING BEHIND V2. VEHICLES AHEAD SLOW AND STOP IN CONGESTED TRAFFIC, V2 STOPS IN TRAFFIC QUEUE, V1 DRIVES INTO REAR OF V2.

Occurred on A13 LONDONBOUND CARRIAGEWAY, ADJACENT TO ON SLIP A1089.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 72 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 45 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 14 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I36101014 28/10/2014 Time 1830 Vehicles 3 Casualties 1 Slight
 E: 563338 N: 180834 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V3 TRAVELLING ALONG A13 (B TRACK) IN LANE 2 FOLLOWED BY V2, FOLLOWED BY V1. V3 SLOWS AND STOPS DUE TO TRAFFIC CONGESTION AHEAD. V2 BRAKES AND SLOWS. V1 BRAKES AND COLLIDES WITH V2 PUSHING IT INTO V3.

Occurred on A13 (B TRACK) ADJACENT TO A1089

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 26 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Car Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I38121114 05/11/2014 Time 1720 Vehicles 1 Casualties 1 Slight
 E: 563241 N: 176974 First Road: A 126 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 1 LOST CONTROL AFTER LEAVING ROUNDABOUT. VEH 1 STRUCK N/S KERB THEN SLID AND STRUCK ROAD SIGNS ON THE OFF SIDE VERGE.

Occurred on DOCK ROAD J/W DOCK ROAD APPROACH

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to W No tow / articulation
 On main carriageway Skidded
 Location at impact Entering roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: Road sign / ATS
 O/S & rebounded Age of Driver 35 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I38521114 12/11/2014 Time 1004 Vehicles 2 Casualties 1 Slight
 E: 557592 N: 180080 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 1 TRAVELLING EAST ON A13 TOWARDS A126. VEH 2 TRAVELLING EAST ON A13 TOWARDS A126. VEH 2 HAD BROKEN DOWN AND WAS IN LANE 2 WITH HAZARDS ON. VEH 1 COLLIDED WITH THE REAR OF VEH 2 CAUSING EXTENSIVE DAMAGE TO VEH 1 & VEH 2. MINOR INJURIES TO DRIVER/PASSENGER IN VEH 2.

Occurred on A13 J/W M25

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from SW to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Parked
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I38601114 13/11/2014 Time 1739 Vehicles 3 Casualties 1 Slight
 E: 563231 N: 180871 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 001	Very Likely	
2nd: Travelling too fast for conditions	Vehicle 001	Very Likely	
3rd: Failed to look properly	Vehicle 001	Very Likely	
4th: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
5th: Impaired by drugs (illicit or medicinal)	Vehicle 001	Very Likely	
6th: Illness or disability, mental or physical	Vehicle 001	Very Likely	

VEH 1 WAS TRAVELLING LANE 2 AT SPEED. FOR REASONS UNKNOWN VH 1 HAS HIT INTO THE REAR OF VEH 2 ALSO TRAVELLING LANE 2. VEH 1 HAS THEN HIT VEH 2 FOR A FURTHER TWO TIMES CAUSING VEH 2 TO SPIN AND COLLIDE INTO VEH 3 TRAVELLING IN LANE 1. MINOR DAMAGE TO VEH 3. VEH 1 AND VEH 2 SUBSTANTIVE DAMAGE.

Occurred on A13 200 YRDS EAST OF ONSLIP FROM TILBURY IN LANE 2 OF 3.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 76 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NW to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from NW to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 54 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I38381114 15/11/2014 Time 0114 Vehicles 2 Casualties 1 Slight
 E: 561750 N: 181024 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: Other object in carriageway
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Following too close	Vehicle 001	Very Likely
2nd: Travelling too fast for conditions	Vehicle 001	Very Likely
3rd: Failed to look properly	Vehicle 001	Very Likely
4th: Fatigue	Vehicle 001	Very Likely
5th: Stationary or parked vehicle	Vehicle 001	Very Likely
6th: Other	Vehicle 002	Very Likely

Other Cause: V2 ROAD SAFETY VEHICLE FITTED WITH REAR SAFETY CRUMPLE ZONE.
 Precipitating Factor:

V2 STATIONARY DEPLOYED AS A REAR SAFETY VEHICLE FOR A DRAIN CLEARING VEHICLE AHEAD CLEARING THE ROAD. REAR EMERGENCY LIGHTS DISPLAYED ON V2. ADDITIONAL 3 VEHICLES ALSO ILLUMINATED SAFETY LIGHTS, V2 IN LANE 3 OF 3. V1 DROVE ALONG IN LANE 1 BEHIND A ND OVERTOOK TO LANE 2. V1 CRASHED INTO REAR OF V2. V2 HAD DEPLOYED REAR SAFETY CRUMPLE BARRIER WHICH TOOK EFFECT OF FORCE OF ROAD TRAFFIC COLLISION.

Occurred on A13 SOUTHEND BOUND HALF MILE PRIOR TO TILBURY.

Vehicle Reference 1 Car Overtaking stat vehicle O/S
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road Parked Vehicle Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 38 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Parked
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I38891114 16/11/2014 Time 1626 Vehicles 2 Casualties 2 Slight
 E: 557522 N: 179937 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 2 ON ROUNDABOUT STATIONARY HELD BY TRAFFIC AHEAD. VEH 1 HAS TRIED TO PASS ON N/S OF VEH 2 AND COLLIDED WITH REAR N/S OF VEH 2.

Occurred on ROUNDABOUT JUNCTION 30 OF M25 AND A13 TOP OF ON SLIP FROM J31.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 25 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 22 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I38531114 17/11/2014 Time 1800 Vehicles 3 Casualties 2 Slight
 E: 558068 N: 180046 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
2nd: Poor turn or manoeuvre	Vehicle 002	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 WAS TRAVELLING EAST BOUND ON THE A13 TRAVELLING AT THE SPEED OF THE TRAFFIC. VEH 2 HAS PULLED INTO LANE 2 OF 2 THAT VH 1 WAS TRAVELLING IN VEH 2 HAS HAD TO BRAKE DUE TO TRAFFIC SLOWING BECAUSE OF JONING TRAFFIC. VEH 1 HAS CRASHED INTO THE BACK OF VEH 2 . VEH 2 HAS CONTINUED EAST BOUND ON THE A13 TO STOP IN A SAFE PLACE VEH 1 HAS STOPPED AT THE TIME OF THE COLLISION. VEH 2 HAS PULLED OVER THEN BEEN STRUCK BY VEH 3 WHICH HAS FAILED TO STOP.

Occurred on A13 400 M NE J/W M25

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 23 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 38 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

I39151114 17/11/2014 Time 1700 Vehicles 2 Casualties 1 Slight
 E: 557670 N: 180160 First Road: M 25 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 001	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 001	Very Likely
3rd:		
4th:		
5th:		
6th:		

V2 WAS AT ABOVE ROUNDABOUT WHEN A SILVER VAN, V1, HIT THE REAR OF HIS VEHICLE. V2 SIGNALLED FOR V1 TO STOP AT NEARBY LAYBY BUT V1 SPED OFF AND DID NOT STOP. (COULD NOT FIND MATCH ON SHC WITH PARTIAL INDEX)

Occurred on M25 J/W A13 (THURROCK/PURFLEET?) JUNCTION 30 ROUNDABOUT.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I40691114 19/11/2014 Time 1710 Vehicles 3 Casualties 1 Slight
 E: 563210 N: 177162 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Poor turn or manoeuvre	Vehicle 001	Very Likely
2nd:	Sudden braking	Vehicle 002	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 & 3 BOTH TRAVELLING IN OFF SIDE LANE OF DUAL CARRIAGEWAY HEADING NORTH OUT OF TILBURY. AS THEY APPROACHED LAY-BY ON NEARSIDE A HGV PULLED OUT. BOTH VEH 2 & 3 BRAKED SHARPLY AND VEH 3 WENT INTO THE REAR OF VEH 2. NO DETAILS OF HGV KNOWN WHICH CONTINUED ON ITS WAY.

Occurred on TILBURY DOCK ROAD 100M J/W PARKWAY

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Starting
 Vehicle movement from S to N Articulated
 Leaving lay-by or hard shoulder No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

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

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 20 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I42031114 28/11/2014 Time 1450 Vehicles 2 Casualties 1 Serious
 E: 560842 N: 180313 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Dazzling sun	Vehicle 001	Very Likely	
2nd: Vehicle blind spot	Vehicle 001	Possible	
3rd: Illness or disability, mental or physical	Vehicle 002		
4th:			
5th:			
6th:			

VEH 1 WAS 1ST AT THE ROUNDABOUT, A13 GRAYS. AS THE VEH ENTERED THE ROUNDABOUT THE DRIVER SAW A PUSHBIKE BY THE FRONT OFFSIDE CORNER OF THE CAR. SHE BROKE AND CLIPPED THE PUSH BIKES REAR WHEEL.

Occurred on A13 GRAYS ROUNDABOUT

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NE to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from NE to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 62 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 62 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I41741114 28/11/2014 Time 1400 Vehicles 2 Casualties 1 Slight
 E: 560842 N: 180319 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

BOTH VEHICLES WERE APPROACHING THE ROUNDABOUT AT THE TOP OF THE A13 OFF SLIP JUNCTION WITH A1012. VEH 1 HAS STOPPED AT THE GIVEWAY AND VEH 2 HAS COLLIDED WITH THE REAR OF VEH 1.

Occurred on A13 J/W A1012 ROADABOUT TOP OF OFF SLIP

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I40871214 01/12/2014 Time 1819 Vehicles 2 Casualties 1 Slight
 E: 561890 N: 181061 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 001	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 WAS IN LANE 1 IN STATIONARY TRAFFIC WHEN VEH 1 COLLIDED INTO THE REAR OF VEH 2.

Occurred on A13 1/2 MILE SOUTH OF J/W 1089

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 71 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 23 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I41011214 02/12/2014 Time 1620 Vehicles 3 Casualties 4 Slight
 E: 558683 N: 179860 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 003	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 HAS COME TO A STOP WHEN V2 HAS ALSO COME TO A STOP DUE TO TRAFFIC AHEAD STOPPING. WHEN V3 HAS FAILED TO STOP AND COLLIDED WITH V2 WHICH HAS THEN COLLIDED WITH V1.

Occurred on A13 LANE 2, 100 YARDS FROM THE OFFSLIP FOR A126 WEST THURROCK.

Vehicle Reference 1 Car Stopping
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 3 Vehicle: 1 Age: 22 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Vehicle Reference 2 Taxi/Private hire car Stopping
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 21 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Stopping
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 4 Vehicle: 3 Age: 19 Male Driver/rider Severity: Slight
Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I41711214 06/12/2014 Time 2225 Vehicles 3 Casualties 1 Slight
 E: 558078 N: 180043 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 2	Very Likely	
3rd: Aggressive driving	Vehicle 1	Very Likely	
4th: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
5th: Failed to judge other persons path or speed	Vehicle 2	Very Likely	
6th:			

VEH'S 1 AND 3 ENTERING A13 FROM ONSLIP JCT 30 M25. SOUTHEND BOUND. VEH 2 TRAVELLING A13 SOUTHEND BOUND, A13 RESTRICTED TO SINGLE LANE DUE TO ROADWORKS. VEH 1 CUT IN FRONT OF VEH 3 AND BRAKED HARD. VEH 3 IN TURN BRAKED HARD AND VEH 2 COLLIDED WITH REAR OF VEH 3, VEH 1 FAILED TO STOP.

Occurred on A13 SOUTHEND BOUND CARRIAGEWAY APPROX 40M EAST J/W M25 JCT 30 ROUNDABOUT

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 3 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from N to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 21 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Not car passenger

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I44481214 23/12/2014 Time 1110 Vehicles 4 Casualties 5 Slight
 E: 563283 N: 176900 First Road: U Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
2nd: Distraction outside vehicle	Vehicle 1	Very Likely	
3rd: Failed to look properly	Vehicle 1		
4th:			
5th:			
6th:			

IT WOULD APPEAR THAT VEHS 1,2,3 AND 4 ARE ALL TRAVELLING ALONG DOCK ROAD GENERALLY TOWARDS GRAYS. VEHS 2,3 AND 4 STOP FOR TRAFFIC QUEING AT THE APROACHING RAB. VEH 1 FAILS TO NOTICE THE VEH STOPPED AND COLLIDES WITH THE REAR OF VEH 2 SHUNTING IT INTO VEH 3 AND VEH 3 SHUNTS INTO VEH 4

Occurred on DOCK ROAD 80M TILBURY SIDE OF A1089 DOCK APPROACH ROAD

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 44 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 5 Vehicle: 1 Age: 44 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 47 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Casualty Reference: 2 Vehicle: 2 Age: 51 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 3 Vehicle: 3 Age: 32 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 4 Vehicle: 3 Age: 26 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Vehicle Reference 4 Car Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 70 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I45481214 30/12/2014 Time 2209 Vehicles 2 Casualties 1 Slight
 E: 557473 N: 180168 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 002	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 002	Very Likely	
3rd:			
4th:			
5th:			
6th:			

A13 J/W M25 ON ROUNDABOUT.

Occurred on A13 J/W M25 ON ROUNDABOUT.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SW to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 44 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 44 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Changing lane to left
 Vehicle movement from SW to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I03290115 24/01/2015 Time 1905 Vehicles 1 Casualties 1 Serious
 E: 563190 N: 177798 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 001	Very Likely	
2nd: Swerved	Vehicle 001	Possible	
3rd: Loss of control	Vehicle 001		
4th:			
5th:			
6th:			

V1 TRAVELLING FROM A13 TOWARDS TILBURY ON A1089. V3 HAS GONE FROM LANE ONE TO TWO, BUT THEN CHANGED THEIR MIND AND GONE FROM LANE TWO TO ONE CAUSING THE VEHICLE TO SWERVE, LEAVE THE CARRIAGEWAY NEARSIDE AND ROLL ONTO ITS SIDE.

Occurred on DOCK APPROACH ROAD 401.08 METRES FROM J/W MARSHFOOT ROAD.

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from E to S No tow / articulation
 On main carriageway Skidded and overturned
 Location at impact Entering from slip road First impact Front Hit vehicle:
 Hit object in road None Off road: Tree
 Nearside Age of Driver 37 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I03400115 28/01/2015 Time 1430 Vehicles 2 Casualties 1 Slight
 E: 557490 N: 180186 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Unknown
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

V1 DRIVING IN LEFT LANE AND THE LORRY IN QUESTION HIT HIM ON THE REAR DRIVERS SIDE WHEN MOVING FROM THE RIGHT LANE. V1 SWERVED INTO THE HARD SHOULDER FROM THE IMPACT AND THE LORRY CARRIED ON AHEAD.

Occurred on SLIPROAD APPROACHING M25 J30 ANTICLOCKWISE

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 36 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SW to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I04570115 28/01/2015 Time 1717 Vehicles 4 Casualties 1 Slight
 E: 562179 N: 181102 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
2nd: Inexperienced or learner driver/rider	Vehicle 001	Possible	
3rd:			
4th:			
5th:			
6th:			

IT WOULD APPEAR THAT: V1, 2, 3, 4 ALL TRAVELLING EAST ON A13 (3 LANE SECTION OF ROAD). V1 IN BETWEEN 2+3 (LANE). V2 IN LANE 2, V3 IN LANE 3 AND V4 IN LANE 1. V4 MOVES TOWARDS LANE, V2 BELIEVED V4 IS ENTERING ITS LANE. V2 MOVES OVER IN ITS LANE TOWARD S V3 AND COLLIDES WITH V1 CAUSING V1 TO COLLIDE WITH V3. V1 WAS FILTERING BETWEEN 2 AN 3 AT 35MPH.

Occurred on A13 APPROX. 500M EAST OF J/W A1089 (ON SLIP TO A13).

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 3 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 41 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 4 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

I04770215 13/02/2015 Time 0715 Vehicles 2 Casualties 1 Slight
 E: 558457 N: 179891 First Road: A 13 Road Type Dual carriageway
 Speed limit: 50 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Loss of control	Vehicle 001	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

V2 IN OUTSIDE LANE. V1 IN MIDDLE LANE. V1 PULLED INTO OUTSIDE LANE. V2 STOPPED DUE TO TRAFFIC BUT V1 HAS HIT REAR OF V2.. DETAILS EXCHANGED BUT DRIVER OF V1 HAS GIVEN FALSE DETAILS. DRIVER OF V2 HAS OBTAINED CORRECT INDEX.

Occurred on A13 800M EAST OF J/W M25

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

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 21 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I07480215 16/02/2015 Time 1105 Vehicles 2 Casualties 1 Slight
 E: 557620 N: 180207 First Road: M 25 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Aggressive driving	Vehicle 001	Possible	
2nd: Vehicle door opened or closed negligently	Vehicle 001	Possible	
3rd: Distraction outside vehicle	Vehicle 002		
4th:			
5th:			
6th:			

V1 HAS ENTERED ONTO RAB FROM M25 GOING FROM LANE 3 > 2 > 1. V2 HAS STARTED V1 HAS STOPPED ABRUPTLY IN LANE 1 AS V2 HAS MOVED FROM LANE 1 INTO LANE 2. V1 HAS OPENED HIS DOOR CAUSING VEHICLES TO COLLIDE.

Occurred on J30 M25 J/W A13, WEST THURROCK

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 26 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Changing lane to right
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 41 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I04830215 17/02/2015 Time 1330 Vehicles 2 Casualties 1 Slight
 E: 558948 N: 179739 First Road: A 126 Road Type Dual carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Inadequate/Masked signs or road markings	Vehicle 001	Possible	
2nd: Failed to judge other persons path or speed	Vehicle 001	Possible	
3rd: Poor turn or manoeuvre	Vehicle 001	Possible	
4th: Careless/Reckless/In a hurry	Vehicle 001	Possible	
5th:			
6th:			

V2 TRAVELLING ON A126 TOWARDS A13. V1 ON OFFSIDE HAS DRIVEN INTO THE SIDE OF V2 CAUSING DAMAGE. FEMALE DRIVER OF V1 HAS DRIVEN OF AT SPEED.

Occurred on A126 TOWARDS A13 SLIP LAKESIDE.

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from S to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Female
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from S to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 38 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I07990215 21/02/2015 Time 1755 Vehicles 3 Casualties 2 Slight
 E: 563642 N: 180548 First Road: B 188 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 001	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
3rd: Inexperienced or learner driver/rider	Vehicle 001	Very Likely	
4th: Nervous/Uncertain/Panic	Vehicle 001	Very Likely	
5th:			
6th:			

V1 HAS BEEN RIDING IN A FIELD THEN RODE (WITHOUT PL, WS OR LIGHTS) UP BAKER STREET, BEFORE TURNING AROUND AT JUNCTION ON SEEING POLICE INTENDING TO HEAD BACK INTO FIELD, HOWEVER RIDER HAS LOST CONTROL AND COLLIDED WITH V3 PARKED AND UNATTENDED. BOTH RIDERS JUMPED OFF PRIOR TO IMPACT SO SUFFERED ONLY MINOR INJURIES.

Occurred on BAKER STREET, 175METRES NW OF J/W STANFORD ROAD

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead right bend
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 16 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 16 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 35 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Not car passenger

Vehicle Reference 2 Car Going ahead right bend
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Parked
 Vehicle movement from Park to Parked No tow / articulation
 9 No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

I07550215 23/02/2015 Time 1239 Vehicles 2 Casualties 1 Slight
 E: 563620 N: 178130 First Road: A 126 Road Type Single carriageway
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

V1 TURNED OFF A1089 ONTO A126 AND WAS WAITING AT JUNCTION, INDICATING RIGHT TO TILBURY. V2 TRAVELLING ALONG A126 TOWARDS GRAYS. V1 HAS EDGED OUT OF JUNCTION AS VEHICLE APPROACHING FROM GRAYS WAS LETTING V1 OUT. V2 CONTINUED FORWARD ON ROAD BUT V1 CONTINUED TO PULL OUT WITHOUT SEEING V2. V2 HAS SLOWED BUT V1 HAS COLLIDED WITH V2 ON NEARSIDE PARELS. V2 HAD SOUNDED HORN BUT V1 CONTINUED TO PULL OUT OF JUNCTION.

Occurred on A126 JUNCTION WITH A1089 OFF SLIP (MARSHFOOT ROAD)

Vehicle Reference 1 Goods vehicle - unknown weight Waiting to turn right
 Vehicle movement from W to SE Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 30 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I09260315 02/03/2015 Time 1552 Vehicles 2 Casualties 1 Slight
 E: 558088 N: 180017 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Vehicle blind spot	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 A HEV ARTIC, WAS CHANGED LANES FROM TWO TO ONE BUT DID NOT SEE V2 IN HIS BLINDSPOT. V1 WAS IN LANE ONE AND HAS BEEN SPUN ROUND BY THE HEV AND PUSHED DOWN THE ROAD. DRIVER OF V1 SUSTAINED MINOR WHIPLASH INJURIES.

Occurred on A13 TOWARDS LONDON 500METRES PRIOR TO M25.

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Changing lane to left
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 17 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I07150315 04/03/2015 Time 1720 Vehicles 2 Casualties 1 Slight
 E: 560804 N: 180202 First Road: A 1012 Road Type Dual carriageway
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present but unlit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st: Other		Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			
Other Cause: MECHANICAL DEFECT	Precipitating Factor:		

V2 WAS STATIONARY 2ND IN LINE AT ROUNDABOUT ON A1012 TURNING RIGHT SOUTHEND BOUND ONTO A13. V1'S REAR TWO WHEELS ON PASSENGER SIDE DETACHED FROM VEHICLE AND HIT V2 IN REAR. ONE WHEEL BECAME AIRBOURNE AFTER CONTACT THE OTHER ROLLED TO STOP. DRIVERS EXCHANGED DETAILS. DRIVER THEN GOT OUT TO COLLECT WHEEL FROM ROAD. DRIVER V2 SUSTAINED NECK AND UPPER BACK INJURY

Occurred on A1012 ROUNDABOUT BEFORE A13 (APPROX. 10 METRES J/W ROUNDABOUT)

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead but held up
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 59 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 38 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I09560315 27/03/2015 Time 0910 Vehicles 2 Casualties 1 Slight
 E: 560797 N: 180203 First Road: A 1012 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 001		
4th:			
5th:			
6th:			

V2 WAS TRAVELLING ALONG THE A1012 TOWARDS THE A13. AS V2 APPROACHED THE ROUNDABOUT IT WAS STRUCK FROM BEHIND BY V1. DAMAGE CAUSED TO THE BACK OF V2. V1 SUSTAINED FROM END DAMAGE. DRIVER OF V2 TAKEN TO HOSPITAL AS COMPLAINING OF NECK PAIN.

Occurred on A1012, 10 FEET FROM THE A13 SLIP ROAD TOWARDS LONDON

Vehicle Reference 1 Car Starting
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Starting
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 38 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I09480315 27/03/2015 Time 1810 Vehicles 2 Casualties 1 Slight
 E: 563602 N: 178119 First Road: A 126 Road Type Single carriageway
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V2 TRAVELLING ALONG A126 MARSHFOOT ROAD FROM TILBURY TOWARDS CHADWELL. V1 AT JUNCTION INDICATING TO TURN RIGHT ONTO MARSHFOOT ROAD. DRIVER V1 HAS LOOKED LEFT BUT NOT RIGHT AND HAS PULLED OUT AND COLLIDED WITH V2.

Occurred on A126 MASHFOOT ROAD, TILBURY

Vehicle Reference 1 Car Turning right
 Vehicle movement from N to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 43 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NW to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I12780515 02/05/2015 Time 0815 Vehicles 1 Casualties 1 Serious
 E: 560755 N: 180372 First Road: U Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 001	Possible	
2nd: Loss of control	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 HAS SOME ROUND THE STIFFORD ROUNDABOUT AND V1 HAS TURNED OVER ONTO ITS SIDE JUST PRIOR TO EXIT TO ONSLIP TO A13 A TRACK.

Occurred on ROUNDABOUT JUNCTION OF HIGH ROAD AND A1012

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from NW to NE No tow / articulation
 On main carriageway Skidded and overturned
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Did not leave carr Age of Driver 28 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I14540515 19/05/2015 Time 1150 Vehicles 2 Casualties 1 Slight
 E: 560845 N: 180259 First Road: U Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Possible	
2nd: Failed to judge other persons path or speed	Vehicle 001	Possible	
3rd: Careless/Reckless/In a hurry	Vehicle 001		
4th:			
5th:			
6th:			

V2 WAS STOPPED AT ROUNDABOUT. V1 HAS IMPACTED WITH THE REAR OF V2 CAUSING VERY SLIGHT DAMAGE. V1 STOPPED BUT REFUSED ALL DETILS AND DROVE OFF.

Occurred on STIFFORD CLAYS ROAD ROUNDABOUT NEAREST J/W A13 AND A1012.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Waiting to turn left
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I15810515 24/05/2015 Time 1207 Vehicles 2 Casualties 1 Slight
 E: 558378 N: 179930 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 002	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V2 HAS HIT V1 FROM THE REAR. V1 BROKE HARD CAUSING V1 TO BROKE SUDDENLY.

Occurred on A13 APPROX. 600M PRIOR TO A126 EASTBOUND.

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

Vehicle Reference 2 Car Stopping
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 37 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 37 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I20740515 24/05/2015 Time 1525 Vehicles 2 Casualties 2 Slight
 E: 560784 N: 180208 First Road: A 13 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

V2 WAS ON THE ROUNDABOUT HEADING TOWARDS A13 WESTBOUND. V1 PULLED ONTO THE ROUNDABOUT FROM A1012 AND HIT V2. DETAILS EXCHANGED.

Occurred on STIFFORD INTERCHANGE ROUNDABOUT AT THE J/W ELIZABETH ROAD.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 31 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I18700615 03/06/2015 Time 1730 Vehicles 2 Casualties 1 Serious
 E: 563272 N: 177012 First Road: A 1089 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: Other object in carriageway
 Place accident reported: Elsewhere DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Poor or defective road surface	Casualty 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

A GROUP OF M/C RIDERS PULLED ONTO THE ASDA ROUNDABOUT OFF THE A1089. THE RIDER OF A HONDA M/C INDEX NO EX15HDN CLIPPED OR WENT OVER A SMALL POT MOLS, LOST CONTROL, WENT OVER THE DIVIDING ISLAND ON THE DOCK ROAD EXIT LANE AND HIT PEUGEOT 208 INDEX NO FN15LP0 ON ITS F/O/S DOOR WING.

Occurred on ASDA ROUNDABOUT ON A1089/ DOCK ROAD.

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 18 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Going ahead right bend
 Vehicle movement from N to S No tow / articulation
 On main carriageway Skidded
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road Other object Off road: None
 Did not leave carr Age of Driver 20 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 20 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I16890615 04/06/2015 Time 0751 Vehicles 2 Casualties 1 Slight
 E: 563243 N: 176975 First Road: A 1089 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 002	Very Likely
3rd:	Failed to look properly	Vehicle 001	Very Likely
4th:	Failed to look properly	Vehicle 002	Very Likely
5th:			
6th:			

V1 APPROACHES ROUNDABOUT IN OUTSIDE LANE INTENDING TO TAKE THE 3RD EXIT. V2 APPROACHES ROUNDABOUT IN NEAR SIDE INTENDING TO GO STRAIGHT OVER. BOTH VEHICLES ENTER ROUNDABOUT. AS V2 GOES TO EXIT ROUNDABOUT, V1 COLLIDES WITH V2.

Occurred on DOCK ROAD ROUNDABOUT TILBURY J/W ST. ANOREWS ROAD.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I20830715 12/07/2015 Time 2115 Vehicles 2 Casualties 1 Slight
 E: 557489 N: 180180 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
2nd: Poor turn or manoeuvre	Vehicle 001	Very Likely	
3rd: Junction overshoot	Vehicle 001	Very Likely	
4th: Careless/Reckless/In a hurry	Vehicle 001	Very Likely	
5th:			
6th:			

V1 AND 2 BOTH A13 ROUNDABOUT HEADING NORTH AT TRAFFIC LIGHTS ON PULLING AWAY FROM LIGHTS V1 WAS IN WRONG LANE AND IN TRYING TO TAKE M25 NORTH BUT COLLIDED WITH REAR OFFSIDE OF V2.

Occurred on A13 ROUNDABOUT J30 M25 NORTH BOUND, GRAYS.

Vehicle Reference 1 Motorcycle over 500cc Changing lane to left
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway Skidded
 Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Not car passenger

Vehicle Reference 2 Taxi/Private hire car Going ahead right bend
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 62 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I21150715 13/07/2015 Time 1045 Vehicles 2 Casualties 1 Slight
 E: 565346 N: 176484 First Road: U Road Type Single carriageway
 Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 002	Very Likely
2nd:	Exceeding speed limit	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

V1 WAS TRAVELLING NORTHBOUND ON FORT ROAD. V2 WAS TRAVELLING SOUTH ROUND ON FORT ROAD. V2 HAS TURNED RIGHT INTO BRENNAN ROAD, INTO THE PATH OF V1. V1 HAS COLLIDED WITH THE REAR NEARSIDE OF V2, CAUSING V1 TO LEAVE THE CARRIAGEWAY, COLLIDE WITH A ROAD SIGN AND COME TO A STOP IN A DITCH.

Occurred on FORT ROAD AT NEARSIDE J/W BRENNAN ROAD.

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 to Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 O/S Age of Driver 33 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 33 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Turning right
 Vehicle movement from NE to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I23320715 13/07/2015 Time 0945 Vehicles 2 Casualties 1 Slight
 E: 563609 N: 178149 First Road: A 126 Road Type Slip road
 Speed limit: 50 Junction Detail: Slip Road Give way or controlled B 1089
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 002	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

AS APPROACHING A126 TURN OFF, DOUBLE JUNCTION, TAXI DRIVER CAME FROM BRETTS TYRES JUNCTION - PULLED OUT IN FRONT OF V2. V2 COUND NOT AVOID HIM AS CAR ON OTHER SIDE, V2 SLAMMED HARD ON BRAKES HITTING V1.

Occurred on A126 SLIP ROAD JOINS A1089 MARSHFOOT ROAD, GRAYS.

Vehicle Reference 1 Taxi/Private hire car Going ahead right bend
 Vehicle movement from W to N No tow / articulation
 Entering lay-by or hard shoulder No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from E to N No tow / articulation
 Entering lay-by or hard shoulder Skidded
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 46 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I21190715 14/07/2015 Time 2035 Vehicles 1 Casualties 1 Slight
 E: 560764 N: 180203 First Road: A 1012 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 001	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING AROUND STIFFORD ROUNDABOUT TO TAKE SLIP ROAD ONTO A13 - SOUTHEND BOUND FROM A1012 ONTO A13.

Occurred on STIFFORD (TO A1012) A13 ROUNDABOUT.

Vehicle Reference 1 Car Turning left
 Vehicle movement from W to SW No tow / articulation
 On main carriageway Skidded
 Location at impact Leaving roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I25900815 14/08/2015 Time 1812 Vehicles 2 Casualties 1 Slight
 E: 558994 N: 179723 First Road: A 126 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Inexperience of driving on the left	Vehicle 001	Very Likely	
2nd: Poor turn or manoeuvre	Vehicle 001	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 001	Possible	
4th: Failed to look properly	Vehicle 001	Possible	
5th: Slippery road (due to weather)	Vehicle 001	Possible	
6th:			

V2 WAS TRAVELLING AROUND ROUNDABOUT IN THE OFFSIDE LANE AS HE CAME OFF THE ROUNDABOUT V1 HAS CUT INTO THE LANE FROM THE NEAR SIDE ONE, STRIKING V2 TO THE NEAR SIDE BETWEEN THE FRONT AND BACK DOORS CAUSING THE WINDOWS TO SMASH AND EXTENSIVE DAMAGE TO THE DOORS.

Occurred on DOUBLE ROUNDABOUT OVER A13 ONTO THE A120 HEADING TOWARDS LONDON ROAD.

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 to Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Not car passenger

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 62 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I32000815 15/08/2015 Time 2031 Vehicles 4 Casualties 3 Slight
 E: 558837 N: 179827 First Road: A 13 Road Type Dual carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: Other object in carriageway
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Stationary or parked vehicle	Vehicle 004	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd: Buildings, road signs, street furniture	Vehicle 004		
4th:			
5th:			
6th:			

V4 HAD BROKEN DOWN IN LANE 1 ON THE A13. V3 WAS TRAVELLING IN LANE 1 AND WAS SLOWING DUE TO THE V4. V2 ALSO TRAVELLING IN LANE 1 HAS ALSO SLOWED DOWN BEHIND V3. V1 HAS COLLIDED WITH THE REAR OF V2, CAUSING V2 TO THEN COLLIDE WITH THE REAR OF V3.

Occurred on A13 GRAYS, ESSEX NEAR TO JUNCTION A126.

Vehicle Reference 1 Car Stopping
 Vehicle movement from E to NW No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 24 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from E to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 3 Vehicle: 2 Age: 20 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Stopping
 Vehicle movement from E to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 35 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 3 Age: 47 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Vehicle Reference 4 Car Parked
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I26290815 24/08/2015 Time 1510 Vehicles 1 Casualties 1 Serious
 E: 558814 N: 179860 First Road: A 13 Road Type Dual carriageway
 Speed limit: 40 Junction Detail: Slip Road Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 001	Very Likely	
2nd: Deposit on road (eg oil, mud, chippings)	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 WAS TRAVELLING EAST ALONG A13. V1 HAS BRAKED THEN LOST CONTROL OF THE VEHICLE. V1 HAS THEN FALLEN ONTO GROUND.

Occurred on A13, AT JUNCTION WITH A126 (A13)

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
 Vehicle movement from W to NE No tow / articulation
 On main carriageway Skidded
 Location at impact Cleared junction or waiting/park First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Serious
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I27440815 31/08/2015 Time 1220 Vehicles 2 Casualties 1 Slight
 E: 559518 N: 179779 First Road: A 13 Road Type Dual carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site Road works Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st: Other		Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Other Cause: FOOT
 SLIPPED OFF
 THE BRAKE
 AND GOT
 STUCK
 UNDERNEAT
 H.
 Precipitating Factor:

BOTH VEHICLES TRAVELLING WEST ON A13 IN LANE 1 IN HEAVY TRAFFIC BETWEEN 5-10MPH. V2 WAS EITHER STATIONARY OR STOPPING. AS V1 WAS STOPPING - DRIVER HAS FAILED TO STOP IN TIME COLLIDING INTO THE REAR OF V2.

Occurred on A13 1 MILE EAST OF J/W M25 - NORTH STIFFORD.

Vehicle Reference 1 Car Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 55 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I29490915 10/09/2015 Time 0750 Vehicles 1 Casualties 1 Slight
 E: 563759 N: 176304 First Road: U Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Casualty 1	Very Likely	
2nd: Failed to judge vehicles path or speed	Casualty 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

I WAS CROSSING THE ROAD NEAR THE ROUNDABOUT, NEAR TILBURY DOCK. I LOOKED RIGHT AND SAW ABOUT 3/4 CARS INDICATING RIGHT TO KEEP GOING AROUND THE ROUNDABOUT, SO I STARTED TO CROSS AND GOT THREE QUARTERS OF THE WAY ACROSS AND LOOKED TO MY RIGHT, TO SEE THE CAR JUST ABOUT TO HIT ME. I LANDED ON THE FLOOR AND JUMPED UP TO GET ON THE KERB, HE STARTED SHOUTING AT ME. SO HE GOT OUT AND CHECKED HIS CAR, WE HAD SOME WORDS ABOUT HIM HITTING ME, HE GOT INTO HIS CAR AND DROVE OFF.

Occurred on DOCK ROAD, TILBURY.

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

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Pedestrian Severity: Slight
 Not a pupil Postcode Seatbelt
 In carr elsewhere Direction Unknown
 Driver's nearside

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I29270915 18/09/2015 Time 1540 Vehicles 2 Casualties 1 Slight
 E: 563435 N: 178087 First Road: A 126 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Slip Road Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Distraction in vehicle	Vehicle 1	Possible	
2nd: Inexperience with type of vehicle	Vehicle 1	Very Likely	
3rd: Careless/Reckless/In a hurry	Vehicle 1		
4th:			
5th:			
6th:			

V2 STATIONARY INDICATING TO TURN LEFT INTO BRETT TYRES. V1 HAS NOT SEEN V2 AND TOOK EVASIVE ACTION AND COLLIDED WITH R/O/S (RIGHT OFFSIDE) OF V2. DETAILS EXCHANGED AT SCENE - TRANSPIRES NOT INSURED FOR LG62 ZZK INC: 0906 -21/9/15

Occurred on A126 MARSHFOOT ROAD, DIRECTLY OUTSIDE BRETTS TYRES. 0.11 MILES PRIOR TO A1089, TI

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

Vehicle Reference 2 Car Waiting to turn left
 Vehicle movement from NE to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 20 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I30990915 22/09/2015 Time 1325 Vehicles 2 Casualties 2 Slight
 E: 561173 N: 180558 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
 Darkness: street lights present but unlit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
2nd: Exceeding speed limit	Vehicle 2	Very Likely	
3rd: Failed to look properly	Vehicle 2		
4th:			
5th:			
6th:			

V1 WHILST TURNING RIGHT ON TO CRAMMAVILLE STREET HAS BEEN STRUCK BY V2, WHICH WAS TRAVELLING ALONG STIFFORD CLAYS ROAD TOWARDS THE A13. SLIGHT INJURY TO BOTH DRIVERS.

Occurred on STIFFORD CLAYS ROAD J/W CRAMMAVILLE STREET.

Vehicle Reference 1 Car Turning right
 Vehicle movement from SW to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering main road First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 18 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NE to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 42 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I31441015 05/10/2015 Time 0815 Vehicles 2 Casualties 1 Slight
 E: 559016 N: 179804 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V1 AND V2 HEADING WEST, V1 IS IN LANE 3 OF 3. V2 FILTERING BETWEEN LANES 3 AND 2. TRAFFIC MOVING 40 - 50MPH, V1 MOVES INTO LANE 2 AND COLLIDES WITH V2.

Occurred on A13 WEST BOUND LANE 3/2 APPROX 30 METRES EAST J/W A1306

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Changing lane to left
 Vehicle movement from E to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
 Vehicle movement from E to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 46 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I32471015 05/10/2015 Time 1250 Vehicles 2 Casualties 1 Slight
 E: 557652 N: 179969 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

BOTH VEHICLES NEGOTIATING ROUNDABOUT AT A13, M25 JUNCTION. V2 HAD DRIVEN FROM M25 AND WAS INTENDING TO GO STRAIGHT ON TOWARDS SERVICES AND WAS IN THE MIDDLE LANE. V1 HAD ALSO DRIVEN FROM M25 AND WAS INTENDING TO TAKE THE THIRD EXIT ONTO A13, V1 WAS IN LANE 1. AT EXIT FOR SERVICES SLIP ROAD FRONT OFFSIDE OF V1 HAS COLLIDED WITH NEARSIDE OF V2.

Occurred on A13 AT JUNCTION WITH M25

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

Casualty Reference: 1 Vehicle: 1 Age: 80 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Turning right
 Vehicle movement from N to S Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 57 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I33141015 19/10/2015 Time 0748 Vehicles 2 Casualties 1 Slight
 E: 561904 N: 181040 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V2 TRAVELLING IN LANE 1 WHEN V1 BEGAN TO MOVE FROM LANE 2 TO LANE 1 AND ENCROACHING INTO THE PATH OF V2. V1 CONTINUED TO MOVE INTO LANE 1, THUS COLLIDING WITH V2 CAUSING RIDER TO FALL FROM HIS M/CYCLE. V1 FAILED TO STOP.

Occurred on A13 LONDON BOUND BETWEEN JUNCTIONS A1089 AND A1012.

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 18 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

I33271015 23/10/2015 Time 1436 Vehicles 3 Casualties 3 Slight
 E: 560865 N: 180136 First Road: A 1012 Road Type Dual carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

ALL THREE VEHICLES TRAVELLING IN LANE 2 FROM A13 TOWARDS TREACLE MINE ROUNDABOUT. AS TRAFFIC SLOWED FOR ROUNDABOUT, V1 COLLIDED WITH THE REAR OF V2 AND PUSHED V2 INTO V3. (STORM: SSS-23-10-15)

Occurred on A1012 APPROX 100 METRES S/E J/W A13 ROUNDABOUT (NORTH STIFFORD).

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 54 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 27 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 20 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 49 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 3 Vehicle: 3 Age: 49 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

I34791015 29/10/2015 Time 2127 Vehicles 2 Casualties 1 Slight
 E: 560792 N: 180205 First Road: A 1012 Road Type 1
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE 1 AND VEHICLE 2 ARE TRAVELLING NORTHBOUND ALONG THE A1012. VEHICLE 2 STOPS AT THE GIVE WAY. VEHICLE 1 COLLIDES WITH REAR OF VEHICLE 2.

Occurred on A1012 ROUNDABOUT J/W A13

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 55 Female Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1531687 08/11/2015 Time 1120 Vehicles 2 Casualties 4 Serious
 E: 563740 N: 180074 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Distraction in vehicle	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH ONE HAS BEEN DRIVING STRAIGHT DOWN THE STRAIGHT PART OF THE A1089. IT HAS THEN VEERED OFF TO THE NEARSIDE LEAVING THE CARRIAGEWAY AND COLLIDED WITH A LAMP POST. AS IT HAS COLLIDED WITH THE LAMPOST ITS FRONT OFFSIDE WHEEL HAS COME OFF AND COLLIDED WITH VEH TWO WHICH WAS PASSING.

Occurred on DOCK APPROACH ROAD A1089 350 METRES SOUTH OF JUNCTION WITH ORSETT A13

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Lamp post
 Nearside Age of Driver 41 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 41 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 11 Female Passenger Severity: Slight
 Postcode Seatbelt

Back seat

Casualty Reference: 3 Vehicle: 1 Age: 9 Female Passenger Severity: Serious
 Postcode Seatbelt

Back seat

Casualty Reference: 4 Vehicle: 1 Age: 1 Female Passenger Severity: Serious
 Postcode Seatbelt

Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

1535911 19/11/2015 Time 2145 Vehicles 2 Casualties 1 Slight
 E: 557941 N: 180053 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: Other object in carriageway
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

V2 LEFT A13 TO GO ONTO SLIP ROAD TOWARDS DARTFORD CROSSING, V1 MISSED THE SLIP ROAD SO SPED OVER THE CHEVRONS HITTING CONES AND SMASHED INTO REAR OF V2. V1 KEPT GOING AND DROVE THROUGH THE RED LIGHT. INFT STOPPED THEN DROVE TO THURROCK SERVICES AS HER MOUTH WAS BLEEDING.

Occurred on A13 M25

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from E to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
 Hit object in road Road Works Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Changing lane to left
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1533068 21/11/2015 Time 1245 Vehicles 2 Casualties 3 Serious
 E: 561615 N: 180982 First Road: A 13 Road Type Dual carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Loss of control	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 WAS TRAVELLING EAST BOUND ON THE A13 IN LANE 2 OF 3. VEHICLE 1, TRAVELLING IN THE SAME DIRECTION BUT BEHIND VEHICLE 2, WAS CHANGING FROM LANE 2 INTO LANE 3. VEHICLE 1, FOR REASONS UNKNOWN, HAS LOST CONTROL AND SPUN, COLLIDING WITH THE REAR OF VEHICLE 2. BOTH VEHICLES HAVE LEFT THE CARRIAGEWAY TO THE NEARSIDE.

Occurred on A13 1000 METRES WEST OF JUNCTION WITH A1089

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 28 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Casualty Reference: 3 Vehicle: 1 Age: 30 Male Passenger Severity: Slight
 Postcode Seatbelt

Front seat

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 48 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 48 Male Driver/rider Severity: Serious
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1533069 23/11/2015 Time 1343 Vehicles 2 Casualties 1 Serious
 E: 563233 N: 177098 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Crossed road masked by stationary veh	Casualty 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLES 1 AND 2 TRAVELLING DOWN DOCK APPROACH ROAD, TILBURY TOWARDS THE ASDA ROUNDABOUT. VEHICLE 2 SLOWS IN LANE 1 AS THERE ARE FOUR CARS ON THE APPROACH TO THE ROUNDABOUT IN FRONT. DRIVER OF VEHICLE 2 SEES A PEDESTRIAN WAITING TO CROSS FROM THE NEARSIDE ON A DEDICATED CROSSING. DRIVER OF VEHICLE 2 ALLOWS PEDESTRIAN TO CROSS FROM THE NEARSIDE. VEHICLE 1 IS IN LANE 2 AND CAN NOT SEE PEDESTRIAN AS SHE IS MASKED BY VEHICLE 2. PEDESTRIAN RUNS FROM NEARSIDE ACROSS CARRIAGEWAY AND VEHICLE 1 IS THEN IN COLLISION WITH PEDESTRIAN. PEDESTRIAN HAS SUSTAINED SERIOUS LIFE CHANGING INJURIES AND HAS BEEN TAKEN ROYAL LONDON HOSPITAL.

Occurred on DOCK ROAD A1089 30 METRES NORTH OF JUNCTION WITH THURROCK PARK WAY

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 24 Female Pedestrian Severity: Serious
 Postcode Seatbelt
 In carr elsewhere E bound
 Driver's nearside

Vehicle Reference 2 Other Vehicle Stopping
 Vehicle movement from N to S Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1534533 03/12/2015 Time 1345 Vehicles 2 Casualties 1 Slight
 E: 558254 N: 179951 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Temporary road layout (eg contraflow)	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLES 1 AND 2 TRAVELLING IN HEAVY TRAFFIC ON THE A13 IN ROADWORKS PRIOR TO THE OFF SLIP FOR THE M25 JUNCTION 30. ALL VEHICLES WERE STOP STARTING IN THE CONGESTION. BOTH VEHICLES BEGAN TO MOVE OFF SLOWLY AND VEHICLE 2 IS ALLEGED TO HAVE BRAKED HARD AND VEHICLE 1 HAS COLLIDED IN TO THE REAR OF VEHICLE 2.

Occurred on WEST THURROCK A13 400 METRES NORTH OF JUNCTION WITH JUNCTION 30 M25

Vehicle Reference 1 Other Vehicle Going ahead other
 Vehicle movement from E to W Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 62 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 31 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1535161 10/12/2015 Time 1720 Vehicles 2 Casualties 2 Slight
 E: 563043 N: 177992 First Road: A 126 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: Central reservation Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Road layout (eg bend, hill etc.)	Uninjured Pedestrian	Very Likely
2nd:	Cyclist entering road from pavement	Uninjured Pedestrian	Very Likely
3rd:	Cyclist wearing dark clothing at night	Uninjured Pedestrian	
4th:			
5th:			
6th:			

PEDAL CYCLIST WAS RIDING ALONG A126 FROM GRAYS TO TILBURY WHEN HE CROSSED FROM ONE SIDE OF THE CARRIAGEWAY TO THE OTHER TO USE A CUT THROUGH TO CONTINUE HIS ROUTE. PEDAL CYCLIST WAS NOT WEARING ANY REFLECTIVE CLOTHING. MOTORCYCLE WAS TRAVELLING ALONG A126 FROM TILBURY TO GRAYS AND AS HE RODE AROUND THE BEND ON DOCK ROAD THE PEDAL CYCLIST HAS CROSSED IN FRONT OF HIM AND MOTORCYCLIST HAS NOT HAD A CHANCE TO STOP. CONTACT MADE WITH OFF SIDE OF MOTORCYCLIST AND NEARSIDE WHEEL OF CYCLIST. ROAD CONDITIONS WERE DRY, COLD AND DARK.

Occurred on DOCK ROAD A126 20 METRES EAST OF JUNCTION WITH THE WILLOWS

Vehicle Reference 1 Motorcycle over 500cc Going ahead right bend
 Vehicle movement from SW to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

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

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from N to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 66 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 66 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1535807 17/12/2015 Time 0600 Vehicles 2 Casualties 1 Slight
 E: 561052 N: 180621 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE 1 TRAVELLING WESTBOUND ALONG A13 INTENDING TO TAKE OFF-SLIP TO A1012, FOLLOWED BY VEHICLE 2. VEHICLE 2 INDICATES AND TAKES SLIP ROAD. VEHICLE 1 MOVES INTO SLIP ROAD LATE AND REAR NEARSIDE OF VEHICLE 1 COLLIDES WITH FRONT OFFSIDE OF VEHICLE 2. VEHICLE 2 OVERTURNS AND COLLIDES WITH LAMP POST ON NEARSIDE VERGE BEFORE REBOUNDED INTO CARRIAGEWAY.

Occurred on GRAYS A13 210 METRES EAST OF JUNCTION WITH GRAYS A1012

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway Skidded and overturned
 Location at impact Jct Approach First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 22 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1535879 17/12/2015 Time 0720 Vehicles 3 Casualties 1 Slight
 E: 557836 N: 180055 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE 3 WAS TRAVELLING WESTBOUND ALONG THE A13 ON THE OFF SLIP FOR THE M25, FOLLOWED BY VEHICLE 2 THEN VEHICLE 1. VEHICLE 3 HAS COME TO A STOP DUE TO TRAFFIC AHEAD, FOLLOWED BY VEHICLE 2. VEHICLE 1 HAS FAILED TO STOP IN TIME AND HAS COLLIDED WITH THE REAR OF VEHICLE 2, PUSHING VEHICLE 2 FORWARDS AND INTO THE REAR OF VEHICLE 3.

Occurred on A13 300 METRES EAST OF JUNCTION WITH M25

Vehicle Reference 1 Other Vehicle Going ahead other
 Vehicle movement from SE to W Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SE to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 62 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 62 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 3 Car Going ahead but held up
 Vehicle movement from SE to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1637983 09/01/2016 Time 0105 Vehicles 2 Casualties 2 Slight
 E: 563642 N: 180285 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Impaired by alcohol	Vehicle 1	Very Likely	
2nd: Aggressive driving	Vehicle 1	Very Likely	
3rd: Careless/Reckless/In a hurry	Vehicle 1		
4th:			
5th:			
6th:			

VEHICLE ONE WAS BEING PURSUED BY POLICE VEHICLES IN THE VICINITY OF TILBURY AND THE A1089 DOCK APPROACH ROAD. VEHICLE ONE HAD DRIVEN DANGEROUSLY ALONG A1089, HEADING NORTH BOUND ALONG THE SOUTH BOUND CARRIAGEWAY. VEHICLE ONE WAS THEN ON THE A13 WHEN IT THEN COMMENCED TRAVELLING SOUTH BOUND ON THE NORTH BOUND CARRIAGEWAY OF THE A1089. VEHICLE TWO WAS HEADING NORTH BOUND ON THE A1089 (BEING THE CORRECT DIRECTION OF TRAVEL). VEHICLE TWO (POLICE VEHICLE) HAS THEN MADE DELIBERATE TACTICAL CONTACT WITH VEHICLE ONE, AS BOTH VEHICLES COLLIDED HEAD-ON FRONT OFFSIDE TO FRONT OFFSIDE. THIS BROUGHT VEHICLE ONE TO AN IMMEDIATE STOP, PREVENTING ANY FURTHER DANGER TO OTHER ROAD USERS.

Occurred on DOCK APPROACH ROAD A1089 400 METRES SOUTH OF JUNCTION WITH A13

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Failed to provide
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 28 Female Passenger Severity: Slight
 Postcode Seatbelt

Front seat

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1642086 01/02/2016 Time 1930 Vehicles 2 Casualties 1 Slight
 E: 560688 N: 180279 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lighting unknown Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

BOTH VEHICLE WERE COMING FROM THE A13 AT THE GRAYS EXIT. AS VEHICLE 2 STOPPED VEHICLE 1 COLLIDED WITH THE REAR OF VEHICLE 2. VEHICLE 1 DROVE OFF WITHOUT EXCHANGING ANY DETAILS. THE WITNESS GAVE VEHICLE 1 DETAILS TO THE DRIVER OF VEHICLE 2

Occurred on A13 A13 A1012

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 49 Male
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 30 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1643064 04/02/2016 Time 0859 Vehicles 4 Casualties 1 Slight
 E: 557690 N: 180140 First Road: A 13 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Automatic traffic signal Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 2	Very Likely	
2nd: Aggressive driving	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEHICLES 3 HAS BEEN JOINING THE SLIP ROAD ONTO THE A13 EAST BOUND FOLLOWED BY VEHICLE 4 IN TURN FOLLOWED BY VEHICLE 2. VEHICLE 1 HAS COME UP THE SLIP ROAD FROM THE M25 ONTO THE ROUNDABOUT ON THE NEARSIDE OF VEHICLES 2,3 AND 4 CUTTING ACROSS THE FRONT OF VEHICLE 3. VEHICLE 3 HAS BRAKED AS HAS VEHICLE 4 BUT VEHICLE 2 HAS COLLIDED WITH THE REAR OF VEHICLE 4 PUSHING THAT INTO THE REAR OF VEHICLE 3. VEHICLE 1 CONTINUED ROUND THE ROUNDABOUT.

Occurred on THURROCK A13 M25

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Starting
 Vehicle movement from N to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Starting
 Vehicle movement from S to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 3 Car Starting
 Vehicle movement from S to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 66 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 4 Car Starting
Vehicle movement from S to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 4 Age: 53 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1644516 08/02/2016 Time 2110 Vehicles 3 Casualties 1 Slight
 E: 562466 N: 181057 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Illness or disability, mental or physical	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 TRAVELLING ALONG THE WEST BOUND TRACK OF THE A13 WHEN IT APPROACHED STATIONARY TRAFFIC IN ALL 3 LANES WHEN IT COLLIDED INTO THE REAR OFF-SIDE OF VEHICLE 2 THAT WAS STATIONARY IN LANE 1 OF 3, VEHICLE 1 THEN SPUN ANTI-CLOCKWISE AND COLLIDED OFF-SIDE INTO THE REAR OFF-SIDE OF VEHICLE 3 THAT WAS ALSO STATIONARY IN LANE 1. VEHICLE 2 AND 3 HAD BEEN STATIONARY IN LANE 1 OF 3 FOR APPROX 30SEC TO ONE MINUTE BEFORE THE COLLISION. VEHICLE 1 DRIVER INDICATED THEY MAY HAVE HAD AN UNKNOWN MEDICAL ISSUE AT THE TIME.

Occurred on A13, LONDON BOUND TRACK, THURROCK, ESSEX A13

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 32 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead but held up
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 56 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

1644474 12/02/2016 Time 1729 Vehicles 2 Casualties 1 Serious
 E: 560396 N: 179990 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 001	Possible
2nd: Poor turn or manoeuvre	Vehicle 002	Possible
3rd:		
4th:		
5th:		
6th:		

VEHICLE 1 IS TRAVELLING NORTH EAST IN LANE 2. VEHICLE 2 IS FILTERING THROUGH SLOW MOVING TRAFFIC BETWEEN LANE 1 AND 2. VEHICLE 1 HAS THEN MOVED ACROSS FROM LANE 2 INTO LANE 1 WITH VEHICLES 1 NEARSIDE COLLIDING WITH VEHICLE 2 CAUSING VEHICLE 2 TO LOSE CONTROL AND THE RIDER COME OFF HIS VEHICLE. VEHICLE 1 HAS THEN DRIVEN OFF AT SPEED IN THE MIDDLE OF THE ROAD BETWEEN LANES 1 AND 2 FAILING TO STOP.

Occurred on ORSETT A13 157 METRES WEST OF JUNCTION WITH A1012

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle - unknown cc Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 30 Male Driver/rider Severity: Serious
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1646414 16/02/2016 Time 1120 Vehicles 2 Casualties 1 Slight
 E: 563232 N: 176971 First Road: U Road Type 1
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE 1 , WAS IN LANE ONE. VEHICLE 2 IN LANE 2. VEHICLE 1 HAS CONTINUED AROUND ROUNDABOUT WHEN VEHICLE 2 WAS CONTINUING STRAIGHT ON AND VEHICLE 1 HAS COLLIDED WITH N/S OF VEHICLE 2. MINOR INJURY - SHOULDER PAIN TO DRIVER OF V1.

Occurred on ST ANDREWS ROAD UNSPECIFIED ROAD OR LOCATION A1089

Vehicle Reference 1 Car Turning right
 Vehicle movement from N to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 69 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 69 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Goods vehicle - unknown weight Going ahead other
 Vehicle movement from N to W Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 68 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1645139 17/02/2016 Time 0545 Vehicles 2 Casualties 2 Slight
 E: 560515 N: 180072 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Vehicle blind spot	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

LEFT HAND DRIVE FOREIGN ARTICULATED LORRY HAS STARTED TO CHANGE LANES INTO LANE 2 ON THE APPROACH TO THE OFF SLIP. VEHICLE 2 IS IN BLIND SPOT AT FRONT O/S AND HAS BEEN CAUGHT BY LORRY, CAUSING IT TO SKID ACROSS THE CARRIAGEWAY AND UP THE EMBANKMENT.

Occurred on A13 A1012

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Changing lane to right
 Vehicle movement from SW to NE Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 48 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Overtaking moving vehicle O/S
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway Skidded and overturned
 Location at impact Jct Approach First impact Nearside Hit vehicle:
 Hit object in road None Off road: Road sign / ATS
 Nearside & rebounded Age of Driver 61 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 61 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 60 Female Passenger Severity: Slight
 Postcode Seatbelt

Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1649202 05/03/2016 Time 2020 Vehicles 2 Casualties 1 Slight
 E: 562761 N: 180994 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE 1 ON A13 TOWARDS SOUTHEND IN LANE 2 OR 3. VEHICLE 2 IN LANE 1 TOWARDS SOUTHEND. R/N/S OF VEHICLE 1 COLLIDED WITH F/O/S OF VEHICLE 2, CAUSING VEHICLE 2 TO SPIN AND ROLL OFF THE CARRIAGEWAY TO THE NEARSIDE. VEHICLE 1 LEFT THE SCENE.

Occurred on A13 A1089

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from W to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to SE No tow / articulation
 On main carriageway Skidded and overturned
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: Tree
 Nearside Age of Driver 50 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 50 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1652355 08/03/2016 Time 1150 Vehicles 2 Casualties 1 Slight
 E: 557662 N: 179978 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE 1 AND VEHICLE 2 WERE BOTH ON THE ROUNDABOUT JUNCTION OF A13 AND M25. BOTH VEHICLES WERE INTENDING TO TAKE THE EXIT TOWARDS THE LAKESIDE AND THE SERVICES. BOTH VEHICLES HAVE TRIED TO TAKE THE EXIT AT THE SAME TIME, DUE TO ROADWORKS THERE IS ONLY ONE LANE. BOTH VEHICLES HAVE ATTEMPTED TO EXIT THE ROUNDABOUT AT THE SAME TIME, AND IN DOING SO THE OFFSIDE OF VEHICLE 1 HAS COLLIDED WITH THE NEARSIDE OF VEHICLE 2. THIS HAS CAUSED VEHICLE 2 TO SPIN, AND VEHICLE 1 TO PUSH IT ALONG THE ROAD.

Occurred on UNNAMED A13 M25

Vehicle Reference 1 Other Vehicle Going ahead other
 Vehicle movement from N to S Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 40 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 67 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 67 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1653576 27/03/2016 Time 1929 Vehicles 1 Casualties 1 Slight
 E: 563471 N: 176497 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE 1 HAS BEEN TRAVELLING ALONG DOCK ROAD, TILBURY IN GENERAL DIRECTION OF TILBURY. DRIVER 1 HAS LOST CONTROL, MOUNTED THE KERB AND COLLIDED WITH A LAMP POST. DRIVER 1 DETAINED BY MEMBERS OF PUBLIC AND ARRESTED BY POLICE.

Occurred on DOCK ROAD UNSPECIFIED ROAD OR LOCATION

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Lamp post
 Nearside Age of Driver 54 Male
 Not hit and run Breath test Failed to provide
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1659817 20/04/2016 Time 0745 Vehicles 2 Casualties 2 Slight
 E: 560841 N: 180316 First Road: A 13 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

BOTH VEHICLES HAD TRAVELLED WEST ON THE A13 EXITING THE A13 AT THE JUNCTION WITH THE A1012. VEHICLE TWO WAS WAITING TO ENTER THE ROUNDABOUT AT THE ABOVE LOCATION AND HAS BEEN STRUCK FROM BEHIND BY VEHICLE ONE.

Occurred on A13 A13 A1012 A1012

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1660918 23/04/2016 Time 2007 Vehicles 3 Casualties 3 Slight
 E: 560798 N: 180213 First Road: A 1012 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st: Other		Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Other Cause: Precipitating Factor:

VEHICLE 2 TRAVELLING ON THE STIFFORD ROUNDABOUT PASSING THE GRAYS TURN IN LANE 1. VEHICLE 3 TRAVELLING ON THE ROUNDABOUT SAME DIRECTION BUT LANE 2. VEHICLE 1 HAS PULLED ONTO THE ROUNDABOUT DIRECTLY IN FRONT OF VEHICLE 2 CAUSING VEHICLE 2 TO BRAKE HARD AND SWERVE TO AVOID COLLISION WITH V1. V3 HAS THEN COLLIDED WITH THE REAR OF V2 AS IT SWERVED TO AVOID V1.

Occurred on A1012 A13

Vehicle Reference 1 Car Starting
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 50 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Passenger Severity: Slight
 Postcode Seatbelt

Front seat

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway Skidded
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 41 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 16 Male Passenger Severity: Slight
 Postcode Seatbelt

Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 3 Vehicle: 3 Age: 15 Female Passenger Severity: Slight
Postcode Seatbelt
Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1669809 29/04/2016 Time 1345 Vehicles 2 Casualties 1 Slight
 E: 557615 N: 180209 First Road: M 25 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Unknown
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 WAS BEHIND VEH2 ON THE M25 ROUNDABOUT AT THE JUNCTION WITH THE A13 WAITING TO ENTER . AS THE LIGHTS CHANGED VEH 2 MOVED OFF BEFORE COMING TO AN UNEXPECTED STOP . VEH1 COLLIDED WITH THE REAR OF VEH 2 . BOTH VEHICLES STOPPED

Occurred on M25 M25 A13

Vehicle Reference 1 Goods vehicle - unknown weight Starting
 Vehicle movement from N to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 56 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 56 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Car Starting
 Vehicle movement from N to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1664731 09/05/2016 Time 1216 Vehicles 2 Casualties 1 Slight
 E: 563243 N: 177073 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE 2 TRAVELLING TOWARDS TILBURY ON THE A1089 APPROACHING THE ROUNDABOUT. VEHICLE 1 BEHIND VEHICLE 2 HAS COLLIDED WITH THE REAR OF VEHICLE 2 ON THE APPROACH TO THE ROUNDABOUT.

Occurred on A1089 50 METRES NORTH OF JUNCTION WITH DOCK ROAD

Vehicle Reference 1 Other Vehicle Stopping
 Vehicle movement from N to S Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 45 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1665952 12/05/2016 Time 0707 Vehicles 2 Casualties 2 Slight
 E: 563619 N: 178130 First Road: A 126 Road Type Single carriageway
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE 1 HAS EXITED THE A1089 ONTO MARSHFOOT ROAD UPTO THE JUNCTION WITH THE 'MAIN PART OF' MARSHFOOT ROAD. VEHICLE 1 HAS THEN TURNED RIGHT OUT OF THE JUNCTION INTO THE PATH OF VEHICLE 2 THAT WAS TRAVELLING EAST TO WEST CAUSING BOTH VEHICLES TO COLLIDE.

Occurred on MARSHFOOT ROAD A126 MARSHFOOT ROAD A126

Vehicle Reference 1 Car Turning right
 Vehicle movement from SW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 26 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 25 Male Passenger Severity: Slight
 Postcode Seatbelt

Front seat

Vehicle Reference 2 Car Going ahead right bend
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 48 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1669877 25/05/2016 Time 1501 Vehicles 2 Casualties 1 Slight
 E: 561173 N: 180560 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

2 VEHICLE MINOR INJURY RTC. V1 TRAVELLING FROM GENERAL DIRECTION OF GRAYS TOWARDS ORSETT ALONG STIFFORD CLAYS ROAD. V2 TRAVELLING FROM GENERAL DIRECTION OF ORSETT FROM GRAYS ALONG STIFFORD CLAYS ROAD. V1 PULLED OUT DIRECTLY INTO THE PATH OF V2 AND BOTH VEHICLES STRUCK HEAD ON. EXTENSIVE DAMAGE AND AIR BAGS DEPLOYED ON V1. RTC CAPTURED ON DASH CAM. V1 REPORTED FOR CARELESS DRIVING. STORM INCIDENT EP-20160525-0613.

Occurred on STIFFORD CLAYS ROAD UNSPECIFIED ROAD OR LOCATION CRAMAVILLE STREET

Vehicle Reference 1 Taxi/Private hire car Going ahead other
 Vehicle movement from W to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Taxi/Private hire car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 49 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1670634 26/05/2016 Time 1605 Vehicles 2 Casualties 1 Slight
 E: 557341 N: 180003 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd: Careless/Reckless/In a hurry	Vehicle 1		
4th:			
5th:			
6th:			

VEHICLE TWO WAS BEING RIDDEN ALONG THE A13 IN THE GENERAL DIRECTION OF SOUTHEND ON LANE 1 OF 2. VEHICLE ONE WAS BEING DRIVEN ALONG THE A13 TOWARDS SOUTHEND ON LANE 2 OF 2, NEXT TO VEHICLE TWO. VEHICLE ONE HAS CHANGED LANES MOVING OVER TO LANE 1, WHEN IT COLLIDED WITH VEHICLE TWO CAUSING THE RIDER TO FALL OFF HIS MOTORCYCLE. VEHICLE ONE FAILED TO STOP AT THE SCENE AND CONTINUED ITS JOURNEY, HOWEVER WAS LATER FOUND IN SHOEBURY AND THE DRIVER SPOKEN TO, BEING UNAWARE A COLLISION HAD TAKEN PLACE. (VEHICLE ONE WAS AN ARTICULATED LORRY).

Occurred on A13 M25

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Changing lane to left
 Vehicle movement from SW to SE Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 37 Male
 Non-stop, not hit Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from SW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 29 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 29 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1670665 29/05/2016 Time 1030 Vehicles 2 Casualties 1 Slight
 E: 563240 N: 177069 First Road: A 1089 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE ONE AND TWO TRAVELLING IN SAME DIRECTION FROM A1089 TAKING EXIT ON TO DOCK ROAD TOWARDS TILBURY TOWN. VEHICLE ONE PULLED ON TO THE ROUNDABOUT AS NOTHING WAS COMING FROM THE RIGHT AND SUDDENLY BRAKED FOR NO APPARANT REASON. VEHICLE TWO RAN IN TO T

HE BACK OF VEHICLE ONE. VEHICLE ONE DRIVER REFUSED ALL DETAILS OTHER THAN THE SUPERVISING DRIVERS MOBILE NUMBER

Occurred on DOCK APPROACH ROAD A1089 DOCK ROAD

Vehicle Reference 1 Car Starting
 Vehicle movement from S to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Starting
 Vehicle movement from S to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 24 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1672464 06/06/2016 Time 0804 Vehicles 2 Casualties 1 Slight
 E: 560161 N: 179854 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE 2 TRAVELLING WEST ON A13 IN LANE 3. VEHICLE 1 ALSO TRAVELLING WEST ON A13 IN LANE 3 DIRECTLY BEHIND VEHICLE 2. VEHICLE 2 HAS SLOWED FOR HEAVY TRAFFIC AND VEHICLE 1 HAS COLLIDED WITH THE REAR OF VEHICLE 2.

Occurred on A13

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 47 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1674239 09/06/2016 Time 1645 Vehicles 2 Casualties 1 Slight
 E: 560690 N: 180299 First Road: A 13 Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
3rd: Careless/Reckless/In a hurry	Vehicle 1		
4th:			
5th:			
6th:			

VEHICLE TWO HAD EXITED THE A13 OFF-SLIP ROAD TOWARDS NORTH STIFFORD (SOUTHEND BOUND) AND HAD APPROACHED THE ROUNDABOUT IN LANE ONE. VEHICLE ONE WAS TRAVELLING BEHIND VEHICLE TWO AT THIS TIME. VEHICLE TWO PULLED OUT ONTO THE ROUNDABOUT THEN NEEDED TO BRAKE FOR ANOTHER VEHICLE TRAVELLING AROUND THE ROUNDABOUT. VEHICLE ONE THEN COLLIDED INTO THE REAR OF VEHICLE TWO CAUSING MINOR DAMAGE.

Occurred on A13 HIGH ROAD

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 to Starting
 Vehicle movement from SW to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Starting
 Vehicle movement from SW to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1680005 28/06/2016 Time 0730 Vehicles 2 Casualties 1 Slight
 E: 560719 N: 180362 First Road: U Road Type 1
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE 1 WAS STATIONARY AT THE JUNCTION WITH THE ROUNDABOUT WAITING FOR A BREAK IN THE TRAFFIC TO PULL OFF, VEHICLE 2 HAS THEN COLLIDED WITH THE REAR OF VEHICLE 1

Occurred on STIFFORD INTERCHANGE UNSPECIFIED ROAD OR LOCATION A13 A13

Vehicle Reference 1 Car Starting
 Vehicle movement from NW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Starting
 Vehicle movement from NW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1681724 02/07/2016 Time 0001 Vehicles 2 Casualties 2 Slight
 E: 561645 N: 180968 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

V2 HEADING GENERALLY WEST IN L1. V1 HEADING GENERALLY WEST IN L1 BEHIND V2. V1 RAN INTO REAR OF V2

Occurred on LONDON ROAD A13 900 METRES EAST OF JUNCTION WITH A1012

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Car Going ahead left bend
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 45 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 45 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1689927 27/07/2016 Time 1325 Vehicles 2 Casualties 1 Fatal
 E: 563762 N: 179983 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

SUSPECT, ** WAS DRIVING A LGV , THE SUSPECT WAS DRIVING ON THE A1089 DOCK APPROACH ROAD, TILBURY, TRAVELLING IN THE GENERAL DIRECTION OF THE A13, WHEN HE COLLIDED WITH A STATIONARY TOYOTA COROLLA INDEX NUMBER , IN LANE 1, THE FRONT SEAT PASSENGER OF THE TOYOTA DIED AT THE SCENE OF THE COLLISION.

Occurred on DOCK APPROACH ROAD A1089

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from S to N Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road Parked Vehicle Off road: None
 Did not leave carr Age of Driver 54 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Parked
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 23 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 60 Female Passenger Severity: Fatal
 Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1690557 28/07/2016 Time 1333 Vehicles 2 Casualties 2 Slight
 E: 562452 N: 181059 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 IS TRAVELLING WEST IN LANE 3 ALONG A13. VEH 1 HAS BEEN CUT UP BY AN UNKNOWN WHITE VAN WHICH HAS THEN BRAKED INFRONT. THIS HAS CAUSED VEH 1 TO BRAKE AND SWERVE ACROSS TO AVOID THE VAN AND OTHER CARS IN LANES 1 AND 2 BEFORE VEERING LEFT LEAVING THE ROAD INTO THE GRASS VERGE.

Occurred on A13 WEST OF JUNCTION WITH A1089

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 43 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 43 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 18 Female Passenger Severity: Slight
 Postcode Seatbelt

Front seat

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

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1692817 02/08/2016 Time 1610 Vehicles 1 Casualties 1 Slight
 E: 559487 N: 179801 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Tyres illegal, defective or under inflated	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 TRAVELLING EAST ALONG THE A13 IN LANE 1. DUE TO SUDDEN DEFLATION OF REAR TYRE, RIDER LOSES CONTROL AND FALLS FROM MOTORCYCLE ONTO R/H/SIDE.

Occurred on MP 106.4 A13 500 METRES EAST OF JUNCTION WITH A126

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 24 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1693742 06/08/2016 Time 1230 Vehicles 1 Casualties 1 Slight
 E: 562716 N: 181002 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING EAST ON THE A13 HAS SUFFERED A BLOW OUT AND LOST CONTROL CAUSING THE VEHICLE TO COLLIDE WITH THE CENTRAL CRASH BARRIER AND STOP IN LANE 2 OF 3.

Occurred on TILBURY A13 40 METRES EAST OF JUNCTION WITH DOCK APPROACH ROAD A1089

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to SE No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 21 Female Passenger Severity: Slight
 Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1692925 07/08/2016 Time 1711 Vehicles 2 Casualties 1 Slight
 E: 558248 N: 179952 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

IN HEAVY TRAFFIC VEH 1 HAS GONE INTO THE BACK OF VEH 2 CAUSING MINOR INJURY TO THE FRONT SEAT PASSENGER

Occurred on A13

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 66 Female Passenger Severity: Slight
 Postcode Seatbelt

Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1694063 09/08/2016 Time 1300 Vehicles 2 Casualties 1 Slight
 E: 557623 N: 180210 First Road: M 25 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal A(M) 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Following too close	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

BOTH VEHICLES ON THE MAR DYKE INTERCHANGE. VEHICLE 1 WAITING TO TRAVEL ON THE A13 IN THE GENERAL DIRECTION OF LONDON STOPPED AT THE TRAFFIC LIGHTS. VEHICLE 2 HAS APPROACHED FROM BEHIND. VEHICLE 2 HAS COLLIDED WITH THE REAR OF VEHICLE 1. BOTH DRIVERS HAVE STOPPED AND EXCHANGED DETAILS.

Occurred on LONDON ORBITAL MOTORWAY M25 A13 A(M)13

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 39 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Goods vehicle - unknown weight Stopping
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1698870 24/08/2016 Time 1536 Vehicles 2 Casualties 1 Slight
 E: 560721 N: 180363 First Road: A 1012 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE 2 WAS ENTERING THE ROUNDABOUT LEAVING AVELEY TOWARDS GRAYS. VEHICLE 2 STARTED TO ENTER THE ROUNDABOUT BUT STOPPED DUE TO A VEHICLE COMING AROUND THE ROUNDABOUT SLIGHTLY FAST. VEHICLE 1 THOUGHT THAT VEHICLE 2 HAD GONE, AND WENT INTO THE BACK OF VEHICLE 2. VEHICLE 1 OBTAINED SLIGHT SCUFFING TO THE FRONT BUMPER. VEHICLE 2 OBTAINED DENTING TO THE REAR BOOT OF THE CAR. BUT DUE TO THE FEMALE SAYING SHE HAD NECK INJURIES, THE FIRE SERVICE CUT THE ROOF OFF.

Occurred on STIFFORD INTERCHANGE ROUNDABOUT A1012 A(M)13

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 60 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 59 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 51 Female Passenger Severity: Slight
 Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1699686 26/08/2016 Time 1900 Vehicles 2 Casualties 1 Slight
 E: 560841 N: 180324 First Road: A 13 Road Type Slip road
 Speed limit: 30 Junction Detail: Slip Road Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

DRIVER OF VEHICLE 1 WAS BEHIND VEHICLE 2 AT SLIP ROAD FROM A13 COMING ONTO THE A1012. VEHICLE 2 STARTED TO MOVE OFF TO ENTER THE ROUNDABOUT, VEHICLE 2 HAS STOPPED. VEHICLE 1 DRIVER WAS LOOKING AT THE TRAFFIC COMING ONTO THE ROUNDABOUT AND NOT NOTICED VEHICLE 2 STOPPED, VEHICLE 1 HAS COLLIDED WITH THE REAR OF VEHICLE 2.

Occurred on LONDON ROAD A13 A1012

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 33 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 26 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 26 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

1699805 29/08/2016 Time 2240 Vehicles 2 Casualties 1 Slight
 E: 563618 N: 178129 First Road: A 126 Road Type Single carriageway
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE TWO WAS TRAVELLING ALONG MARSHFOOT ROAD IN THE GENERAL DIRECTION OF GRAYS HEADING WEST. VEHICLE ONE HAD EXITED THE DOCK APPROACH ROAD HEADING TO THE JUNCTION WITH MARSHFOOT ROAD. VEHICLE ONE PULLED OUT OF DOCK APPROACH ROAD (MARSHFOOT ROAD) ONTO MARSHFOOT ROAD INTO THE PATH OF VEHICLE TWO. VEHICLE TWO CRASHED INTO THE OFFSIDE OF VEHICLE ONE.

Occurred on MARSHFOOT ROAD A126 DOCK APPROACH ROAD (MARSHFOOT ROAD A126) A1089

Vehicle Reference 1 Car Starting
 Vehicle movement from SW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering main road First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 34 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16100701 31/08/2016 Time 0500 Vehicles 1 Casualties 1 Serious
 E: 562587 N: 181055 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Animal or object in carriageway	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 IS TRAVELLING ALONG THE A13 IN THE GENERAL DIRECTION OF SOUTHEND. AN ANIMAL RUNS ACROSS THE CARRIAGEWAY AND VEHICLE ONE TAKES AVOIDING ACTION. HE THEN EXITS THE CARRIAGEWAY TO THE NEAR SIDE AND THROUGH A FENCE INTO A FIELD.

Occurred on TILBURY A13 100 METRES WEST OF JUNCTION WITH TILBURY A1089

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Wall or fence
 Nearside Age of Driver 44 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 44 Male Driver/rider Severity: Serious
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16122965 05/09/2016 Time 1048 Vehicles 2 Casualties 1 Slight
 E: 563156 N: 177026 First Road: U Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

V2 STOPPED AT ROUNDABOUT, V1 HIT ME FROM BEHIND,

Occurred on THURROCK PARK WAY UNSPECIFIED ROAD OR LOCATION DOCK ROAD

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 49 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16105490 14/09/2016 Time 0825 Vehicles 2 Casualties 1 Slight
 E: 560981 N: 180462 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE ONE IS DRIVING ALONG THE STIFFORD CLAYS ROAD HEADING IN THE GENERAL DIRECTION OF THE A13 ROUNDABOUT AND COMES TO A STOP IN HEAVY TRAFFIC VEHICLE 2 IS TRAVELLING IN THE SAME DIRECTION AND DECIDES TO OVERTAKE THE STATIONARY TRAFFIC IN ORDER TO MAKE PROGRESS. VEHICLE ONE THEN DECIDES TO PERFORM A U TURN IN THE ROAD. VEHICLE TWO THEN COLLIDES WITH VEHICLE ONE.

Occurred on STIFFORD CLAYS ROAD UNSPECIFIED ROAD OR LOCATION 100 METRES WEST OF JUNCTION V

Vehicle Reference 1 Car U-turn
 Vehicle movement from W to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Overtaking stat vehicle O/S
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 27 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16106191 14/09/2016 Time 1425 Vehicles 1 Casualties 1 Slight
 E: 563240 N: 178245 First Road: U Road Type 1
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEHICLE ONE WAS TRAVELLING ALONG OLD DOCK APPROACH ROAD APPROACHING THE ROUNDABOUT JUNCTION WITH A126 MARSHFOOT ROAD. VEHICLE ONE FAILED TO BRAKE SUFFICIENTLY ON THE APPROACH TO THE ROUNDABOUT AND TRAVELLED THROUGH THE JUNCTION. VEHICLE ONE MOUNTED THE CENTRE OF THE ROUNDABOUT AND TRAVELLED THROUGH THE GRASSED AREA CRASHING INTO SEVERAL TREES.

Occurred on OLD DOCK APPROACH ROAD UNSPECIFIED ROAD OR LOCATION MARSHFOOT ROAD A126

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road Cent island of Rdbt Off road: Tree
 Straight ahead at Jun Age of Driver 27 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16107209 19/09/2016 Time 2349 Vehicles 2 Casualties 1 Fatal
 E: 562663 N: 181035 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE 1 WAS TRAVELLING SOUTHBEND BOUND ON THE A13, THE DRIVER WAS THE ONLY PERSON IN THE VEHICLE. AT THE JUNCTION WITH THE A1089 TRAFFIC WAS QUEUING DUE TO ANOTHER COLLISION APPROXIMATELY ONE MILE FURTHER AHEAD ON THE A13. STATIONARY AT THE REAR OF THE QUEUE WAS VEHICLE 2 BEING AN ARTICULATED HGV WHICH WAS IN LANE 2 OF 3. VEHICLE 1 COLLIDED WITH THE REAR OF VEHICLE 2 CAUSING FATAL INJURIES TO THE DRIVER.

Occurred on A13 A13 A1089 A1089

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 35 Male Driver/rider Severity: Fatal
 Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead but held up
 Vehicle movement from NW to SE Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 44 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16107870 20/09/2016 Time 1548 Vehicles 2 Casualties 1 Slight
 E: 563619 N: 178132 First Road: A 126 Road Type Single carriageway
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE 1 TRAVELLING MARSHFOOT ROAD APPROACHING THE 'T' JUNCTION WITH MARSHFOOT ROAD.
 VEHICLE 2 TRAVELLING MARSHFOOT ROAD HEADING IN GENERAL DIRECTION OF STIFFORD CLAYS.
 VEHICLE 1 FAILED TO GIVE WAY & PULLED OUT INTO THE PATH OF VEHICLE 2 WHERE THE TWO
 IMPACTED.

Occurred on MARSHFOOT ROAD A126 MARSHFOOT ROAD A126

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
 Vehicle movement from SW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 41 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 19 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16108075 21/09/2016 Time 1727 Vehicles 2 Casualties 1 Slight
 E: 563622 N: 178130 First Road: A 126 Road Type Single carriageway
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled A 126
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEH 2 TRAVELLING NORTH ON A126 MARSHFOOT ROAD APPROACHING JUNCTION. VEH 1 AT JUNCTION WITH INTENTION OF TURNING RIGHT ONTO MARSHFOOT ROAD AND HAS PULLED OUT INTO THE PATH OF VEH 2 WHERE COLLISION HAS TAKEN PLACE.

Occurred on MARSHFOOT ROAD A126 MARSHFOOT ROAD A126

Vehicle Reference 1 Car Turning right
 Vehicle movement from W to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 57 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 43 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16108071 21/09/2016 Time 1525 Vehicles 3 Casualties 1 Fatal
 E: 563778 N: 180429 First Road: A 1013 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled B 188
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1, , WAS IN A QUEUE OF TRAFFIC, STATIC UP TO THE JUNCTION OF STANFORD ROAD. VEHICLE 1, THEN DRIVES DOWN THE NEARSIDE OF THE QUEUEING TRAFFIC, COMES UP TO THE JUNCTION OF STAMFORD ROAD, THEN STARTS TO TURN RIGHT TOWARDS GRAYS DIRECTION. VEHI
 CLE 2 BEING RIDEN IN THE DIRECTION OF STANFORD LE HOPE. VEHICLE 2 COLLIDES WITH VEHICLE 1. THE RIDER OF 2 IS THROWN FROM THE MOTORBIKE AND COLLIDES WITH VEHICLE 3 A THE RIDER OF THE MOTORBIKE, IS PRONOUNCED AT THE SCENE OF THE COLLISION. V1 ARREST
 ED AT THE SCENE OF THE COLLISION FOR THE OFFENCE OF CAUSING DEATH BY DANGEROUS DRIVING.

Occurred on STANFORD ROAD A1013 B188

Vehicle Reference 1 Car Overtaking stat vehicle O/S
 Vehicle movement from SE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 61 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 55 Male Driver/rider Severity: Fatal
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

16111420 30/09/2016 Time 0645 Vehicles 2 Casualties 1 Slight
 E: 563242 N: 177072 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

V1 AND V2 TRAVELLING SOUTH ON THE A1089 DOCK ROAD FROM THE A13 TOWARDS TILBURY TOWN IN LANE 2. V2 AHEAD OF V1. AS BOTH VEHICLES APPROACH THE ROUNDABOUT, V2 SLOWS TO A STOP. V1 FAILS TO JUDGE V2'S PATH AND COLLIDES INTO THE REAR OF V2 FORCING IT INTO THE ROUNDABOUT.

Occurred on DOCK ROAD A1089 ASDA ROUNDABOUT A1089

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 28 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16111611 03/10/2016 Time 0639 Vehicles 1 Casualties 1 Slight
 E: 563203 N: 178212 First Road: A 126 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Travelling too fast for conditions	Vehicle 1	Very Likely	
2nd: Loss of control	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 TRAVELLING NORTH EAST ON MARSHFOOT ROAD TOWARDS ROUNDABOUT JUNCTION WITH DOCK APPROACH ROAD. VEHICLE 1 SKIDDED BEFORE COLLIDING WITH A CYCLE LANE SIGN.

Occurred on MARSHFOOT ROAD A126 DOCK APPROACH ROAD

Vehicle Reference 1 Motorcycle over 500cc Stopping
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway Skidded
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: Road sign / ATS
 O/S Age of Driver 32 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 32 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16113300 06/10/2016 Time 1300 Vehicles 2 Casualties 1 Slight
 E: 560842 N: 180311 First Road: A 13 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE 1 STATIONARY WAITING TO ENTER ROUNDABOUT OFF SLIP ROAD FROM A13 TOWARDS THE TREACLE MINE ROUNDABOUT. VEHICLE 2 TRAVELLING IN SAME DIRECTION FAILED TO NOTICE VEHICLE 1 HAD STOPPED AND DROVE INTO THE REAR CAUSING DAMAGE TO BUMPER AND BOOT. DRIVER OF VEHICLE 1 HAS ATTENDED ORSETT HOSPITAL AND IS SUFFERING WHIPLASH.

Occurred on A13 A1012

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from NE to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

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

Vehicle Reference 2 Goods vehicle - unknown weight Going ahead but held up
 Vehicle movement from NE to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 64 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16113871 09/10/2016 Time 1200 Vehicles 2 Casualties 1 Slight
 E: 565296 N: 176486 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE TWO WAS TRAVELLING EAST ALONG BRENNAN ROAD. VEHICLE ONE HAS DRIVEN FROM A SIDE STREET ONTO BRENNAN ROAD. DRIVER OF VEHICLE ONE HAS LOST CONTROL OF VEHICLE AND COLLIDED WITH FRONT OFF SIDE OF VEHICLE TWO. DRIVER OF VEHICLE ONE HAS FAILED TO STOP AT THE SCENE AND DRIVEN AWAY BEFORE EXCHANGING DETAILS.

Occurred on BRENNAN ROAD UNSPECIFIED ROAD OR LOCATION SANDHURST ROAD

Vehicle Reference 1 Car Starting
 Vehicle movement from N to E No tow / articulation
 On main carriageway Skidded
 Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 14 Female Passenger Severity: Slight
 Postcode Seatbelt
 Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16124530 12/10/2016 Time 1246 Vehicles 2 Casualties 1 Slight
 E: 557539 N: 179920 First Road: A 282 Road Type Slip road
 Speed limit: 70 Junction Detail: Slip Road Automatic traffic signal A 13
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

I WAS TRAVELLING UP THE OFF SLIP RD FROM M25 TO A13 THROUGH THE TRAFFIC/ROADWORKS AND WHERE THE ROAD BOTTLENECKS LEFT SIDE LANE WAS BEING MOVED INTO THE RIGHT SIDE LANE. I WAS ALREADY IN THE RIGHT SIDE LANE. THE LORRY PULLED OUT INTO THE LANE I WAS IN AND COLLIDED WITH THE NSR QUARTER PANEL OF MY CAR. HE CLAIMED HE NEVER SAW ME. I WAS PUSHED AT LEAST 10 FEET BEFORE THE SOUND OF MY HORN CAUGHT HIS ATTENTION. HE STOPPED I GOT OUT AND ASKED HIM TO MOVE TO A SAFE PLACE BEHIND THE TRAFFIC CONES WITH ME TO EXCHANGE INSURANCE DETAILS. I IMMEDIATELY CALLED THE POLICE TO NOTIFY THEM ON 101

Occurred on SLIP FROM M25 A282 18 METRES SOUTH OF JUNCTION WITH A13

Vehicle Reference 1 Goods vehicle - unknown weight Going ahead other
 Vehicle movement from S to N Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 40 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 38 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16116207 14/10/2016 Time 1640 Vehicles 3 Casualties 1 Slight
 E: 558126 N: 179997 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1, V2 AND V3 ALL HEADING WEST IN HEAVY TRAFFIC IN LANE 3. V3 STOPPED. V2 STOPPED. V1 RAN INTO REAR OF V2 PUSHING IT INTO V1. V1 GAVE FALSE DETAILS AND NO INDEX WAS TAKEN!

Occurred on THURROCK A13 100 METRES EAST OF JUNCTION WITH DRC A282

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

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 3 Car Going ahead but held up
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 47 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16126205 17/10/2016 Time 0555 Vehicles 2 Casualties 1 Slight
 E: 557697 N: 180022 First Road: A 13 Road Type Slip road
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled Motorway 25
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lighting unknown Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

I WAS FRONT OF THE QUEUE TO PROCEED, LOOKING RIGHT AT ONCOMING TRAFFIC. THIRD PARTY CAR COLLIDED INTO THE BACK OF MY CAR. EXCHANGE DETAILS. LOCATION: J30 M25/A13 ROUNDABOUT ROAD CONDITIONS: DRY/WET PATCHES

Occurred on JUNCTION 30 * A13 M25

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

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 27 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16120556 28/10/2016 Time 1030 Vehicles 4 Casualties 1 Slight
 E: 562004 N: 181078 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 2	Very Likely	
2nd: Distraction in vehicle	Vehicle 2	Possible	
3rd: Failed to look properly	Vehicle 2		
4th:			
5th:			
6th:			

VEHICLES 1,2,3 & 4 ALL TRAVELLING A13 HEADING IN THE GENERAL DIRECTION OF SOUTHEND.
 VEHICLE 1 SUFFERED A BLOW OUT & CAME TO A STANDSTILL HALF ON THE VERGE & HALF ONTO LANE 1.
 VEHICLE 2 FAILED TO NOTICE THE STATIONARY HGV & COLLIDED WITH ITS REAR OFFSID E.
 VEHICLE 2 THEN SPUN OUT OF CONTROL & COLLIDED WITH VEHICLE 4. THE RESULTING AFTERMATH CAUSED VEHICLE 3 TO LOSE CONTROL.

Occurred on M/P 1090 A13 600 METRES WEST OF JUNCTION WITH DOCK ROAD A1089

Vehicle Reference 1 Goods vehicle - unknown weight Parked
 Vehicle movement from Park to Parked Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 54 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Goods vehicle - unknown weight Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road Parked Vehicle Off road: None
 Did not leave carr Age of Driver 37 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

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

Vehicle Reference 3 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 4 Goods vehicle - unknown weight Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

16123214 06/11/2016 Time 1450 Vehicles 2 Casualties 1 Slight
 E: 563618 N: 178132 First Road: A 126 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

V1 WAS AT THE JUNCTION FROM THE SLIP ROAD WHICH LEADS FROM THE SOUTHBOUND A1089, DOCK APPROACH ROAD. V1 WAS INTENDING TO TURN RIGHT ONTO MARSHFOOT ROAD AND TRAVEL EAST TOWARDS CHADWELL ROAD. V2 WAS TRAVELLING WEST ALONG MARSHFOOT ROAD TOWARDS THE A1089.

V1 HAS FAILED TO GIVE WAY AND EMERGED INTO THE PATH OF V2. V1 HAS THEN COLLIDED WITH V2.

Occurred on MARSHFOOT ROAD A126 SLIP ROAD LEADING FROM A1089 A1089

Vehicle Reference 1 Car Turning right
 Vehicle movement from W to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering main road First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 53 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead right bend
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 O/S Age of Driver 46 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 2 Male Passenger Severity: Slight
 Postcode Seatbelt

Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16126702 14/11/2016 Time 1721 Vehicles 2 Casualties 2 Slight
 E: 562868 N: 180954 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

V1 AND V2 TRAVELLING EAST ON A13. V2 IN LANE 3/3 AND V1 FILTERING TRAFFIC. V1 UNDERTAKES USING LANE 1 A VEHICLE IN LANE 2 BEFORE MOVING IN TO LANE 3 AND COLLIDING WITH V2. V2 COLLIDES WITH ARMCO BARRIER BEFORE STOPPING. V1 RIDER LOSES CONTROL AND FALLS FROM MACHINE.

Occurred on THURROCK A13 100 METRES EAST OF JUNCTION WITH THURROCK A1089

Vehicle Reference 1 Motorcycle 50cc and under Changing lane to right
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 18 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: Cent crash barrier
 O/S onto cent res Age of Driver 48 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 48 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16126232 14/11/2016 Time 1509 Vehicles 2 Casualties 1 Slight
 E: 563621 N: 178127 First Road: A 126 Road Type 2
 Speed limit: 50 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: Central reservation Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely	
2nd: Poor turn or manoeuvre	Vehicle 1	Possible	
3rd: Failed to look properly	Vehicle 1	Very Likely	
4th: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
5th: Nervous/Uncertain/Panic	Vehicle 1	Possible	
6th: Inexperienced or learner driver/rider	Vehicle 1	Very Likely	

V1 IS WAITING AT T-JUNCTION OF MARSHFOOT ROAD, V2 IS TRAVELLING FROM TILBURY TOWARDS GRAYS. V2 SLOWS AS THEY APPROACH TURNING WHERE V1 IS. V1 FOR REASONS UNKNOWN PULLS OUT IN FRONT OF V2 AND V2'S FRONT COLLIDES WITH V1'S FRONT OFFSIDE CORNER.

Occurred on MARSHFOOT ROAD A126 249 METRES EAST OF JUNCTION WITH DOCK APPROACH ROAD A10

Vehicle Reference 1 Car Waiting to turn right
 Vehicle movement from SW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Female
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 69 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16127023 16/11/2016 Time 0845 Vehicles 2 Casualties 1 Slight
 E: 563708 N: 178682 First Road: B 149 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Cyclist entering road from pavement	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd: Dazzling sun	Casualty 1		
4th:			
5th:			
6th:			

VEHICLE 1 WAS RIDING ALONG THE PAVEMENT IN A SOUTH EASTERLY DIRECTION TOWARDS ONCOMING VEHICLE 2, IN THE ROAD, WHEN VEHICLE 1 RODE ACROSS THE ROAD TO THE OTHER SIDE IN THE PATH OF VEHICLE 2 WHICH WAS UNABLE TO STOP IN TIME.

Occurred on WOOD VIEW B149 100 METRES EAST OF JUNCTION WITH CHADWELL ROAD

Vehicle Reference 1 Pedal Cycle Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16127953 18/11/2016 Time 0735 Vehicles 2 Casualties 1 Slight
 E: 563288 N: 178081 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Slip Road Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE 2 HAS BEEN TRAVELLING ALONG THE A1089 FROM THE DIRECTION OF TILBURY TOWARDS THE A13. THIS IS A TWO LANE 70MPH ROAD. ON THE APPROACH TO THE ON SLIP JUNCTION OF GRAYS / CHADWELL ST MARY, VEHICLE 2 HAS MOVED FROM LANE 1 INTO THE LANE 2 TO ALLOW VEHICLES TO JOIN. AS VEHICLE 2 PASSED A LORRY IN LANE 1, VEHICLE 1 HAS COME ALONG THE ON SLIP - JOINED THE MAIN CARRIAGEWAY IN FRONT OF THAT LORRY AND PULLED DIRECTLY INTO LANE TWO, COLLIDING WITH THE FRONT NEARSIDE CORNER OF VEHICLE 2. THIS HAS CAUSED VEHICLE 2 TO MOUNT THE GRASSY CENTRAL VERGE AND SPIN 180 DEGREES. VEHICLE 1 IS A PANEL VAN AND AS SUCH IS RELYING ON THE USE OF HIS OFFSIDE WING MIRROR. IT MAY BE THAT THE LORRY WAS INITIALLY BLOCKING HIS VIEW OF VEHICLE 2 WHEN HE JOINED THE A1089

Occurred on DOCK APPROACH ROAD A1089 15 METRES SOUTH OF JUNCTION WITH MARSH FOOT ROAD

Vehicle Reference 1 Goods vehicle - unknown weight Changing lane to right
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16133586 25/11/2016 Time 0850 Vehicles 2 Casualties 1 Slight
 E: 563157 N: 177028 First Road: U Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

I WAS STOPPED AND WAITING TO PULL ONTO THE ROUNDABOUT WHEN THE OTHER CAR SMASHED INTO THE BACK OF ME PUSHING ME ONTO THE ROUNDABOUT I SAT FOR A MINUTE BEFORE GETTING OUT AS I WAS IN SHOCK I THEN GOT OUT MY VEHICLE AND THE LADY FROM THE OTHER CAR WAS STANDING NEXT TO ME SHE SAID THAT THERE WAS NO DAMAGE TO EITHER VEHICLE SO I HAD A QUICK LOOK AND TOLD HER THAT BECAUSE MY CAR WAS ON THE ROUNDABOUT AND THERE WAS LORRIES FAST APPROACHING THAT WE HAD TO MOVE BEFORE ANOTHER ACCIDENT WAS CAUSED SHE THEN SAID THAT AT SHE HAD A INTERVIEW IN 10 MINUTES BUT OK I TOLD THE LADY THAT WE WOULD PULL AROUND TO THE TILBURY TURNOFF AND PULL OVER DOWN THERE AS IT WAS SAFER TO DO SO SHE SAID OK. I THEN GOT BACK INTO MY CAR AND WE BOTH PULLED AWAY AS I TOOK THE TILBURY TURNOFF

Occurred on THURROCK PARK WAY UNSPECIFIED ROAD OR LOCATION A1089

Vehicle Reference 1 Car Starting
 Vehicle movement from W to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 53 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from W to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 37 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

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

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16132838 30/11/2016 Time 0900 Vehicles 2 Casualties 1 Serious
 E: 563245 N: 177070 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Inexperienced or learner driver/rider	Vehicle 1	Very Likely	
3rd: Careless/Reckless/In a hurry	Vehicle 1		
4th:			
5th:			
6th:			

V2 HEADING SOUTH ON DOCK ROAD IN LANE TWO. V1 HEADING SOUTH BEHIND V2. V2 STOPPED AT GIVE WAY LINES AT ASDA ROUNDABOUT V1 RAN INTO REAR OF V2

Occurred on DOCK ROAD A1089 THURROCK PARK WAY

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 18 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 66 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 66 Male Driver/rider Severity: Serious
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16133389 03/12/2016 Time 1540 Vehicles 2 Casualties 3 Slight
 E: 558042 N: 180030 First Road: A 13 Road Type Dual carriageway
 Speed limit: 50 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

BOTH VEHICLES TRAVELLING IN LANE ONE IN SLOW MOVING TRAFFIC HEADING TOWARDS THE JUNCTION 30 ROUNDABOUT WITH THE M25. VEHICLE TWO STOPPED AS TRAFFIC AHEAD STOPPED AND VEHICLE ONE COLLIDED WITH THE REAR OF VEHICLE TWO CAUSING MINOR DAMAGE AND MINOR INJURY TO THE OCCUPANTS IN VEHICLE TWO.

Occurred on MP1050 TRUNK ROAD MP1050 A13

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 51 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 15 Male Passenger Severity: Slight
 Postcode Seatbelt

Back seat

Casualty Reference: 3 Vehicle: 2 Age: 12 Female Passenger Severity: Slight
 Postcode Seatbelt

Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16138187 12/12/2016 Time 1440 Vehicles 3 Casualties 1 Slight
 E: 557983 N: 180045 First Road: A 13 Road Type Dual carriageway
 Speed limit: 50 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

VEHICLE TWO WAS TRAVELLING ALONG AT 30 MPH BEHIND VEHICLE ONE. VEHICLE ONE SEES A LAST MINUTE GAP IN TRAFFIC AND DOES AN EMERGENCY STOP TO GAIN ACCESS TO THIS GAP. VEHICLE TWO A LARGE ARTICULATED LORRY HAS TRIED TO AVOID COLLIDING WITH VEHICLE ONE BUT HAS MOVED OVER TO ITS OFFSIDE SLIGHTLY AND COLLIDED WITH VEHICLE THREE. THERE WAS NO WAY THE LORRY COULD HAVE SLOWED IN TIME. THERE WAS PLENTY OF DISTANCE BETWEEN THE TWO VEHICLES AND IT WAS CLEAR THE LORRY DRIVER WAS PAYING ATTENTION DUE TO THE REACTION.

Occurred on A13

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from SE to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 48 Female Passenger Severity: Slight
 Postcode Seatbelt

Front seat

Vehicle Reference 2 Goods vehicle - unknown weight Going ahead other
 Vehicle movement from SE to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 58 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Car Going ahead other
Vehicle movement from SE to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16136871 13/12/2016 Time 1732 Vehicles 2 Casualties 1 Slight
 E: 561142 N: 180702 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 1	Possible	
2nd: Tyres illegal, defective or under inflated	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

BLACK FIESTA WAS IN THE LEFT HAND LANE STATIONARY OF THE A13 QUEUING TO TAKE THE GRAYS TURNOFF. TRAFFIC WAS HEAVY DUE TO VEHICLES HEADING TOWARDS LAKESIDE AREA. VAUXHALL ZAFIRA ALSO TRAVELLING LONDON BOUND POSITIONED IN THE LEFT HANFFIC COME TO A STANDSTILL AND HAS COLLIDED WITH THE REAR OF THE V2 AT WHAT THE DRIVER OF V1 BELIEVES TO BE IN EXCESS OF 50MPH. THE IMPACT HAS SPUN V2 INTO THE GRASS VERGE ON THE A13 WITH V1 ENDING UP IN THE MIDDLE LANE OF THE A13 CARRIAGEWAY. THE DRIVER OF V1 HAS STATED THAT HIS REAR NEARSIDE TYRE BURST SUDDENLY CAUSING HIM TO PANIC AND LOOK AHEAD FOR A LAY BY AND DID NOT SEE THAT V2 HAD BRAKED. CONTRIBUTING TO THIS WAS WHEN THE DRIVER OF THE VAUXHALL BRAKED HIS VEHICLE HAS LOCKED UP DUE TO WET WEATHER A

Occurred on GRAYS A13

Vehicle Reference 1 Car Stopping
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 20 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16137690 14/12/2016 Time 1218 Vehicles 2 Casualties 1 Slight
 E: 557588 N: 179997 First Road: M 25 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

V1 AND 2 ARE TRAVELLING SOUTH ALONG M25. V2 IS IN THE MIDDLE LANE. UNKNOWN WHAT LANE V1 IS IN. V2 HAS BEEN STRUCK FROM THE REAR BY V1. V2 HAS BEEN SPUN TO NEARSIDE AND CRASH BARRIER. V1 DID NOT STOP.

Occurred on 185/5 M25 J30-J31 M25

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from N to S Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Nearside Age of Driver 58 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 58 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16137791 15/12/2016 Time 1315 Vehicles 2 Casualties 2 Serious
 E: 560796 N: 180206 First Road: A 1012 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Overloaded or poorly loaded vehicle or trailer	Vehicle 1	Possible	
2nd: Loss of control	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 IS TRAVELLING AROUND THE STIFFORD ROUNDABOUT HAVING COME FROM THE GENERAL DIRECTION OF THE TRECLEMINNE ROUNDABOUT INTENDING TO EXIT ONTO THE A13 EASTBOUND. VEHICLE 2 IS STATIOANRY ON THE APPROACH TO THE ROUNDABOUT . WHILST NEGOTIATING THE ROUND ABOUT THE LOAD IN VEHICLE 1 HAS SHIFTED AND CAUSED THE LORRY TO JACK KNIFE ACROSS THE CARRIAGEWAY. VEHICLE 1 HAS THEN STRUCK VEHICLE 2 AND FORCED THEM BOTH ACROSS THE CARRIAGEWAY AND ONTO THE PAVEMENT. VEHICLE 2 HAS THEN BEEN PINNED AGAINST THE ARMCO BAR RIER.

Occurred on STIFFORD A1012 HIGH TOAD

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
 Vehicle movement from SE to NE Articulated
 On main carriageway Jack-knifed and overturned
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 53 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 53 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
 Vehicle movement from SE to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 37 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

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

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

16140183 22/12/2016 Time 1431 Vehicles 2 Casualties 1 Slight
 E: 563150 N: 177022 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1089
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation		Participant:	Confidence:
Factor:			
1st:	Following too close	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 WAITING TO JOIN ROUNDABOUT. VEHICLE 2 BEHIND VEHICLE 1. VEHICLE 2 PULLED FORWARD AND COLLIDED WITH REAR VEHICLE 1.

Occurred on THURROCK PARKWAY UNSPECIFIED ROAD OR LOCATION EAST OF JUNCTION WITH DOCK A

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from E to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 37 Female
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

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

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from E to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

17146193 17/01/2017 Time 1722 Vehicles 1 Casualties 1 Slight
 E: 562955 N: 177973 First Road: A 126 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Travelling too fast for conditions	Vehicle 1	Very Likely	
2nd: Loss of control	Vehicle 1	Very Likely	
3rd: Road layout (eg bend, hill etc.)	Vehicle 1		
4th:			
5th:			
6th:			

V1 HAS BEEN TRAVELLING ALONG DOCK ROAD TOWARDS THE DIRECTION OF TILBURY DOCKS. V1 HAS LOST CONTROL AND LEFT THE ROAD TO THE NEAR SIDE COLLIDING AND DESTROYING A BUS SHELTER.

Occurred on DOCK ROAD A126 11 METRES WEST OF JUNCTION WITH THE WILLOWS

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway Skidded
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 20 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Passenger Severity: Slight
 Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

17147169 19/01/2017 Time 0941 Vehicles 2 Casualties 1 Slight
 E: 558991 N: 179728 First Road: A 126 Road Type 1
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLES 1 AND 2 WERE BOTH GOING ROUND THE SECOND ROUNDABOUT HAVING EXITED THE A13. VEHICLE 1 WAS PART STRADDLING LANES 1 AND 2 OF THE ROUNDABOUT IN ORDER TO TAKE SECOND EXIT BACK TO THE A13 WHEN VEHICLE 2 HAS GONE ROUND THE INSIDE OF VEHICLE 1 TO TAKE THE FIRST EXIT AND COLLIDED WITH OFFSIDE CORNER OF VEHICLE 1.

Occurred on A126 A13

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Turning right
 Vehicle movement from N to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

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

Casualty Reference: 1 Vehicle: 2 Age: 46 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

17147693 22/01/2017 Time 1216 Vehicles 2 Casualties 1 Slight
 E: 561207 N: 180757 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V2 AND V1 TRAVELLING WEST. V2 IN LANE 2 OF 3, AND V1 APPEARS TO HAVE ATTEMPTED TO OVERTAKE V2 IN LANE 3 OF 3 AND COLLIDED WITH O/S DOOR MIRROR OF V2 BEFORE THEN COLLIDING WITH CENTRAL ARMCO BARRIER.

Occurred on A13 212 METRES EAST OF JUNCTION WITH ARTERIAL ROAD A1306

Vehicle Reference 1 Car Overtaking moving vehicle O/S
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 4 Male Passenger Severity: Slight
 Postcode Seatbelt

Back seat

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

17150169 28/01/2017 Time 1345 Vehicles 2 Casualties 1 Slight
 E: 563618 N: 178127 First Road: A 126 Road Type Single carriageway
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE 1 ON THE A126 AT THE JUNCTION OF MARSHFOOT ROAD. VEHICLE 2 ON MARSHFOOT ROAD APPROACHING THE JUNCTION WITH THE A126. VEHICLE 1 IS WANTING TO TURN RIGHT. VEHICLE 2 IS GOING STRAIGHT AHEAD. VEHICLE 1 TURNS INTO THE PATH OF VEHICLE 2 AND A COLLISION OCCURS.

Occurred on MARSHFOOT ROAD A126 MARSHFOOT ROAD

Vehicle Reference 1 Car Turning right
 Vehicle movement from W to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 29 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead right bend
 Vehicle movement from SE to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Female
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 30 Male Passenger Severity: Slight
 Postcode Seatbelt
 Front seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

17151895 02/02/2017 Time 0935 Vehicles 3 Casualties 2 Fatal
 E: 560633 N: 180142 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 1		
4th:			
5th:			
6th:			

VEHICLE THREE WAS TRAVELLING ALONG THE A13 HEADING LONDON BOUND ON LANE ONE. VEHICLE TWO WAS TRAVELLING BEHIND VEHICLE THREE AND VEHICLE ONE WAS BEHIND VEHICLE TWO, ALL ON LANE ONE. TRAFFIC AHEAD ON THE A13 HAS SLOWED, WITH VEHICLES THREE AND TWO ALSO SLOWING DOWN. VEHICLE ONE HAS THEN COLLIDED INTO THE REAR OF VEHICLE TWO, WHICH HAS BEEN SHUNTED INTO THE REAR OF VEHICLE THREE. VEHICLE TWO WAS CRUSHED BETWEEN THE OTHER TWO VEHICLES, WITH THE DRIVER OF VEHICLE TWO BEING DECLARED LIFE EXTINCT AT THE SCENE.

Occurred on A13 150 METRES WEST OF JUNCTION WITH A1012

Vehicle Reference 1 Goods vehicle - unknown weight Going ahead other
 Vehicle movement from NE to SW Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 44 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 44 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Car Stopping
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Not applicable
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 23 Male Driver/rider Severity: Fatal
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Goods vehicle - unknown weight Stopping
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

17152892 06/02/2017 Time 1750 Vehicles 4 Casualties 1 Slight
 E: 563196 N: 177446 First Road: A 1089 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 3	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 3	Possible
3rd:	Sudden braking	Vehicle 2	Very Likely
4th:	Swerved	Vehicle 1	Very Likely
5th:	Loss of control	Vehicle 3	Very Likely
6th:	Failed to signal/Misleading signal	Vehicle 1	Possible

UNIDENTIFIED VEHICLE ONE WAS BEING DRIVEN IN LANE ONE OF TWO ON A1089 IN THE DIRECTION TOWARDS THE A13. VEHICLE ONE HAS SUDDENLY CHANGED LANE FROM LEFT TO RIGHT TO MERGE INTO LANE TWO. VEHICLE TWO WAS TRAVELLING IN LANE TWO OF TWO, ALSO TRAVELLING IN THE DIRECTION TOWARDS A13. VEHICLE TWO HAS BRAKED HARD TO AVOID A COLLISION WITH VEHICLE ONE. VEHICLE THREE - YAMAHA XX WAS TRAVELLING BEHIND VEHICLE TWO AND BRAKED HARD AND WAS UNABLE TO STOP EFFECTIVELY WHERE THE RIDER LOST CONTROL CAUSING THE RIDER TO FALL OFF THE MOTORCYCLE. VEHICLE ONE AND TWO DID NOT STOP AT THE SCENE, POSSIBLY UNAWARE OF THE INCIDENT BEHIND THEM. VEHICLE FOUR WAS PARKED HALF IN LANE ONE AND HALF ON THE OFF SLIP ROAD WHICH HAD BROKEN DOWN AND CAUSING AN

Occurred on DOCK ROAD A1089

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Non-stop, not hit Breath test Driver not contacted
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Vehicle Reference 3 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 20 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 4 Car Parked
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Not requested
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

17160311 04/03/2017 Time 2210 Vehicles 2 Casualties 1 Slight
 E: 561330 N: 180828 First Road: A 13 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

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

BOTH VEHICLES TRAVELLING WEST ON A13. VEHICLE 2 BELIEVED HE HAD A MECHANICAL DEFECT AND WAS COMING TO A STOP IN LANE 1 OF THE LIVE CARRIAGEWAY. VEHICLE 1 WAS MANOEUVRING FROM LANE 2 TO LANE 1, SAW VEHICLE 2 LATE, TRIED TO MOVE BACK TO LANE 2 BUT HIT THE REAR OF VEHICLE 2.

Occurred on A13 750 METRES EAST OF JUNCTION WITH A1012

Vehicle Reference 1 Car Changing lane to left
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

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

Vehicle Reference 2 Goods vehicle - unknown weight Stopping
 Vehicle movement from NE to SW Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

17161143 07/03/2017 Time 1031 Vehicles 2 Casualties 1 Slight
 E: 558992 N: 179717 First Road: A 126 Road Type 1
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 13
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

BOTH VEHICLE TRAVELLING FROM A13 TOWARDS LAKESIDE. VEHICLE 1 THE HGV WAS ON NEARSIDE LANE AS IT ENTERED ROUNDABOUT AND VEHICLE 2 THE CAR WAS ON OFFSIDE OF HGV. AS THE VEHICLES NEGOTIATED THE ROUNDABOUT, THE HGV HAD TO CONTINUE STRAIGHT ON ONTO THE DUAL C ARRIAGEWAY OF THE A126 ALLOWING VEHICLES TO HIS OFFSIDE TO PASS. HOWEVER, THE DRIVER OF VEHICLE 1 HGV TURNED ACROSS THE PATH OF VEHICLE TWO AND COLLIDED OFFSIDE TO NEARSIDE OF VEHICLE 2 CAUSING VEHICLE 2 TO COLLIDE WITH STREET FURNITURE BEFORE COMING TO A REST. ALTHOUGH VEHICLE 1 WAS A LHD, THE DRIVER CLEARLY DROVE INTO VEHICLE 2.

Occurred on LAKESIDE A126 THURROCK A13

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Overtaking nearside
 Vehicle movement from E to W Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 75 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 75 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

17164327 15/03/2017 Time 1755 Vehicles 2 Casualties 1 Slight
 E: 560687 N: 180276 First Road: A 13 Road Type Slip road
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 1018
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE 2 STOPPED IN QUEUE OF TRAFFIC WAITING TO JOIN THE ROUNDABOUT. VEHICLE 1 BEHIND VEHICLE 2 COLLIDES WITH THE REAR OF VEHICLE 2.

Occurred on A13 A1018

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Stopping
 Vehicle movement from SW to NE Articulated
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SW to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 35 Female Driver/rider Severity: Slight
 Postcode Seatbelt

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

17167956 28/03/2017 Time 2022 Vehicles 2 Casualties 1 Slight
 E: 558517 N: 179899 First Road: A 13 Road Type Dual carriageway
 Speed limit: 50 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE 1 AND VEHICLE 2 WERE BOTH TRAVELLING ALONG THE A13 EAST TOWARDS GRAYS. VEHICLE 1 AND 2 HAVE COLLIDED.

Occurred on A13

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight
 Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Changing lane to left
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection: Notes:

Selected using Pre-defined Query :

17168864 30/03/2017 Time 1611 Vehicles 2 Casualties 1 Slight
 E: 560841 N: 180314 First Road: A 13 Road Type Slip road
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 1012
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEHICLE 1 AND VEHICLE 2 HAVE LEFT THE A13 LONDON BOUND AT THE STIFFORD/GRAYS JUNCTION. AT THE ROUNDABOUT VEHICLE 1 HAS COLLIDED WITH THE REAR OF VEHICLE 2.

Occurred on A13 A1012

Vehicle Reference 1 Car Starting
 Vehicle movement from NE to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Vehicle Reference 2 Car Starting
 Vehicle movement from NE to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 75 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 49 Female Passenger Severity: Slight
 Postcode Seatbelt

Back seat

Accidents between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	4	23	234	261
2-wheeled motor vehicles	2	7	33	42
Pedal cycles	0	3	4	7
Horses & other	0	0	1	1
Total	6	32	271	309

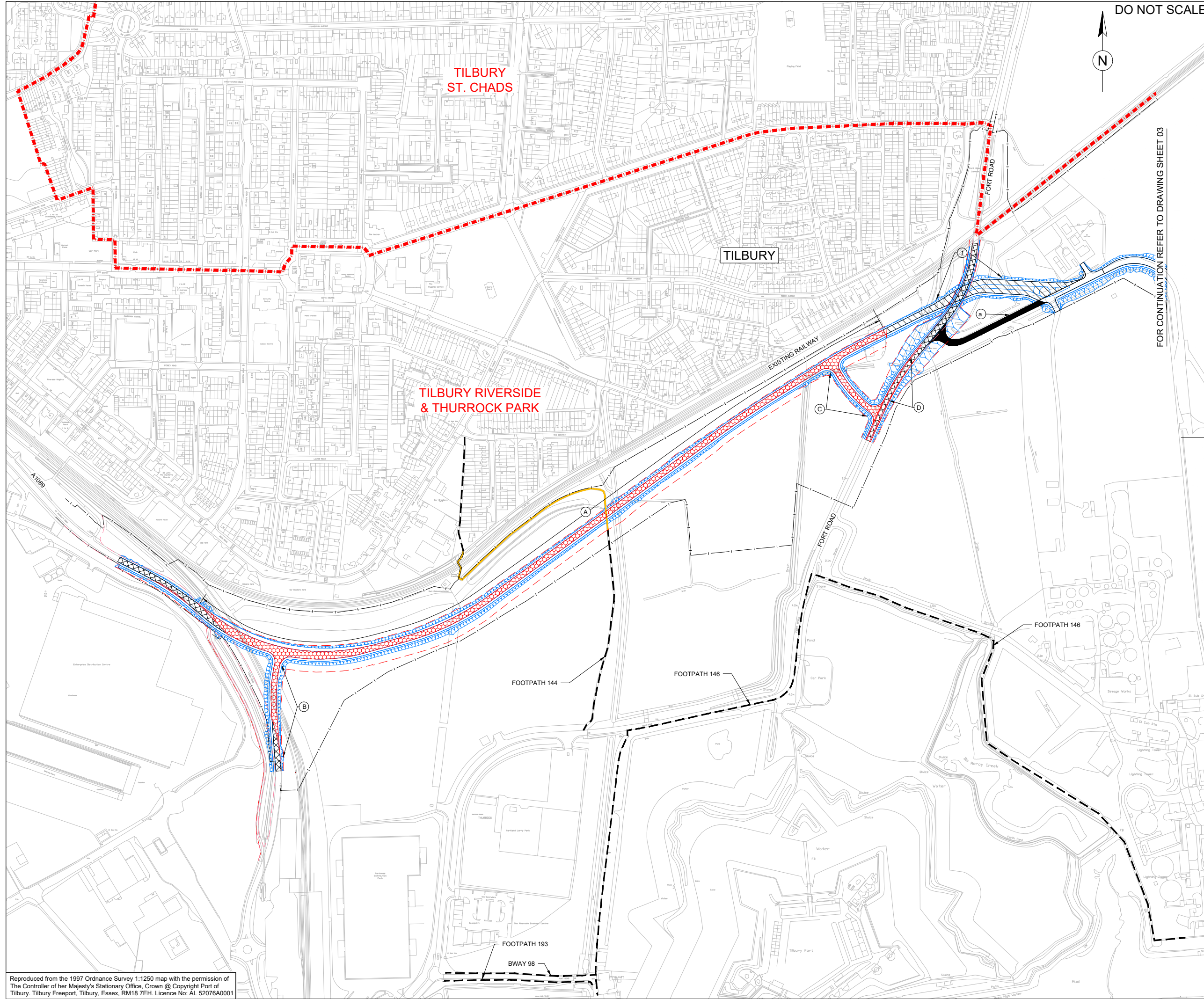
Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	2	19	227	248
Passenger	2	6	102	110
Motorcycle rider	2	5	34	41
Cyclist	0	2	4	6
Pedestrian	0	3	5	8
Other	0	0	0	0
Total	6	35	372	413

APPENDIX F

SITE ACCESS ARRANGEMENTS

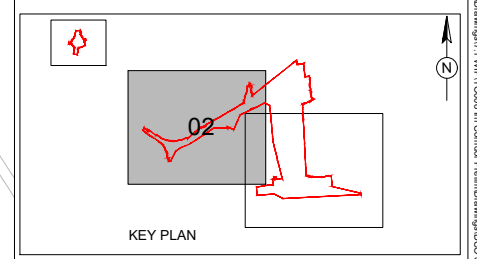
100
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DO NOT SCALE
N

NOTES:
1. THIS RIGHTS OF WAY & ACCESS PLAN SHOULD BE READ IN CONJUNCTION WITH OTHER PLANS AND DOCUMENTS IN THE DEVELOPMENT CONSENT ORDER APPLICATION.

- KEY:
- ILLUSTRATIVE SCHEME LAYOUT
 - EARTHWORKS
 - AREA OF NEW HIGHWAY CARRIAGEWAY (AND WHERE APPLICABLE FOOTWAY)
 - AREA OF IMPROVED HIGHWAY CARRIAGEWAY (AND WHERE APPLICABLE FOOTWAY)
 - NEW PRIVATE MEANS OF ACCESS
 - PROPOSED ORDER LIMITS
 - THURROCK WARD BOUNDARIES
 - EXISTING PUBLIC RIGHTS OF WAY
 - PROPOSED NEW PUBLIC RIGHTS OF WAY
 - EXISTING PUBLIC RIGHTS OF WAY TO BE STOPPED UP
 - PROPOSED HIGHWAY BOUNDARY
 - EXISTING HIGHWAY BOUNDARY
 - AREA OF PRIVATE MEANS OF ACCESS TO BE STOPPED UP



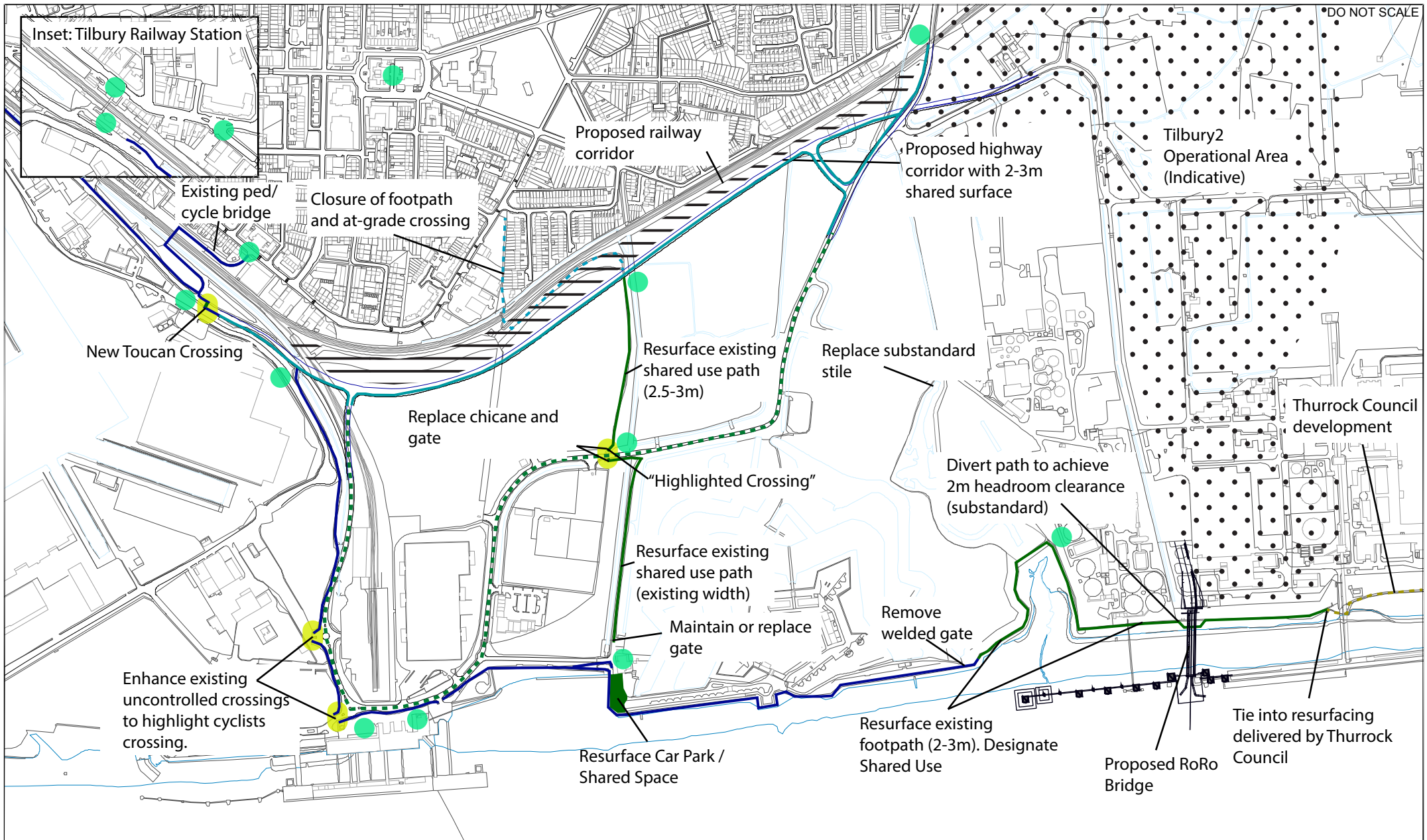
Rev.	Date	Description	By	Chk'd	App'd
<p>Drawing Status: STAKEHOLDER REVIEW Suitability: SO</p> <p>ATKINS Western House (Block C) Peterborough Business Park Lynch Wood Peterborough PE2 6FZ Tel: +44 (0)1733 366900 Fax: +44 (0)1733 366999 www.atkinsglobal.com</p> <p>Copyright © Atkins Limited (2017)</p> <p>Client: PORT OF TILBURY LONDON</p> <p>Project Title: TILBURY2</p> <p>Drawing Title: RIGHTS OF WAY AND PRIVATE MEANS OF ACCESS PLANS Sheet 2 of 3</p>					
Scale	Designed	Drawn	Checked	Authorised	
1:2500	SM	SM	PJC		
Original Size	Date	Date	Date	Date	
A1	02/06/17	02/06/17	25/09/17	--/--/--	
Drawing Number	Revision				
5153187-ATK-ZZ-XX-DR-IR-1531					P01

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USER: MARS2628 Date: 02/10/17 09:53:48 Filename: P:\GEM\WORK\Projects\Tilbury\1714_PLOT11_Roads_Terminal_Design7\APPDRAWING\1714_PLOT110008_01_Corridor_Plan\Drawings\DOCSummary\5153187-ATK-ZZ-XX-DR-IR-1531 - Road Plan - Sh 2 of 3.dwg

APPENDIX G

**ATKINS PROPOSED WALKING
AND CYCLING IMPROVEMENTS
– TILBURY2**



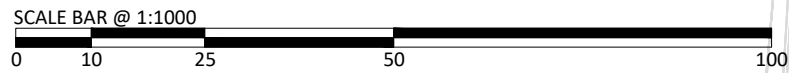
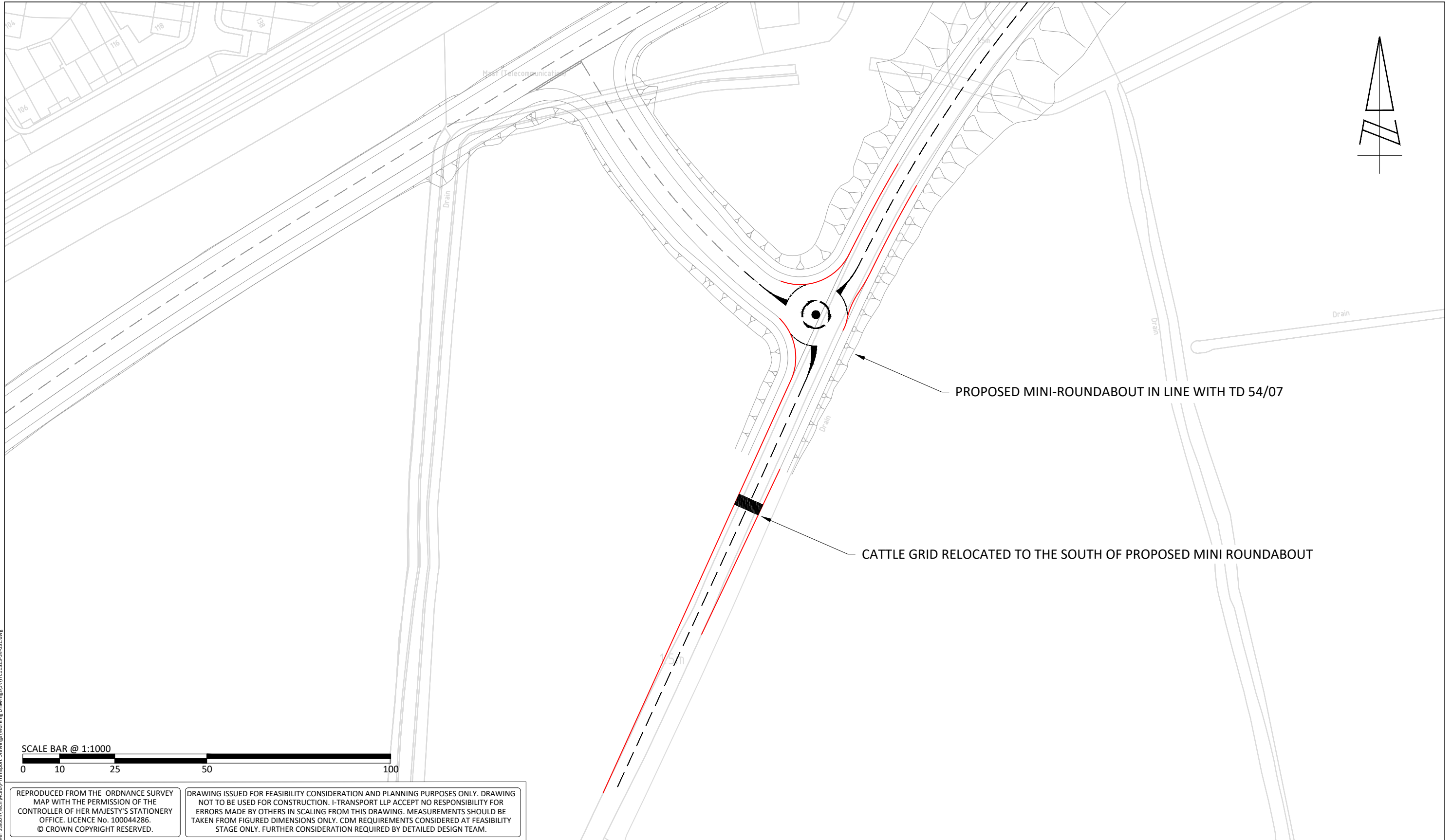
Inset: Tilbury Railway Station

- Proposed new shared surface
- - - - - Generation of low-traffic 'green route'
- Shared surface delivered with highway corridor
- Existing shared use (related to development)
- - - - - Shared surface delivered by Thurrock Council
- - - - - Closure of existing footpath and railway crossing
- Proposed crossing improvement
- Proposed (indicative) wayfinding system

Drawing Status WORK IN PROGRESS		Substability Project Title Tilbury 2 Active Travel	
Atkins Euston Tower 286 Euston Road London NW1 3AT Tel: +44 (0)2071 212000 Fax: +44 (0)2071 212111 www.atkinsglobal.com		Drawing Title Proposed walking and cycling improvements - Tilbury 2	
Client Port of Tilbury	Scale N/A	Designer JH	Drawn JH
Drawing Number HA PH	Date	Date	Date
Originator Volume FOR DISCUSSION		Project Ref No. Revision 2	

APPENDIX H

**LINK ROAD PRIORITY
JUNCTIONS AND FORT ROAD
MINI ROUNDABOUT**



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 Fax: 020 7190 2821
 www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE: PROPOSED MINI ROUNDABOUT - SHEET 6 OF 7	
PROJECT: TILBURY 2	CLIENT: PORT OF TILBURY

SCALE @ A3: 1:1000	CHECKED: PH	APPROVED: PH
FILE REF: ITL11323	DRAWN: MC	DATE: 01.09.17
DRAWING No: ITL11323-SK-031		REV: -
PROJECT No: ITL11323		

T:\Projects\11000 Series Project Numbers\11323\ITL11323-SK-031.dwg

APPENDIX I

JUNCTIONS 9 OUTPUTS

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: Proposed Link Road_Spur Road Junction - 2020.j9
Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Picady\DCO Sub\Proposed Link Road Fort Road\Proposed
Report generation date: 26/10/2017 17:51:49

- »Proposed Development - 2020 with Committed Development + Development, AM
- »Proposed Development - 2020 with Committed Development + Development, Inter Peak
- »Proposed Development - 2020 with Committed Development + Development, PM

Summary of junction performance

	AM					Inter Peak					PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	
Proposed Development - 2020 with Committed Development + Development																
Stream B-AC	0.2	6.94	0.13	A	289 %	0.1	7.01	0.12	A	249 %	0.1	5.71	0.07	A	256 %	
Stream C-AB	0.1	6.20	0.07	A	[Stream B-AC]	0.2	6.58	0.12	A	[Stream C-AB]	0.2	6.41	0.15	A	[Stream C-AB]	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Proposed Link Road / Spur Road (to/from Fort Road) Priority Junction
Location	
Site number	
Date	18/09/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2020 with Committed Development + Development	AM	DIRECT	08:15	09:15	60	15
D2	2020 with Committed Development + Development	Inter Peak	DIRECT	13:00	14:00	60	15
D3	2020 with Committed Development + Development	PM	DIRECT	17:00	18:00	60	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Proposed Development	100.000

Proposed Development - 2020 with Committed Development + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Proposed Link Road / Spur Road (to/from Fort Road) Priority Junction	T-Junction	Two-way	1.57	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	289	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Site Access Road (East)		Major
B	Spur Road (to/from Fort Road)		Minor
C	Proposed Link Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Proposed Link Road (West)	7.30			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Spur Road (to/from Fort Road)	One lane	4.35	63	53

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	148.795	0.102	0.259	0.163	0.369
1	B-C	186.535	0.108	0.273	-	-
1	C-B	172.446	0.252	0.252	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2020 with Committed Development + Development	AM	DIRECT	08:15	09:15	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Site Access Road (East)		✓	100.000
B - Spur Road (to/from Fort Road)		✓	100.000
C - Proposed Link Road (West)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
08:15 - 08:30	From			
	A - Site Access Road (East)	0.00	0.00	28.00
	B - Spur Road (to/from Fort Road)	3.00	0.00	17.00
	C - Proposed Link Road (West)	35.00	8.00	0.00

Demand (Veh/TS)

		To		
		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
08:30 - 08:45	From			
	A - Site Access Road (East)	0.00	1.00	28.00
	B - Spur Road (to/from Fort Road)	1.00	0.00	17.00
	C - Proposed Link Road (West)	35.00	8.00	0.00

Demand (Veh/TS)

		To		
		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
08:45 - 09:00	From			
	A - Site Access Road (East)	0.00	0.00	28.00
	B - Spur Road (to/from Fort Road)	1.00	0.00	17.00
	C - Proposed Link Road (West)	35.00	8.00	0.00

Demand (Veh/TS)

		To		
		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
09:00 - 09:15	From			
	A - Site Access Road (East)	0.00	0.00	28.00
	B - Spur Road (to/from Fort Road)	0.00	0.00	13.00
	C - Proposed Link Road (West)	32.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
From	A - Site Access Road (East)	0	0	86
	B - Spur Road (to/from Fort Road)	0	0	11
	C - Proposed Link Road (West)	59	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	6.94	0.2	A
C-AB	0.07	6.20	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	20.00	149.37	0.134	19.85	0.2	6.943	A
C-AB	10.27	158.55	0.065	10.16	0.1	6.063	A
C-A	32.73			32.73			
A-B	0.00			0.00			
A-C	28.00			28.00			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	152.89	0.118	18.02	0.1	6.636	A
C-AB	10.29	158.27	0.065	10.29	0.1	6.084	A
C-A	32.71			32.71			
A-B	1.00			1.00			
A-C	28.00			28.00			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	153.02	0.118	18.00	0.1	6.665	A
C-AB	10.29	158.47	0.065	10.29	0.1	6.078	A
C-A	32.71			32.71			
A-B	0.00			0.00			
A-C	28.00			28.00			

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	13.00	155.23	0.084	13.04	0.1	6.309	A
C-AB	11.32	156.97	0.072	11.32	0.1	6.203	A
C-A	29.68			29.68			
A-B	0.00			0.00			
A-C	28.00			28.00			

Proposed Development - 2020 with Committed Development + Development, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Proposed Link Road / Spur Road (to/from Fort Road) Priority Junction	T-Junction	Two-way	2.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	249	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2020 with Committed Development + Development	Inter Peak	DIRECT	13:00	14:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Site Access Road (East)		✓	100.000
B - Spur Road (to/from Fort Road)		✓	100.000
C - Proposed Link Road (West)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
13:00 - 13:15	From			
	A - Site Access Road (East)	0.00	0.00	28.00
	B - Spur Road (to/from Fort Road)	0.00	0.00	15.00
	C - Proposed Link Road (West)	36.00	14.00	0.00

Demand (Veh/TS)

		To		
		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
13:15 - 13:30	From			
	A - Site Access Road (East)	0.00	0.00	28.00
	B - Spur Road (to/from Fort Road)	1.00	0.00	15.00
	C - Proposed Link Road (West)	36.00	14.00	0.00

Demand (Veh/TS)

 13:30 -
13:45

		To		
From		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
	A - Site Access Road (East)	0.00	0.00	28.00
	B - Spur Road (to/from Fort Road)	2.00	0.00	15.00
	C - Proposed Link Road (West)	36.00	14.00	0.00

Demand (Veh/TS)

 13:45 -
14:00

		To		
From		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
	A - Site Access Road (East)	0.00	0.00	28.00
	B - Spur Road (to/from Fort Road)	3.00	0.00	15.00
	C - Proposed Link Road (West)	36.00	14.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
	A - Site Access Road (East)	0	0	72
	B - Spur Road (to/from Fort Road)	0	0	13
	C - Proposed Link Road (West)	63	17	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.12	7.01	0.1	A
C-AB	0.12	6.58	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	15.00	153.45	0.098	14.89	0.1	6.492	A
C-AB	18.23	155.14	0.118	18.04	0.2	6.562	A
C-A	31.77			31.77			
A-B	0.00			0.00			
A-C	28.00			28.00			

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	16.00	150.91	0.106	15.99	0.1	6.696	A
C-AB	18.27	155.08	0.118	18.27	0.2	6.583	A
C-A	31.73			31.73			
A-B	0.00			0.00			
A-C	28.00			28.00			

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	17.00	148.71	0.114	16.99	0.1	6.855	A
C-AB	18.27	155.08	0.118	18.27	0.2	6.583	A
C-A	31.73			31.73			
A-B	0.00			0.00			
A-C	28.00			28.00			

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	146.82	0.123	17.99	0.1	7.007	A
C-AB	18.27	155.08	0.118	18.27	0.2	6.583	A
C-A	31.73			31.73			
A-B	0.00			0.00			
A-C	28.00			28.00			

Proposed Development - 2020 with Committed Development + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Proposed Link Road / Spur Road (to/from Fort Road) Priority Junction	T-Junction	Two-way	2.23	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	256	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2020 with Committed Development + Development	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Site Access Road (East)		✓	100.000
B - Spur Road (to/from Fort Road)		✓	100.000
C - Proposed Link Road (West)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
From		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
	A - Site Access Road (East)	0.00	3.00	28.00
	B - Spur Road (to/from Fort Road)	0.00	0.00	11.00
	C - Proposed Link Road (West)	16.00	23.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
From		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
	A - Site Access Road (East)	0.00	3.00	28.00
	B - Spur Road (to/from Fort Road)	0.00	0.00	11.00
	C - Proposed Link Road (West)	16.00	23.00	0.00

Demand (Veh/TS)

 17:30 -
17:45

		To		
From		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
	A - Site Access Road (East)	0.00	1.00	28.00
	B - Spur Road (to/from Fort Road)	1.00	0.00	11.00
	C - Proposed Link Road (West)	16.00	23.00	0.00

Demand (Veh/TS)

 17:45 -
18:00

		To		
From		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
	A - Site Access Road (East)	0.00	4.00	28.00
	B - Spur Road (to/from Fort Road)	0.00	0.00	11.00
	C - Proposed Link Road (West)	16.00	23.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Site Access Road (East)	B - Spur Road (to/from Fort Road)	C - Proposed Link Road (West)
	A - Site Access Road (East)	0	0	46
	B - Spur Road (to/from Fort Road)	0	0	0
	C - Proposed Link Road (West)	93	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.07	5.71	0.1	A
C-AB	0.15	6.41	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	11.00	175.06	0.063	10.93	0.1	5.480	A
C-AB	25.45	166.31	0.153	25.23	0.2	6.373	A
C-A	13.55			13.55			
A-B	3.00			3.00			
A-C	28.00			28.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	11.00	175.06	0.063	11.00	0.1	5.485	A
C-AB	25.47	166.23	0.153	25.47	0.2	6.396	A
C-A	13.53			13.53			
A-B	3.00			3.00			
A-C	28.00			28.00			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	12.00	169.55	0.071	11.99	0.1	5.711	A
C-AB	25.46	166.70	0.153	25.46	0.2	6.378	A
C-A	13.54			13.54			
A-B	1.00			1.00			
A-C	28.00			28.00			

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	11.00	174.91	0.063	11.01	0.1	5.490	A
C-AB	25.47	165.99	0.153	25.47	0.2	6.405	A
C-A	13.53			13.53			
A-B	4.00			4.00			
A-C	28.00			28.00			

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: Proposed Fort Rd Mini-Rbt - AM Peak.j9
Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\Proposed Fort Road Mini-Rbt\Proposed
Report generation date: 25/10/2017 16:35:52

- »Proposed Development - 2020 with Committed Development + Development, AM
- »Proposed Development - 2027 with Committed Development + Development, AM

Summary of junction performance

AM					
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
Proposed Development - 2020 with Committed Development + Development					
1 - Fort Rd (N)	0.0	4.05	0.02	A	900 % []
2 - Fort Rd (S)	0.0	0.00	0.00	A	
3 - Spur Road	0.0	4.45	0.01	A	
Proposed Development - 2027 with Committed Development + Development					
1 - Fort Rd (N)	0.0	4.06	0.02	A	900 % []
2 - Fort Rd (S)	0.0	0.00	0.00	A	
3 - Spur Road	0.0	4.46	0.01	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Proposed Fort Rd Mini Roundabout
Location	
Site number	
Date	04/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 with Committed Development + Development	AM	DIRECT	08:15	09:15	60	15	✓
D2	2027 with Committed Development + Development	AM	DIRECT	08:15	09:15	60	15	✓

Analysis Set Details

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

Proposed Development - 2020 with Committed Development + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Proposed Fort Rd Mini Roundabout	Mini-roundabout	1, 2, 3	4.19	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		900	

Arms

Arms

Arm	Name	Description
1	Fort Rd (N)	
2	Fort Rd (S)	
3	Spur Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Fort Rd (N)	3.65	3.65	4.00	11.7	15.21	15.18	0.0	
2 - Fort Rd (S)	3.59	3.59	4.82	4.5	12.97	10.43	0.0	
3 - Spur Road	3.44	3.44	4.55	3.7	13.52	10.58	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Fort Rd (N)	0.654	997
2 - Fort Rd (S)	0.640	1000
3 - Spur Road	0.631	924

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 with Committed Development + Development	AM	DIRECT	08:15	09:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Fort Rd (N)		DIRECT	✓	100.000
2 - Fort Rd (S)		DIRECT	✓	100.000
3 - Spur Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
08:15 - 08:30	From			
	1 - Fort Rd (N)	0	1	18
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	8	1	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
08:30 - 08:45	From			
	1 - Fort Rd (N)	0	0	18
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	8	0	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
08:45 - 09:00	From			
	1 - Fort Rd (N)	0	0	18
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	8	0	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
09:00 - 09:15	From			
	1 - Fort Rd (N)	0	0	13
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	9	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	10
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	13	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Fort Rd (N)	0.02	4.05	0.0	A	17	17
2 - Fort Rd (S)	0.00	0.00	0.0	A	0	0
3 - Spur Road	0.01	4.45	0.0	A	9	9

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	19	5	1.00	910	0.021	19	8	0.0	0.0	4.039	A
2 - Fort Rd (S)	0	0	18	987	0.000	0	2	0.0	0.0	0.000	A
3 - Spur Road	9	2	0	828	0.011	9	18	0.0	0.0	4.393	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	18	5	0.00	906	0.020	18	8	0.0	0.0	4.053	A
2 - Fort Rd (S)	0	0	18	987	0.000	0	0.01	0.0	0.0	0.000	A
3 - Spur Road	8	2	0	818	0.010	8	18	0.0	0.0	4.446	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	18	5	0	906	0.020	18	8	0.0	0.0	4.053	A
2 - Fort Rd (S)	0	0	18	987	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	8	2	0	818	0.010	8	18	0.0	0.0	4.445	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	13	3	0	906	0.014	13	9	0.0	0.0	4.029	A
2 - Fort Rd (S)	0	0	13	990	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	9	2	0	818	0.011	9	13	0.0	0.0	4.450	A

Proposed Development - 2027 with Committed Development + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Proposed Fort Rd Mini Roundabout	Mini-roundabout	1, 2, 3	4.20	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2027 with Committed Development + Development	AM	DIRECT	08:15	09:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Fort Rd (N)		DIRECT	✓	100.000
2 - Fort Rd (S)		DIRECT	✓	100.000
3 - Spur Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
08:15 - 08:30	From			
	1 - Fort Rd (N)	0	1	20
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	9	1	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
08:30 - 08:45	From			
	1 - Fort Rd (N)	0	0	20
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	9	0	0

Demand (Veh/hr)

08:45 - 09:00

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	20
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	9	0	0

Demand (Veh/hr)

09:00 - 09:15

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	14
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	10	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	10
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	13	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Fort Rd (N)	0.02	4.06	0.0	A	19	19
2 - Fort Rd (S)	0.00	0.00	0.0	A	0	0
3 - Spur Road	0.01	4.46	0.0	A	10	10

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	21	5	1.00	910	0.023	21	9	0.0	0.0	4.049	A
2 - Fort Rd (S)	0	0	20	986	0.000	0	2	0.0	0.0	0.000	A
3 - Spur Road	10	3	0	827	0.012	10	20	0.0	0.0	4.404	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	20	5	0.00	906	0.022	20	9	0.0	0.0	4.060	A
2 - Fort Rd (S)	0	0	20	986	0.000	0	0.01	0.0	0.0	0.000	A
3 - Spur Road	9	2	0	818	0.011	9	20	0.0	0.0	4.452	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	20	5	0	906	0.022	20	9	0.0	0.0	4.062	A
2 - Fort Rd (S)	0	0	20	986	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	9	2	0	818	0.011	9	20	0.0	0.0	4.452	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	14	4	0	906	0.015	14	10	0.0	0.0	4.033	A
2 - Fort Rd (S)	0	0	14	990	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	10	3	0	818	0.012	10	14	0.0	0.0	4.456	A

Junctions 9
ARCADY 9 - Roundabout Module
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Filename: Proposed Fort Rd Mini-Rbt - Inter Peak.j9
Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\Proposed Fort Road Mini-Rbt\Proposed
Report generation date: 25/10/2017 16:39:12

- »Proposed Development - 2020 with Committed Development + Development, Inter Peak
- »Proposed Development - 2027 with Committed Development + Development, Inter Peak

Summary of junction performance

Inter Peak					
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
Proposed Development - 2020 with Committed Development + Development					
1 - Fort Rd (N)	0.0	4.12	0.02	A	900 % []
2 - Fort Rd (S)	0.0	0.00	0.00	A	
3 - Spur Road	0.0	4.64	0.02	A	
Proposed Development - 2027 with Committed Development + Development					
1 - Fort Rd (N)	0.0	4.13	0.02	A	900 % []
2 - Fort Rd (S)	0.0	0.00	0.00	A	
3 - Spur Road	0.0	4.65	0.02	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Proposed Fort Rd Mini Roundabout
Location	
Site number	
Date	04/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 with Committed Development + Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓
D2	2027 with Committed Development + Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Analysis Set Details

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

Proposed Development - 2020 with Committed Development + Development, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Proposed Fort Rd Mini Roundabout	Mini-roundabout	1, 2, 3	4.37	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		900	

Arms

Arms

Arm	Name	Description
1	Fort Rd (N)	
2	Fort Rd (S)	
3	Spur Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Fort Rd (N)	3.65	3.65	4.00	11.7	15.21	15.18	0.0	
2 - Fort Rd (S)	3.59	3.59	4.82	4.5	12.97	10.43	0.0	
3 - Spur Road	3.44	3.44	4.55	3.7	13.52	10.58	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Fort Rd (N)	0.654	997
2 - Fort Rd (S)	0.640	1000
3 - Spur Road	0.631	924

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 with Committed Development + Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Fort Rd (N)		DIRECT	✓	100.000
2 - Fort Rd (S)		DIRECT	✓	100.000
3 - Spur Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
13:00 - 13:15	From			
	1 - Fort Rd (N)	0	0	16
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	14	0	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
13:15 - 13:30	From			
	1 - Fort Rd (N)	0	0	16
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	14	0	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
13:30 - 13:45	From			
	1 - Fort Rd (N)	0	0	16
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	14	0	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
13:45 - 14:00	From			
	1 - Fort Rd (N)	0	0	16
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	14	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	12
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Fort Rd (N)	0.02	4.12	0.0	A	16	16
2 - Fort Rd (S)	0.00	0.00	0.0	A	0	0
3 - Spur Road	0.02	4.64	0.0	A	14	14

Main Results for each time segment

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	16	4	0	890	0.018	16	14	0.0	0.0	4.117	A
2 - Fort Rd (S)	0	0	16	988	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	14	4	0	790	0.018	14	16	0.0	0.0	4.639	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	16	4	0	890	0.018	16	14	0.0	0.0	4.117	A
2 - Fort Rd (S)	0	0	16	988	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	14	4	0	790	0.018	14	16	0.0	0.0	4.639	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	16	4	0	890	0.018	16	14	0.0	0.0	4.117	A
2 - Fort Rd (S)	0	0	16	988	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	14	4	0	790	0.018	14	16	0.0	0.0	4.641	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	16	4	0	890	0.018	16	14	0.0	0.0	4.117	A
2 - Fort Rd (S)	0	0	16	988	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	14	4	0	790	0.018	14	16	0.0	0.0	4.641	A

Proposed Development - 2027 with Committed Development + Development, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Proposed Fort Rd Mini Roundabout	Mini-roundabout	1, 2, 3	4.38	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2027 with Committed Development + Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Fort Rd (N)		DIRECT	✓	100.000
2 - Fort Rd (S)		DIRECT	✓	100.000
3 - Spur Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
13:00 - 13:15	From			
	1 - Fort Rd (N)	0	0	18
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	16	0	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
13:15 - 13:30	From			
	1 - Fort Rd (N)	0	0	18
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	16	0	0

Demand (Veh/hr)

13:30 - 13:45

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	18
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	16	0	0

Demand (Veh/hr)

13:45 - 14:00

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	18
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	16	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	12
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Fort Rd (N)	0.02	4.13	0.0	A	18	18
2 - Fort Rd (S)	0.00	0.00	0.0	A	0	0
3 - Spur Road	0.02	4.65	0.0	A	16	16

Main Results for each time segment

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	18	5	0	890	0.020	18	16	0.0	0.0	4.126	A
2 - Fort Rd (S)	0	0	18	987	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	16	4	0	790	0.020	16	18	0.0	0.0	4.651	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	18	5	0	890	0.020	18	16	0.0	0.0	4.126	A
2 - Fort Rd (S)	0	0	18	987	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	16	4	0	790	0.020	16	18	0.0	0.0	4.651	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	18	5	0	890	0.020	18	16	0.0	0.0	4.126	A
2 - Fort Rd (S)	0	0	18	987	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	16	4	0	790	0.020	16	18	0.0	0.0	4.651	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	18	5	0	890	0.020	18	16	0.0	0.0	4.126	A
2 - Fort Rd (S)	0	0	18	987	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	16	4	0	790	0.020	16	18	0.0	0.0	4.651	A

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: Proposed Fort Rd Mini-Rbt - PM Peak.j9
Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\Proposed Fort Road Mini-Rbt\Proposed
Report generation date: 25/10/2017 16:43:19

- »Proposed Development - 2020 with Committed Development + Development, PM
- »Proposed Development - 2027 with Committed Development + Development, PM

Summary of junction performance

PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
Proposed Development - 2020 with Committed Development + Development					
1 - Fort Rd (N)	0.0	3.65	0.01	A	900 % []
2 - Fort Rd (S)	0.0	0.00	0.00	A	
3 - Spur Road	0.0	4.01	0.03	A	
Proposed Development - 2027 with Committed Development + Development					
1 - Fort Rd (N)	0.0	3.65	0.01	A	900 % []
2 - Fort Rd (S)	0.0	0.00	0.00	A	
3 - Spur Road	0.0	4.02	0.03	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Proposed Fort Rd Mini Roundabout
Location	
Site number	
Date	04/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 with Committed Development + Development	PM	DIRECT	17:00	18:00	60	15	✓
D2	2027 with Committed Development + Development	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

Proposed Development - 2020 with Committed Development + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Proposed Fort Rd Mini Roundabout	Mini-roundabout	1, 2, 3	3.90	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		900	

Arms

Arms

Arm	Name	Description
1	Fort Rd (N)	
2	Fort Rd (S)	
3	Spur Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Fort Rd (N)	3.65	3.65	4.00	11.7	15.21	15.18	0.0	
2 - Fort Rd (S)	3.59	3.59	4.82	4.5	12.97	10.43	0.0	
3 - Spur Road	3.44	3.44	4.55	3.7	13.52	10.58	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Fort Rd (N)	0.654	997
2 - Fort Rd (S)	0.640	1000
3 - Spur Road	0.631	924

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 with Committed Development + Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Fort Rd (N)		DIRECT	✓	100.000
2 - Fort Rd (S)		DIRECT	✓	100.000
3 - Spur Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
17:00 - 17:15	From	1 - Fort Rd (N)	0	11
		2 - Fort Rd (S)	0	0
		3 - Spur Road	26	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
17:15 - 17:30	From	1 - Fort Rd (N)	0	11
		2 - Fort Rd (S)	0	0
		3 - Spur Road	26	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
17:30 - 17:45	From	1 - Fort Rd (N)	0	11
		2 - Fort Rd (S)	0	0
		3 - Spur Road	26	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
17:45 - 18:00	From	1 - Fort Rd (N)	0	11
		2 - Fort Rd (S)	0	0
		3 - Spur Road	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	0
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Fort Rd (N)	0.01	3.65	0.0	A	11	11
2 - Fort Rd (S)	0.00	0.00	0.0	A	0	0
3 - Spur Road	0.03	4.01	0.0	A	26	26

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	11	3	0	997	0.011	11	26	0.0	0.0	3.649	A
2 - Fort Rd (S)	0	0	11	993	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	26	7	0	924	0.028	26	11	0.0	0.0	4.008	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	11	3	0	997	0.011	11	26	0.0	0.0	3.649	A
2 - Fort Rd (S)	0	0	11	993	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	26	7	0	924	0.028	26	11	0.0	0.0	4.008	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	11	3	0	997	0.011	11	26	0.0	0.0	3.649	A
2 - Fort Rd (S)	0	0	11	993	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	26	7	0	924	0.028	26	11	0.0	0.0	4.008	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	11	3	0	997	0.011	11	26	0.0	0.0	3.649	A
2 - Fort Rd (S)	0	0	11	993	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	26	7	0	924	0.028	26	11	0.0	0.0	4.008	A

Proposed Development - 2027 with Committed Development + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Proposed Fort Rd Mini Roundabout	Mini-roundabout	1, 2, 3	3.91	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2027 with Committed Development + Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Fort Rd (N)		DIRECT	✓	100.000
2 - Fort Rd (S)		DIRECT	✓	100.000
3 - Spur Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
17:00 - 17:15	From			
	1 - Fort Rd (N)	0	0	12
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	29	0	0

Demand (Veh/hr)

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
17:15 - 17:30	From			
	1 - Fort Rd (N)	0	0	12
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	29	0	0

Demand (Veh/hr)

17:30 - 17:45

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	12
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	29	0	0

Demand (Veh/hr)

17:45 - 18:00

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	12
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	29	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Fort Rd (N)	2 - Fort Rd (S)	3 - Spur Road
From	1 - Fort Rd (N)	0	0	0
	2 - Fort Rd (S)	0	0	0
	3 - Spur Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Fort Rd (N)	0.01	3.65	0.0	A	12	12
2 - Fort Rd (S)	0.00	0.00	0.0	A	0	0
3 - Spur Road	0.03	4.02	0.0	A	29	29

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	12	3	0	997	0.012	12	29	0.0	0.0	3.653	A
2 - Fort Rd (S)	0	0	12	992	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	29	7	0	924	0.031	29	12	0.0	0.0	4.021	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	12	3	0	997	0.012	12	29	0.0	0.0	3.653	A
2 - Fort Rd (S)	0	0	12	992	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	29	7	0	924	0.031	29	12	0.0	0.0	4.021	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	12	3	0	997	0.012	12	29	0.0	0.0	3.653	A
2 - Fort Rd (S)	0	0	12	992	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	29	7	0	924	0.031	29	12	0.0	0.0	4.021	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Fort Rd (N)	12	3	0	997	0.012	12	29	0.0	0.0	3.653	A
2 - Fort Rd (S)	0	0	12	992	0.000	0	0	0.0	0.0	0.000	A
3 - Spur Road	29	7	0	924	0.031	29	12	0.0	0.0	4.023	A

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Proposed Link Road_A1089 Ferry Road Junction - 2020.j9
Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Picady\DCO Sub\Proposed Link Road Ferry Road\Proposed
Report generation date: 25/10/2017 17:27:41

- »Proposed Development - 2020 with Committed Development plus Development, AM
- »Proposed Development - 2020 with Committed Development plus Development, Inter Peak
- »Proposed Development - 2020 with Committed Development plus Development, PM

Summary of junction performance

	AM					Inter Peak					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
Proposed Development - 2020 with Committed Development plus Development															
Stream B-AC	0.4	11.86	0.26	B	100 %	0.4	11.37	0.30	B	113 %	0.4	8.49	0.27	A	170 %
Stream C-AB	0.6	12.96	0.38	B	[Stream C-AB]	0.4	13.49	0.28	B	[Stream B-AC]	0.4	13.86	0.28	B	[Stream C-AB]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Proposed Link Road / A1089 Ferry Road Priority Junction
Location	
Site number	
Date	18/09/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2020 with Committed Development plus Development	AM	DIRECT	08:15	09:15	60	15
D2	2020 with Committed Development plus Development	Inter Peak	DIRECT	13:00	14:00	60	15
D3	2020 with Committed Development plus Development	PM	DIRECT	17:00	18:00	60	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Proposed Development	100.000

Proposed Development - 2020 with Committed Development plus Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Proposed Link Road / A1089 Ferry Road Priority Junction	T-Junction	Two-way	5.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	100	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm type
A	Proposed Link Road (East)		Major
B	A1089 Ferry Road (South)		Minor
C	A1089 Ferry Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A1089 Ferry Road (North)	7.30		✓	3.65	157.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - A1089 Ferry Road (South)	One lane	4.35	200	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	192.209	0.132	0.334	0.210	0.477
1	B-C	221.730	0.128	0.324	-	-
1	C-B	192.452	0.281	0.281	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2020 with Committed Development plus Development	AM	DIRECT	08:15	09:15	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Proposed Link Road (East)		✓	100.000
B - A1089 Ferry Road (South)		✓	100.000
C - A1089 Ferry Road (North)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
08:15 - 08:30	From			
	A - Proposed Link Road (East)	0.00	0.00	45.00
	B - A1089 Ferry Road (South)	2.00	0.00	24.00
	C - A1089 Ferry Road (North)	41.00	29.00	0.00

Demand (Veh/TS)

		To		
		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
08:30 - 08:45	From			
	A - Proposed Link Road (East)	0.00	0.00	45.00
	B - A1089 Ferry Road (South)	2.00	0.00	14.00
	C - A1089 Ferry Road (North)	41.00	31.00	0.00

Demand (Veh/TS)

		To		
		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
08:45 - 09:00	From			
	A - Proposed Link Road (East)	0.00	0.00	45.00
	B - A1089 Ferry Road (South)	2.00	0.00	21.00
	C - A1089 Ferry Road (North)	41.00	42.00	0.00

Demand (Veh/TS)

		To		
		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
09:00 - 09:15	From			
	A - Proposed Link Road (East)	0.00	3.00	37.00
	B - A1089 Ferry Road (South)	9.00	0.00	12.00
	C - A1089 Ferry Road (North)	32.00	28.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
From	A - Proposed Link Road (East)	0	0	60
	B - A1089 Ferry Road (South)	0	0	100
	C - A1089 Ferry Road (North)	55	56	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.26	11.86	0.4	B
C-AB	0.38	12.96	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	26.00	101.18	0.257	25.66	0.3	11.865	B
C-AB	29.06	110.62	0.263	28.71	0.4	10.944	B
C-A	40.94			40.94			
A-B	0.00			0.00			
A-C	45.00			45.00			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	16.00	102.31	0.156	16.15	0.2	10.656	B
C-AB	31.09	110.69	0.281	31.05	0.4	11.296	B
C-A	40.91			40.91			
A-B	0.00			0.00			
A-C	45.00			45.00			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	23.00	100.91	0.228	22.90	0.3	11.404	B
C-AB	42.38	111.38	0.381	42.16	0.6	12.961	B
C-A	40.62			40.62			
A-B	0.00			0.00			
A-C	45.00			45.00			

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	21.00	114.67	0.183	21.03	0.3	10.948	B
C-AB	28.04	112.30	0.250	28.31	0.3	10.747	B
C-A	31.96			31.96			
A-B	3.00			3.00			
A-C	37.00			37.00			

Proposed Development - 2020 with Committed Development plus Development, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Proposed Link Road / A1089 Ferry Road Priority Junction	T-Junction	Two-way	4.50	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	113	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2020 with Committed Development plus Development	Inter Peak	DIRECT	13:00	14:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Proposed Link Road (East)		✓	100.000
B - A1089 Ferry Road (South)		✓	100.000
C - A1089 Ferry Road (North)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

13:00 - 13:15

		To		
		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
From	A - Proposed Link Road (East)	0.00	4.00	38.00
	B - A1089 Ferry Road (South)	4.00	0.00	16.00
	C - A1089 Ferry Road (North)	46.00	26.00	0.00

Demand (Veh/TS)

13:15 - 13:30

		To		
		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
From	A - Proposed Link Road (East)	0.00	4.00	38.00
	B - A1089 Ferry Road (South)	4.00	0.00	20.00
	C - A1089 Ferry Road (North)	46.00	19.00	0.00

Demand (Veh/TS)

 13:30 -
13:45

		To		
From		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
	A - Proposed Link Road (East)	0.00	4.00	38.00
	B - A1089 Ferry Road (South)	4.00	0.00	30.00
	C - A1089 Ferry Road (North)	46.00	21.00	0.00

Demand (Veh/TS)

 13:45 -
14:00

		To		
From		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
	A - Proposed Link Road (East)	0.00	4.00	38.00
	B - A1089 Ferry Road (South)	4.00	0.00	6.00
	C - A1089 Ferry Road (North)	46.00	15.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
	A - Proposed Link Road (East)	0	0	58
	B - A1089 Ferry Road (South)	0	0	85
	C - A1089 Ferry Road (North)	54	91	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.30	11.37	0.4	B
C-AB	0.28	13.49	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	20.00	113.14	0.177	19.79	0.2	9.621	A
C-AB	26.25	92.21	0.285	25.86	0.4	13.489	B
C-A	45.75			45.75			
A-B	4.00			4.00			
A-C	38.00			38.00			

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	24.00	113.13	0.212	23.95	0.3	9.989	A
C-AB	19.07	91.60	0.208	19.19	0.3	12.443	B
C-A	45.93			45.93			
A-B	4.00			4.00			
A-C	38.00			38.00			

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	34.00	111.77	0.304	33.84	0.4	11.366	B
C-AB	21.10	91.79	0.230	21.08	0.3	12.723	B
C-A	45.90			45.90			
A-B	4.00			4.00			
A-C	38.00			38.00			

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	10.00	120.08	0.083	10.32	0.1	9.276	A
C-AB	15.03	91.45	0.164	15.12	0.2	11.802	B
C-A	45.97			45.97			
A-B	4.00			4.00			
A-C	38.00			38.00			

Proposed Development - 2020 with Committed Development plus Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Proposed Link Road / A1089 Ferry Road Priority Junction	T-Junction	Two-way	4.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	170	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2020 with Committed Development plus Development	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Proposed Link Road (East)		✓	100.000
B - A1089 Ferry Road (South)		✓	100.000
C - A1089 Ferry Road (North)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
From	A - Proposed Link Road (East)	0.00	0.00	39.00
	B - A1089 Ferry Road (South)	0.00	0.00	39.00
	C - A1089 Ferry Road (North)	39.00	24.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
From	A - Proposed Link Road (East)	0.00	0.00	39.00
	B - A1089 Ferry Road (South)	0.00	0.00	25.00
	C - A1089 Ferry Road (North)	39.00	1.00	0.00

Demand (Veh/TS)

 17:30 -
17:45

		To		
From		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
	A - Proposed Link Road (East)	0.00	0.00	39.00
	B - A1089 Ferry Road (South)	0.00	0.00	25.00
	C - A1089 Ferry Road (North)	39.00	14.00	0.00

Demand (Veh/TS)

 17:45 -
18:00

		To		
From		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
	A - Proposed Link Road (East)	0.00	0.00	39.00
	B - A1089 Ferry Road (South)	0.00	0.00	22.00
	C - A1089 Ferry Road (North)	39.00	25.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Proposed Link Road (East)	B - A1089 Ferry Road (South)	C - A1089 Ferry Road (North)
	A - Proposed Link Road (East)	0	0	33
	B - A1089 Ferry Road (South)	0	0	42
	C - A1089 Ferry Road (North)	37	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	8.49	0.4	A
C-AB	0.28	13.86	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	39.00	144.31	0.270	38.63	0.4	8.489	A
C-AB	24.21	89.69	0.270	23.84	0.4	13.597	B
C-A	38.79			38.79			
A-B	0.00			0.00			
A-C	39.00			39.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	25.00	144.31	0.173	25.15	0.2	7.565	A
C-AB	1.00	88.76	0.011	1.35	0.0	10.316	B
C-A	39.00			39.00			
A-B	0.00			0.00			
A-C	39.00			39.00			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	25.00	144.31	0.173	25.00	0.2	7.545	A
C-AB	14.02	89.08	0.157	13.85	0.2	11.936	B
C-A	38.98			38.98			
A-B	0.00			0.00			
A-C	39.00			39.00			

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	22.00	144.31	0.152	22.03	0.2	7.361	A
C-AB	25.24	89.87	0.281	25.04	0.4	13.857	B
C-A	38.76			38.76			
A-B	0.00			0.00			
A-C	39.00			39.00			

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: ASDA Rbt - AM Peak.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\2020

Report generation date: 25/10/2017 10:39:41

- » Existing Situation - 2017 Base, AM
- » Existing Situation - 2020 with Committed Development, AM
- » Existing Situation - 2020 with Committed Development plus Development, AM

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
Existing Situation - 2017 Base				
A - London Distribution Park	0.1	6.68	0.08	A
B - Dock Road	1.2	7.20	0.55	A
C - St Andrews Road	0.7	5.44	0.40	A
D - Thurrock Park Way	0.6	4.64	0.37	A
E - A1089 Dock Road	3.9	9.76	0.81	A
Existing Situation - 2020 with Committed Development				
A - London Distribution Park	0.1	9.60	0.13	A
B - Dock Road	1.7	9.69	0.64	A
C - St Andrews Road	0.8	6.06	0.44	A
D - Thurrock Park Way	0.6	5.09	0.39	A
E - A1089 Dock Road	7.6	17.03	0.90	C
Existing Situation - 2020 with Committed Development plus Development				
A - London Distribution Park	0.2	10.59	0.14	B
B - Dock Road	2.1	12.12	0.69	B
C - St Andrews Road	1.2	7.89	0.55	A
D - Thurrock Park Way	0.7	5.72	0.42	A
E - A1089 Dock Road	17.7	33.61	0.98	D

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	ASDA Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2017 Base	AM	DIRECT	08:15	09:15	60	15	✓
D2	2020 with Committed Development	AM	DIRECT	08:15	09:15	60	15	✓
D3	2020 with Committed Development plus Development	AM	DIRECT	08:15	09:15	60	15	✓

Analysis Set Details

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

Existing Situation - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	7.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2017 Base	AM	DIRECT	08:15	09:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:15 - 08:30	From	A - London Distribution Park	0.00	1.00	3.00	1.00	6.00
		B - Dock Road	0.00	0.00	6.00	20.00	89.00
		C - St Andrews Road	0.00	4.00	6.00	17.00	85.00
		D - Thurrock Park Way	5.00	16.00	29.00	2.00	60.00
		E - A1089 Dock Road	15.00	61.00	116.00	114.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:30 - 08:45	From	A - London Distribution Park	0.00	1.00	3.00	4.00	6.00
		B - Dock Road	1.00	0.00	6.00	38.00	104.00
		C - St Andrews Road	1.00	3.00	2.00	21.00	81.00
		D - Thurrock Park Way	0.00	11.00	26.00	1.00	61.00
		E - A1089 Dock Road	10.00	48.00	150.00	102.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:45 - 09:00	From	A - London Distribution Park	0.00	1.00	1.00	1.00	6.00
		B - Dock Road	1.00	0.00	6.00	41.00	67.00
		C - St Andrews Road	1.00	0.00	5.00	15.00	77.00
		D - Thurrock Park Way	2.00	26.00	27.00	2.00	54.00
		E - A1089 Dock Road	13.00	65.00	153.00	137.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
09:00 - 09:15	From	A - London Distribution Park	0.00	2.00	1.00	3.00	6.00
		B - Dock Road	0.00	0.00	3.00	27.00	51.00
		C - St Andrews Road	0.00	7.00	3.00	26.00	82.00
		D - Thurrock Park Way	3.00	24.00	22.00	1.00	57.00
		E - A1089 Dock Road	13.00	66.00	116.00	112.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	15	78	17	65
	B - Dock Road	38	0	13	5	4
	C - St Andrews Road	88	4	50	7	75
	D - Thurrock Park Way	15	4	7	8	16
	E - A1089 Dock Road	35	4	41	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.08	6.68	0.1	A	11.50	46.00
B - Dock Road	0.55	7.20	1.2	A	115.00	460.00
C - St Andrews Road	0.40	5.44	0.7	A	109.00	435.98
D - Thurrock Park Way	0.37	4.64	0.6	A	107.25	429.00
E - A1089 Dock Road	0.81	9.76	3.9	A	322.74	1290.98

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	11.00	11.00	345.86	164.12	0.067	10.93	19.88	0.0	0.1	5.872	A
B - Dock Road	115.00	115.00	275.29	286.98	0.401	114.34	81.50	0.0	0.7	5.193	A
C - St Andrews Road	112.00	112.00	230.60	280.32	0.400	111.34	159.03	0.0	0.7	5.306	A
D - Thurrock Park Way	112.00	112.00	188.89	304.64	0.368	111.42	153.05	0.0	0.6	4.644	A
E - A1089 Dock Road	306.00	306.00	61.67	461.31	0.663	304.07	238.64	0.0	1.9	5.656	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	342.92	171.73	0.082	13.98	12.04	0.1	0.1	5.705	A
B - Dock Road	149.00	149.00	293.80	273.03	0.546	148.48	63.10	0.7	1.2	7.196	A
C - St Andrews Road	108.00	108.00	255.52	273.52	0.395	108.00	186.76	0.7	0.7	5.439	A
D - Thurrock Park Way	99.00	99.00	197.71	300.86	0.329	99.08	165.81	0.6	0.5	4.461	A
E - A1089 Dock Road	310.00	310.00	45.09	457.44	0.678	309.87	251.70	1.9	2.1	6.091	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	9.00	9.00	413.13	143.73	0.063	9.02	16.92	0.1	0.1	6.681	A
B - Dock Road	115.00	115.00	330.57	254.89	0.451	115.35	91.57	1.2	0.8	6.467	A
C - St Andrews Road	98.00	98.00	254.56	267.12	0.367	98.07	191.36	0.7	0.6	5.325	A
D - Thurrock Park Way	111.00	111.00	157.37	323.05	0.344	110.97	195.27	0.5	0.5	4.244	A
E - A1089 Dock Road	368.00	368.00	63.92	456.50	0.806	366.12	204.42	2.1	3.9	9.756	A

09:00 - 09:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	12.00	12.00	352.91	177.69	0.068	12.00	16.06	0.1	0.1	5.431	A
B - Dock Road	81.00	81.00	265.67	292.31	0.277	81.45	99.24	0.8	0.4	4.278	A
C - St Andrews Road	118.00	118.00	201.16	301.12	0.392	117.95	145.96	0.6	0.6	4.912	A
D - Thurrock Park Way	107.00	107.00	149.25	324.52	0.330	107.02	169.85	0.5	0.5	4.139	A
E - A1089 Dock Road	307.00	307.00	60.02	463.90	0.662	308.95	196.26	3.9	2.0	5.881	A

Existing Situation - 2020 with Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	11.88	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2020 with Committed Development	AM	DIRECT	08:15	09:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:15 -
08:30

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	6.00	21.00	99.00
	C - St Andrews Road	0.00	4.00	7.00	18.00	89.00
	D - Thurrock Park Way	0.00	17.00	30.00	2.00	62.00
	E - A1089 Dock Road	21.00	75.00	121.00	118.00	0.00

Demand (Veh/TS)

 08:30 -
08:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	6.00	39.00	114.00
	C - St Andrews Road	0.00	3.00	3.00	22.00	85.00
	D - Thurrock Park Way	0.00	11.00	27.00	1.00	63.00
	E - A1089 Dock Road	21.00	62.00	156.00	106.00	0.00

Demand (Veh/TS)

 08:45 -
09:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	6.00	42.00	76.00
	C - St Andrews Road	0.00	0.00	6.00	16.00	80.00
	D - Thurrock Park Way	0.00	27.00	28.00	2.00	56.00
	E - A1089 Dock Road	21.00	80.00	159.00	142.00	0.00

Demand (Veh/TS)

 09:00 -
09:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	11.00
	B - Dock Road	0.00	0.00	3.00	28.00	59.00
	C - St Andrews Road	0.00	7.00	4.00	27.00	86.00
	D - Thurrock Park Way	0.00	25.00	23.00	1.00	59.00
	E - A1089 Dock Road	11.00	75.00	121.00	116.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	91
	B - Dock Road	0	0	13	5	11
	C - St Andrews Road	0	4	58	7	75
	D - Thurrock Park Way	0	4	7	8	16
	E - A1089 Dock Road	55	12	42	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.13	9.60	0.1	A	13.25	53.00
B - Dock Road	0.64	9.69	1.7	A	125.50	502.00
C - St Andrews Road	0.44	6.06	0.8	A	114.25	456.98
D - Thurrock Park Way	0.39	5.09	0.6	A	108.50	434.00
E - A1089 Dock Road	0.90	17.03	7.6	C	351.24	1404.97

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	371.01	128.46	0.109	13.88	21.82	0.0	0.1	7.847	A
B - Dock Road	127.00	127.00	289.64	262.38	0.484	126.07	95.25	0.0	0.9	6.558	A
C - St Andrews Road	118.00	118.00	252.99	266.51	0.443	117.21	162.72	0.0	0.8	5.997	A
D - Thurrock Park Way	111.00	111.00	212.49	286.73	0.387	110.37	157.72	0.0	0.6	5.087	A
E - A1089 Dock Road	335.00	335.00	60.64	449.90	0.745	332.18	262.22	0.0	2.8	7.477	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	368.67	126.62	0.111	14.00	21.97	0.1	0.1	7.991	A
B - Dock Road	160.00	160.00	306.58	251.32	0.637	159.22	76.09	0.9	1.7	9.689	A
C - St Andrews Road	113.00	113.00	274.24	261.51	0.432	113.02	191.57	0.8	0.8	6.063	A
D - Thurrock Park Way	102.00	102.00	219.55	283.38	0.360	102.06	167.71	0.6	0.6	4.966	A
E - A1089 Dock Road	345.00	345.00	46.09	447.15	0.772	344.56	275.52	2.8	3.3	8.724	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	439.76	107.74	0.130	13.98	21.80	0.1	0.1	9.596	A
B - Dock Road	125.00	125.00	347.72	233.06	0.536	125.52	106.01	1.7	1.2	8.412	A
C - St Andrews Road	102.00	102.00	275.79	255.39	0.399	102.10	197.45	0.8	0.7	5.876	A
D - Thurrock Park Way	113.00	113.00	177.53	307.66	0.367	112.99	200.37	0.6	0.6	4.622	A
E - A1089 Dock Road	402.00	402.00	63.93	446.49	0.900	397.63	226.59	3.3	7.6	17.027	C

09:00 - 09:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	11.00	11.00	376.81	127.13	0.087	11.05	11.32	0.1	0.1	7.756	A
B - Dock Road	90.00	90.00	279.96	269.94	0.333	90.67	107.90	1.2	0.5	5.038	A
C - St Andrews Road	124.00	124.00	217.48	290.78	0.426	123.94	153.16	0.7	0.7	5.391	A
D - Thurrock Park Way	108.00	108.00	167.44	311.06	0.347	108.04	173.98	0.6	0.5	4.433	A
E - A1089 Dock Road	323.00	323.00	60.03	454.06	0.711	328.10	215.45	7.6	2.5	7.422	A

Existing Situation - 2020 with Committed Development plus Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	20.70	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2020 with Committed Development plus Development	AM	DIRECT	08:15	09:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
08:15 - 08:30	From	A - London Distribution Park	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	6.00	21.00	99.00
	C - St Andrews Road	0.00	4.00	7.00	18.00	113.00
	D - Thurrock Park Way	0.00	17.00	30.00	2.00	62.00
	E - A1089 Dock Road	21.00	75.00	146.00	118.00	0.00

Demand (Veh/TS)

 08:30 -
08:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	6.00	39.00	114.00
	C - St Andrews Road	0.00	3.00	3.00	22.00	109.00
	D - Thurrock Park Way	0.00	11.00	27.00	1.00	63.00
	E - A1089 Dock Road	21.00	62.00	182.00	106.00	0.00

Demand (Veh/TS)

 08:45 -
09:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	6.00	42.00	76.00
	C - St Andrews Road	0.00	0.00	6.00	16.00	104.00
	D - Thurrock Park Way	0.00	27.00	28.00	2.00	56.00
	E - A1089 Dock Road	21.00	80.00	185.00	142.00	0.00

Demand (Veh/TS)

 09:00 -
09:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	11.00
	B - Dock Road	0.00	0.00	3.00	28.00	59.00
	C - St Andrews Road	0.00	7.00	4.00	27.00	106.00
	D - Thurrock Park Way	0.00	25.00	23.00	1.00	59.00
	E - A1089 Dock Road	11.00	75.00	139.00	116.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	91
	B - Dock Road	0	0	13	5	11
	C - St Andrews Road	0	4	58	7	80
	D - Thurrock Park Way	0	4	7	8	16
	E - A1089 Dock Road	55	12	47	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.14	10.59	0.2	B	13.25	53.00
B - Dock Road	0.69	12.12	2.1	B	125.50	502.00
C - St Andrews Road	0.55	7.89	1.2	A	137.24	548.97
D - Thurrock Park Way	0.42	5.72	0.7	A	108.50	434.00
E - A1089 Dock Road	0.98	33.61	17.7	D	374.99	1499.95

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	394.53	118.61	0.118	13.87	21.74	0.0	0.1	8.582	A
B - Dock Road	127.00	127.00	313.44	245.02	0.518	125.94	94.96	0.0	1.1	7.493	A
C - St Andrews Road	142.00	142.00	252.43	256.67	0.553	140.79	186.95	0.0	1.2	7.688	A
D - Thurrock Park Way	111.00	111.00	235.97	266.98	0.416	110.30	157.25	0.0	0.7	5.719	A
E - A1089 Dock Road	360.00	360.00	60.59	438.15	0.822	355.69	285.68	0.0	4.3	10.429	B

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	394.10	115.73	0.121	14.00	21.94	0.1	0.1	8.847	A
B - Dock Road	160.00	160.00	332.05	232.14	0.689	158.93	76.05	1.1	2.1	12.117	B
C - St Andrews Road	137.00	137.00	273.84	251.09	0.546	137.01	217.14	1.2	1.2	7.891	A
D - Thurrock Park Way	102.00	102.00	243.34	263.56	0.387	102.07	167.50	0.7	0.6	5.574	A
E - A1089 Dock Road	371.00	371.00	46.10	434.96	0.853	369.94	299.31	4.3	5.4	13.548	B

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	458.17	98.94	0.142	13.97	21.44	0.1	0.2	10.589	B
B - Dock Road	125.00	125.00	367.61	216.79	0.577	125.73	104.53	2.1	1.4	9.962	A
C - St Andrews Road	126.00	126.00	273.36	246.68	0.511	126.15	219.99	1.2	1.1	7.476	A
D - Thurrock Park Way	113.00	113.00	201.73	287.48	0.393	112.99	197.77	0.6	0.6	5.157	A
E - A1089 Dock Road	428.00	428.00	63.92	435.02	0.984	415.68	250.80	5.4	17.7	33.613	D

09:00 - 09:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	11.00	11.00	403.46	116.63	0.094	11.06	11.77	0.2	0.1	8.529	A
B - Dock Road	90.00	90.00	305.01	252.18	0.357	90.83	109.50	1.4	0.6	5.605	A
C - St Andrews Road	144.00	144.00	220.53	278.23	0.517	143.99	175.32	1.1	1.1	6.704	A
D - Thurrock Park Way	108.00	108.00	187.61	293.88	0.368	108.06	176.91	0.6	0.6	4.846	A
E - A1089 Dock Road	341.00	341.00	60.04	442.81	0.770	355.18	235.63	17.7	3.5	11.831	B

Junctions 9
ARCADY 9 - Roundabout Module
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Filename: ASDA Rbt - Inter Peak.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\2020

Report generation date: 25/10/2017 09:41:44

- » Existing Situation - 2017 Base, Inter Peak
- » Existing Situation - 2020 with Committed Development, Inter Peak
- » Existing Situation - 2020 with Committed Development plus Development, Inter Peak

Summary of junction performance

	Inter Peak			
	Queue (Veh)	Delay (s)	RFC	LOS
Existing Situation - 2017 Base				
A - London Distribution Park	0.1	5.89	0.11	A
B - Dock Road	0.5	5.19	0.33	A
C - St Andrews Road	1.0	5.31	0.49	A
D - Thurrock Park Way	1.0	5.50	0.51	A
E - A1089 Dock Road	2.6	8.12	0.73	A
Existing Situation - 2020 with Committed Development				
A - London Distribution Park	0.2	8.79	0.15	A
B - Dock Road	0.7	6.80	0.43	A
C - St Andrews Road	1.2	6.44	0.55	A
D - Thurrock Park Way	1.2	6.34	0.55	A
E - A1089 Dock Road	4.6	12.48	0.83	B
Existing Situation - 2020 with Committed Development plus Development				
A - London Distribution Park	0.2	10.02	0.17	B
B - Dock Road	0.9	8.02	0.47	A
C - St Andrews Road	1.7	8.22	0.63	A
D - Thurrock Park Way	1.4	7.15	0.58	A
E - A1089 Dock Road	9.3	24.46	0.92	C

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Asda Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2017 Base	Inter Peak	DIRECT	13:00	14:00	60	15	✓
D3	2020 with Committed Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓
D4	2020 with Committed Development plus Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Analysis Set Details

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

Existing Situation - 2017 Base, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	6.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2017 Base	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:00 - 13:15	From	A - London Distribution Park	0.00	1.00	3.00	2.00	8.00
		B - Dock Road	1.00	1.00	9.00	26.00	42.00
		C - St Andrews Road	1.00	13.00	4.00	34.00	103.00
		D - Thurrock Park Way	7.00	38.00	28.00	0.00	98.00
		E - A1089 Dock Road	10.00	57.00	92.00	77.00	2.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:15 - 13:30	From	A - London Distribution Park	0.00	4.00	1.00	6.00	10.00
		B - Dock Road	0.00	0.00	5.00	31.00	54.00
		C - St Andrews Road	4.00	5.00	3.00	27.00	110.00
		D - Thurrock Park Way	6.00	28.00	35.00	1.00	81.00
		E - A1089 Dock Road	10.00	77.00	136.00	76.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:30 - 13:45	From	A - London Distribution Park	0.00	2.00	3.00	2.00	11.00
		B - Dock Road	1.00	0.00	8.00	29.00	48.00
		C - St Andrews Road	2.00	10.00	6.00	34.00	114.00
		D - Thurrock Park Way	6.00	37.00	33.00	3.00	73.00
		E - A1089 Dock Road	12.00	40.00	148.00	75.00	4.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:45 - 14:00	From	A - London Distribution Park	0.00	1.00	2.00	2.00	4.00
		B - Dock Road	0.00	0.00	9.00	24.00	46.00
		C - St Andrews Road	0.00	8.00	7.00	28.00	117.00
		D - Thurrock Park Way	5.00	22.00	30.00	1.00	79.00
		E - A1089 Dock Road	12.00	64.00	116.00	103.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
	A - London Distribution Park	0	13	56	8	45
	B - Dock Road	100	0	6	5	5
	C - St Andrews Road	71	3	60	6	56
	D - Thurrock Park Way	0	2	9	0	6
	E - A1089 Dock Road	41	4	59	11	14

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.11	5.89	0.1	A	15.50	62.00
B - Dock Road	0.33	5.19	0.5	A	83.50	334.00
C - St Andrews Road	0.49	5.31	1.0	A	157.50	630.01
D - Thurrock Park Way	0.51	5.50	1.0	A	152.75	611.00
E - A1089 Dock Road	0.73	8.12	2.6	A	277.99	1111.96

Main Results for each time segment

13:00 - 13:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	310.24	196.34	0.071	13.92	18.89	0.0	0.1	4.931	A
B - Dock Road	79.00	79.00	214.79	305.83	0.258	78.65	109.37	0.0	0.3	3.956	A
C - St Andrews Road	155.00	155.00	158.20	347.86	0.446	154.20	135.24	0.0	0.8	4.629	A
D - Thurrock Park Way	171.00	171.00	174.13	332.51	0.514	169.95	138.27	0.0	1.0	5.502	A
E - A1089 Dock Road	238.00	238.00	92.45	416.07	0.572	236.68	251.63	0.0	1.3	4.982	A

13:15 - 13:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	21.00	21.00	359.84	185.96	0.113	20.95	19.96	0.1	0.1	5.453	A
B - Dock Road	90.00	90.00	267.05	274.87	0.327	89.86	113.74	0.3	0.5	4.862	A
C - St Andrews Road	149.00	149.00	177.58	328.75	0.453	148.97	179.33	0.8	0.8	5.006	A
D - Thurrock Park Way	151.00	151.00	185.85	323.74	0.466	151.16	140.71	1.0	0.9	5.221	A
E - A1089 Dock Road	299.00	299.00	82.07	411.08	0.727	297.73	254.94	1.3	2.6	7.852	A

13:30 - 13:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	355.95	170.87	0.105	18.01	20.98	0.1	0.1	5.887	A
B - Dock Road	86.00	86.00	284.73	259.54	0.331	85.99	89.22	0.5	0.5	5.185	A
C - St Andrews Road	166.00	166.00	172.94	336.31	0.494	165.86	197.78	0.8	1.0	5.275	A
D - Thurrock Park Way	152.00	152.00	195.87	318.33	0.477	151.98	142.93	0.9	0.9	5.410	A
E - A1089 Dock Road	279.00	279.00	97.89	389.89	0.716	279.03	249.95	2.6	2.6	8.125	A

13:45 - 14:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	9.00	9.00	352.31	181.42	0.050	9.07	17.04	0.1	0.1	5.223	A
B - Dock Road	79.00	79.00	266.41	278.75	0.283	79.09	94.97	0.5	0.4	4.511	A
C - St Andrews Road	160.00	160.00	181.04	329.61	0.485	160.01	164.46	1.0	1.0	5.307	A
D - Thurrock Park Way	137.00	137.00	183.11	324.42	0.422	137.17	157.95	0.9	0.7	4.812	A
E - A1089 Dock Road	296.00	296.00	73.18	422.96	0.699	296.17	247.10	2.6	2.4	7.111	A

Existing Situation - 2020 with Committed Development, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	9.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2020 with Committed Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

13:00 -
13:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	1.00	9.00	27.00	53.00
	C - St Andrews Road	0.00	14.00	5.00	35.00	108.00
	D - Thurrock Park Way	0.00	40.00	29.00	0.00	102.00
	E - A1089 Dock Road	18.00	69.00	97.00	80.00	2.00

Demand (Veh/TS)

 13:15 -
13:30

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	5.00	32.00	66.00
	C - St Andrews Road	0.00	5.00	4.00	28.00	115.00
	D - Thurrock Park Way	0.00	29.00	36.00	1.00	84.00
	E - A1089 Dock Road	18.00	90.00	143.00	79.00	0.00

Demand (Veh/TS)

 13:30 -
13:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	8.00	30.00	60.00
	C - St Andrews Road	0.00	10.00	7.00	35.00	120.00
	D - Thurrock Park Way	0.00	39.00	34.00	3.00	76.00
	E - A1089 Dock Road	18.00	52.00	155.00	78.00	4.00

Demand (Veh/TS)

 13:45 -
14:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	9.00	25.00	58.00
	C - St Andrews Road	0.00	8.00	8.00	29.00	123.00
	D - Thurrock Park Way	0.00	23.00	31.00	1.00	82.00
	E - A1089 Dock Road	18.00	77.00	122.00	107.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	87
	B - Dock Road	0	0	6	5	19
	C - St Andrews Road	0	3	65	6	57
	D - Thurrock Park Way	0	2	9	0	6
	E - A1089 Dock Road	88	16	60	11	14

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.15	8.79	0.2	A	18.00	72.00
B - Dock Road	0.43	6.80	0.7	A	96.75	387.00
C - St Andrews Road	0.55	6.44	1.2	A	163.50	654.01
D - Thurrock Park Way	0.55	6.34	1.2	A	152.50	610.00
E - A1089 Dock Road	0.83	12.48	4.6	B	306.98	1227.93

Main Results for each time segment

13:00 - 13:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	334.57	141.03	0.128	17.86	18.86	0.0	0.1	7.301	A
B - Dock Road	91.00	91.00	228.31	275.79	0.330	90.51	124.11	0.0	0.5	4.845	A
C - St Andrews Road	162.00	162.00	179.82	330.53	0.490	161.05	139.00	0.0	1.0	5.281	A
D - Thurrock Park Way	171.00	171.00	199.81	310.55	0.551	169.79	141.06	0.0	1.2	6.342	A
E - A1089 Dock Road	266.00	266.00	89.39	398.45	0.668	264.04	280.21	0.0	2.0	6.603	A

13:15 - 13:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	384.64	120.87	0.149	17.97	18.88	0.1	0.2	8.745	A
B - Dock Road	104.00	104.00	278.20	242.67	0.429	103.75	124.41	0.5	0.7	6.466	A
C - St Andrews Road	152.00	152.00	195.22	313.75	0.485	152.01	186.73	1.0	0.9	5.566	A
D - Thurrock Park Way	150.00	150.00	207.78	303.49	0.494	150.22	139.44	1.2	1.0	5.882	A
E - A1089 Dock Road	330.00	330.00	76.11	397.04	0.831	327.41	281.89	2.0	4.6	12.480	B

13:30 - 13:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	382.06	120.37	0.150	18.00	18.99	0.2	0.2	8.790	A
B - Dock Road	99.00	99.00	297.66	231.36	0.428	99.00	102.39	0.7	0.7	6.798	A
C - St Andrews Road	172.00	172.00	192.93	319.66	0.538	171.80	203.73	0.9	1.1	6.077	A
D - Thurrock Park Way	152.00	152.00	218.82	297.68	0.511	151.96	145.91	1.0	1.0	6.174	A
E - A1089 Dock Road	307.00	307.00	93.86	379.99	0.808	307.19	276.91	4.6	4.4	12.434	B

13:45 - 14:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	378.36	124.50	0.145	18.00	19.03	0.2	0.2	8.451	A
B - Dock Road	93.00	93.00	287.48	241.57	0.385	93.11	108.89	0.7	0.6	6.068	A
C - St Andrews Road	168.00	168.00	209.92	307.73	0.546	167.96	170.67	1.1	1.2	6.437	A
D - Thurrock Park Way	137.00	137.00	216.04	297.02	0.461	137.17	161.84	1.0	0.9	5.638	A
E - A1089 Dock Road	325.00	325.00	72.17	406.15	0.800	325.22	281.03	4.4	4.2	11.180	B

Existing Situation - 2020 with Committed Development plus Development, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	15.38	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2020 with Committed Development plus Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:00 - 13:15	From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	1.00	9.00	27.00	53.00	
	C - St Andrews Road	0.00	14.00	5.00	35.00	127.00	
	D - Thurrock Park Way	0.00	40.00	29.00	0.00	102.00	
	E - A1089 Dock Road	18.00	69.00	125.00	80.00	2.00	

Demand (Veh/TS)

 13:15 -
13:30

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	5.00	32.00	66.00
	C - St Andrews Road	0.00	5.00	4.00	28.00	135.00
	D - Thurrock Park Way	0.00	29.00	36.00	1.00	84.00
	E - A1089 Dock Road	18.00	90.00	171.00	79.00	0.00

Demand (Veh/TS)

 13:30 -
13:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	8.00	30.00	60.00
	C - St Andrews Road	0.00	10.00	7.00	35.00	139.00
	D - Thurrock Park Way	0.00	39.00	34.00	3.00	76.00
	E - A1089 Dock Road	18.00	52.00	183.00	78.00	4.00

Demand (Veh/TS)

 13:45 -
14:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	9.00	25.00	58.00
	C - St Andrews Road	0.00	8.00	8.00	29.00	142.00
	D - Thurrock Park Way	0.00	23.00	31.00	1.00	82.00
	E - A1089 Dock Road	18.00	77.00	150.00	107.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	87
	B - Dock Road	0	0	6	5	19
	C - St Andrews Road	0	3	65	6	63
	D - Thurrock Park Way	0	2	9	0	6
	E - A1089 Dock Road	88	16	63	11	14

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.17	10.02	0.2	B	18.00	72.00
B - Dock Road	0.47	8.02	0.9	A	96.75	387.00
C - St Andrews Road	0.63	8.22	1.7	A	182.75	731.02
D - Thurrock Park Way	0.58	7.15	1.4	A	152.50	610.00
E - A1089 Dock Road	0.92	24.46	9.3	C	334.96	1339.84

Main Results for each time segment

13:00 - 13:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	361.49	129.15	0.139	17.84	18.81	0.0	0.2	8.074	A
B - Dock Road	91.00	91.00	255.47	256.39	0.355	90.45	123.86	0.0	0.5	5.406	A
C - St Andrews Road	181.00	181.00	179.52	317.58	0.570	179.70	166.40	0.0	1.3	6.467	A
D - Thurrock Park Way	171.00	171.00	218.45	294.11	0.581	169.64	140.77	0.0	1.4	7.155	A
E - A1089 Dock Road	294.00	294.00	89.30	388.11	0.758	291.00	298.78	0.0	3.0	9.011	A

13:15 - 13:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	409.38	109.42	0.165	17.97	18.73	0.2	0.2	9.841	A
B - Dock Road	104.00	104.00	303.74	223.82	0.465	103.69	123.61	0.5	0.9	7.471	A
C - St Andrews Road	172.00	172.00	194.48	301.71	0.570	171.99	212.95	1.3	1.3	6.937	A
D - Thurrock Park Way	150.00	150.00	227.72	285.97	0.525	150.24	138.75	1.4	1.1	6.645	A
E - A1089 Dock Road	358.00	358.00	76.13	388.11	0.923	351.98	301.83	3.0	9.0	21.934	C

13:30 - 13:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	409.86	107.78	0.167	18.00	18.97	0.2	0.2	10.024	B
B - Dock Road	99.00	99.00	325.12	211.13	0.469	98.98	102.74	0.9	0.9	8.022	A
C - St Andrews Road	191.00	191.00	192.77	307.58	0.621	190.71	231.33	1.3	1.6	7.679	A
D - Thurrock Park Way	152.00	152.00	237.69	280.72	0.541	151.95	145.79	1.1	1.2	6.985	A
E - A1089 Dock Road	335.00	335.00	93.83	371.64	0.902	334.99	295.81	9.0	9.0	24.455	C

13:45 - 14:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	406.45	111.94	0.161	18.01	19.04	0.2	0.2	9.581	A
B - Dock Road	93.00	93.00	315.81	221.18	0.420	93.14	108.65	0.9	0.7	7.038	A
C - St Andrews Road	187.00	187.00	209.70	296.31	0.631	186.93	199.25	1.6	1.7	8.218	A
D - Thurrock Park Way	137.00	137.00	235.05	279.97	0.489	137.19	161.57	1.2	1.0	6.314	A
E - A1089 Dock Road	353.00	353.00	72.19	396.32	0.890	353.30	300.05	9.0	8.7	21.378	C

Junctions 9
ARCADY 9 - Roundabout Module
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Filename: ASDA Rbt - PM Peak.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\2020

Report generation date: 25/10/2017 09:49:27

- » Existing Situation - 2017 Base, PM
- » Existing Situation - 2020 with Committed Development, PM
- » Existing Situation - 2020 with Committed Development plus Development, PM

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
Existing Situation - 2017 Base				
A - London Distribution Park	0.3	4.20	0.21	A
B - Dock Road	0.6	4.45	0.37	A
C - St Andrews Road	1.8	6.56	0.65	A
D - Thurrock Park Way	3.0	12.68	0.76	B
E - A1089 Dock Road	1.4	4.72	0.58	A
Existing Situation - 2020 with Committed Development				
A - London Distribution Park	0.2	7.21	0.15	A
B - Dock Road	0.8	5.45	0.44	A
C - St Andrews Road	2.3	7.73	0.70	A
D - Thurrock Park Way	4.3	16.98	0.83	C
E - A1089 Dock Road	2.0	6.26	0.67	A
Existing Situation - 2020 with Committed Development plus Development				
A - London Distribution Park	0.2	7.66	0.16	A
B - Dock Road	0.8	5.86	0.46	A
C - St Andrews Road	3.3	10.31	0.78	B
D - Thurrock Park Way	5.9	22.57	0.88	C
E - A1089 Dock Road	2.6	7.59	0.73	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	ASDA Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2017 Base	PM	DIRECT	17:00	18:00	60	15	✓
D4	2020 with Committed Development	PM	DIRECT	17:00	18:00	60	15	✓
D5	2020 with Committed Development plus Development	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

Existing Situation - 2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	6.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2017 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:00 - 17:15	From	A - London Distribution Park	0.00	7.00	4.00	5.00	40.00
		B - Dock Road	0.00	0.00	4.00	26.00	61.00
		C - St Andrews Road	0.00	10.00	5.00	21.00	215.00
		D - Thurrock Park Way	1.00	46.00	13.00	1.00	148.00
		E - A1089 Dock Road	4.00	89.00	64.00	78.00	1.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:15 - 17:30	From	A - London Distribution Park	0.00	3.00	0.00	8.00	34.00
		B - Dock Road	0.00	0.00	9.00	38.00	69.00
		C - St Andrews Road	3.00	7.00	4.00	23.00	140.00
		D - Thurrock Park Way	1.00	32.00	25.00	1.00	123.00
		E - A1089 Dock Road	3.00	104.00	70.00	89.00	1.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:30 - 17:45	From	A - London Distribution Park	0.00	1.00	1.00	8.00	33.00
		B - Dock Road	0.00	0.00	5.00	27.00	72.00
		C - St Andrews Road	3.00	7.00	7.00	21.00	122.00
		D - Thurrock Park Way	0.00	49.00	8.00	1.00	176.00
		E - A1089 Dock Road	9.00	91.00	44.00	84.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:45 - 18:00	From	A - London Distribution Park	0.00	6.00	1.00	6.00	24.00
		B - Dock Road	0.00	0.00	9.00	42.00	62.00
		C - St Andrews Road	2.00	9.00	4.00	15.00	119.00
		D - Thurrock Park Way	0.00	35.00	18.00	1.00	109.00
		E - A1089 Dock Road	7.00	88.00	72.00	85.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
	A - London Distribution Park	0	0	33	0	5
	B - Dock Road	0	0	4	5	0
	C - St Andrews Road	25	0	55	8	22
	D - Thurrock Park Way	0	0	13	25	4
	E - A1089 Dock Road	52	1	60	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.21	4.20	0.3	A	45.25	181.00
B - Dock Road	0.37	4.45	0.6	A	106.00	424.00
C - St Andrews Road	0.65	6.56	1.8	A	184.25	737.00
D - Thurrock Park Way	0.76	12.68	3.0	B	197.00	788.00
E - A1089 Dock Road	0.58	4.72	1.4	A	245.76	983.02

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	56.00	56.00	304.97	269.84	0.208	55.74	4.97	0.0	0.3	4.198	A
B - Dock Road	91.00	91.00	209.88	330.76	0.275	90.62	150.83	0.0	0.4	3.748	A
C - St Andrews Road	251.00	251.00	211.06	384.54	0.653	249.16	89.45	0.0	1.8	6.562	A
D - Thurrock Park Way	209.00	209.00	329.87	274.24	0.762	205.98	130.35	0.0	3.0	12.680	B
E - A1089 Dock Road	236.00	236.00	75.01	454.10	0.520	234.93	460.84	0.0	1.1	4.087	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	45.00	45.00	333.14	260.22	0.173	45.05	6.99	0.3	0.2	4.185	A
B - Dock Road	116.00	116.00	231.86	317.67	0.365	115.81	146.33	0.4	0.6	4.455	A
C - St Andrews Road	177.00	177.00	239.75	372.38	0.475	177.93	107.92	1.8	0.9	4.651	A
D - Thurrock Park Way	182.00	182.00	258.83	311.22	0.585	183.58	158.84	3.0	1.4	7.137	A
E - A1089 Dock Road	267.00	267.00	73.45	456.99	0.584	266.68	368.96	1.1	1.4	4.721	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	43.00	43.00	291.26	283.93	0.151	43.03	11.99	0.2	0.2	3.735	A
B - Dock Road	104.00	104.00	186.40	347.30	0.299	104.14	147.89	0.6	0.4	3.702	A
C - St Andrews Road	160.00	160.00	225.25	377.65	0.424	160.17	65.29	0.9	0.7	4.143	A
D - Thurrock Park Way	234.00	234.00	244.22	322.16	0.726	232.88	141.20	1.4	2.6	9.955	A
E - A1089 Dock Road	228.00	228.00	74.83	465.58	0.490	228.42	402.27	1.4	1.0	3.800	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	37.00	37.00	312.03	268.82	0.138	37.02	9.01	0.2	0.2	3.882	A
B - Dock Road	113.00	113.00	210.80	326.69	0.346	112.91	138.25	0.4	0.5	4.208	A
C - St Andrews Road	149.00	149.00	219.91	381.51	0.391	149.10	103.80	0.7	0.6	3.875	A
D - Thurrock Park Way	163.00	163.00	220.11	332.30	0.491	164.58	148.90	2.6	1.0	5.417	A
E - A1089 Dock Road	252.00	252.00	69.32	450.95	0.559	251.71	315.36	1.0	1.3	4.510	A

Existing Situation - 2020 with Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	8.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2020 with Committed Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	4.00	27.00	73.00
	C - St Andrews Road	0.00	10.00	6.00	22.00	224.00
	D - Thurrock Park Way	0.00	48.00	13.00	1.00	153.00
	E - A1089 Dock Road	17.00	97.00	67.00	81.00	1.00

Demand (Veh/TS)

 17:15 -
17:30

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	9.00	39.00	82.00
	C - St Andrews Road	0.00	7.00	5.00	24.00	146.00
	D - Thurrock Park Way	0.00	33.00	26.00	1.00	127.00
	E - A1089 Dock Road	17.00	113.00	73.00	92.00	1.00

Demand (Veh/TS)

 17:30 -
17:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	5.00	28.00	85.00
	C - St Andrews Road	0.00	7.00	8.00	22.00	127.00
	D - Thurrock Park Way	0.00	51.00	8.00	1.00	182.00
	E - A1089 Dock Road	17.00	99.00	46.00	87.00	0.00

Demand (Veh/TS)

 17:45 -
18:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	9.00	44.00	74.00
	C - St Andrews Road	0.00	9.00	5.00	16.00	124.00
	D - Thurrock Park Way	0.00	36.00	19.00	1.00	113.00
	E - A1089 Dock Road	17.00	96.00	75.00	88.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	79
	B - Dock Road	0	0	4	5	11
	C - St Andrews Road	0	0	61	8	23
	D - Thurrock Park Way	0	0	13	25	4
	E - A1089 Dock Road	79	6	61	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.15	7.21	0.2	A	22.00	88.00
B - Dock Road	0.44	5.45	0.8	A	120.75	483.00
C - St Andrews Road	0.70	7.73	2.3	A	190.50	762.00
D - Thurrock Park Way	0.83	16.98	4.3	C	203.25	813.00
E - A1089 Dock Road	0.67	6.26	2.0	A	271.01	1084.03

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	321.22	156.47	0.141	21.84	17.90	0.0	0.2	6.676	A
B - Dock Road	105.00	105.00	188.66	309.98	0.339	104.49	154.40	0.0	0.5	4.369	A
C - St Andrews Road	262.00	262.00	203.86	373.97	0.701	259.73	89.29	0.0	2.3	7.733	A
D - Thurrock Park Way	215.00	215.00	333.40	260.19	0.826	210.74	130.19	0.0	4.3	16.976	C
E - A1089 Dock Road	263.00	263.00	77.63	434.17	0.606	261.49	466.51	0.0	1.5	5.169	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	351.24	146.73	0.150	21.99	17.98	0.2	0.2	7.214	A
B - Dock Road	131.00	131.00	218.75	295.70	0.443	130.72	154.47	0.5	0.8	5.446	A
C - St Andrews Road	182.00	182.00	236.59	359.55	0.506	183.24	112.89	2.3	1.0	5.139	A
D - Thurrock Park Way	187.00	187.00	264.03	296.72	0.630	189.52	155.80	4.3	1.7	8.584	A
E - A1089 Dock Road	296.00	296.00	73.74	438.68	0.675	295.48	379.81	1.5	2.0	6.260	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	307.43	162.95	0.135	22.02	18.03	0.2	0.2	6.388	A
B - Dock Road	119.00	119.00	171.59	321.58	0.370	119.20	157.85	0.8	0.6	4.451	A
C - St Andrews Road	164.00	164.00	223.37	363.81	0.451	164.21	67.41	1.0	0.8	4.515	A
D - Thurrock Park Way	242.00	242.00	249.28	307.64	0.787	240.29	138.30	1.7	3.5	13.032	B
E - A1089 Dock Road	249.00	249.00	75.70	446.71	0.557	249.76	413.87	2.0	1.3	4.588	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	329.05	152.86	0.144	21.99	17.98	0.2	0.2	6.876	A
B - Dock Road	128.00	128.00	208.66	300.88	0.425	127.86	142.38	0.6	0.7	5.197	A
C - St Andrews Road	154.00	154.00	228.78	363.10	0.424	154.09	107.74	0.8	0.7	4.309	A
D - Thurrock Park Way	169.00	169.00	234.04	314.11	0.538	171.28	148.83	3.5	1.2	6.400	A
E - A1089 Dock Road	276.00	276.00	71.47	434.13	0.636	275.56	333.85	1.3	1.7	5.659	A

Existing Situation - 2020 with Committed Development plus Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	11.21	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2020 with Committed Development plus Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	4.00	27.00	73.00
	C - St Andrews Road	0.00	10.00	6.00	22.00	247.00
	D - Thurrock Park Way	0.00	48.00	13.00	1.00	153.00
	E - A1089 Dock Road	17.00	97.00	81.00	81.00	1.00

Demand (Veh/TS)

 17:15 -
17:30

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	9.00	39.00	82.00
	C - St Andrews Road	0.00	7.00	5.00	24.00	169.00
	D - Thurrock Park Way	0.00	33.00	26.00	1.00	127.00
	E - A1089 Dock Road	17.00	113.00	87.00	92.00	1.00

Demand (Veh/TS)

 17:30 -
17:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	5.00	28.00	85.00
	C - St Andrews Road	0.00	7.00	8.00	22.00	151.00
	D - Thurrock Park Way	0.00	51.00	8.00	1.00	182.00
	E - A1089 Dock Road	17.00	99.00	60.00	87.00	0.00

Demand (Veh/TS)

 17:45 -
18:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	9.00	44.00	74.00
	C - St Andrews Road	0.00	9.00	5.00	16.00	148.00
	D - Thurrock Park Way	0.00	36.00	19.00	1.00	113.00
	E - A1089 Dock Road	17.00	96.00	89.00	88.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	79
	B - Dock Road	0	0	4	5	11
	C - St Andrews Road	0	0	61	8	26
	D - Thurrock Park Way	0	0	13	25	4
	E - A1089 Dock Road	79	6	67	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.16	7.66	0.2	A	22.00	88.00
B - Dock Road	0.46	5.86	0.8	A	120.75	483.00
C - St Andrews Road	0.78	10.31	3.3	B	214.00	856.00
D - Thurrock Park Way	0.88	22.57	5.9	C	203.25	813.00
E - A1089 Dock Road	0.73	7.59	2.6	A	285.01	1140.03

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	334.36	149.55	0.147	21.83	17.88	0.0	0.2	7.038	A
B - Dock Road	105.00	105.00	202.28	298.55	0.352	104.46	153.91	0.0	0.5	4.624	A
C - St Andrews Road	285.00	285.00	203.74	365.91	0.779	281.66	103.01	0.0	3.3	10.310	B
D - Thurrock Park Way	215.00	215.00	355.36	244.60	0.879	209.11	130.03	0.0	5.9	22.575	C
E - A1089 Dock Road	277.00	277.00	77.11	422.57	0.656	275.13	487.37	0.0	1.9	6.032	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	365.47	139.39	0.158	21.99	17.97	0.2	0.2	7.665	A
B - Dock Road	131.00	131.00	232.71	283.88	0.461	130.69	154.74	0.5	0.8	5.863	A
C - St Andrews Road	205.00	205.00	236.51	351.81	0.583	206.92	126.89	3.3	1.4	6.291	A
D - Thurrock Park Way	187.00	187.00	287.66	281.35	0.665	190.85	155.78	5.9	2.0	10.340	B
E - A1089 Dock Road	310.00	310.00	74.15	427.17	0.726	309.30	404.36	1.9	2.6	7.586	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	321.54	156.04	0.141	22.02	18.04	0.2	0.2	6.718	A
B - Dock Road	119.00	119.00	185.76	310.35	0.383	119.22	157.80	0.8	0.6	4.715	A
C - St Andrews Road	188.00	188.00	223.46	356.30	0.528	188.29	81.53	1.4	1.1	5.368	A
D - Thurrock Park Way	242.00	242.00	273.37	292.09	0.828	239.66	138.38	2.0	4.4	16.457	C
E - A1089 Dock Road	263.00	263.00	75.56	434.64	0.605	264.02	437.46	2.6	1.6	5.305	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	343.10	145.55	0.151	21.99	17.97	0.2	0.2	7.283	A
B - Dock Road	128.00	128.00	222.58	289.00	0.443	127.84	142.51	0.6	0.8	5.578	A
C - St Andrews Road	178.00	178.00	228.73	355.16	0.501	178.12	121.68	1.1	1.0	5.088	A
D - Thurrock Park Way	169.00	169.00	258.06	298.77	0.566	172.06	148.79	4.4	1.3	7.270	A
E - A1089 Dock Road	290.00	290.00	71.66	422.40	0.687	289.41	358.45	1.6	2.1	6.735	A

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: ASDA Rbt - AM Peak 2027.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\2027

Report generation date: 25/10/2017 15:54:13

»Existing Situation - 2027 with Committed Development, AM

»Existing Situation - 2027 with Committed Development plus Development, AM

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
Existing Situation - 2027 with Committed Development				
A - London Distribution Park	0.2	10.89	0.14	B
B - Dock Road	3.0	15.04	0.76	C
C - St Andrews Road	1.0	7.17	0.51	A
D - Thurrock Park Way	0.8	5.92	0.45	A
E - A1089 Dock Road	22.4	38.54	1.00	E
Existing Situation - 2027 with Committed Development plus Development				
A - London Distribution Park	0.2	11.41	0.15	B
B - Dock Road	4.2	21.06	0.83	C
C - St Andrews Road	1.6	9.75	0.63	A
D - Thurrock Park Way	0.9	6.80	0.49	A
E - A1089 Dock Road	53.0	77.08	1.09	F

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	ASDA Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2027 with Committed Development	AM	DIRECT	08:15	09:15	60	15	✓
D3	2027 with Committed Development plus Development	AM	DIRECT	08:15	09:15	60	15	✓

Analysis Set Details

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

Existing Situation - 2027 with Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	23.45	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2027 with Committed Development	AM	DIRECT	08:15	09:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:15 - 08:30

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	7.00	23.00	109.00
	C - St Andrews Road	0.00	5.00	8.00	20.00	99.00
	D - Thurrock Park Way	0.00	19.00	34.00	2.00	69.00
	E - A1089 Dock Road	21.00	83.00	135.00	132.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	7.00	44.00	127.00
	C - St Andrews Road	0.00	3.00	3.00	24.00	95.00
	D - Thurrock Park Way	0.00	13.00	30.00	1.00	71.00
	E - A1089 Dock Road	21.00	68.00	174.00	118.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	7.00	47.00	84.00
	C - St Andrews Road	0.00	0.00	7.00	17.00	90.00
	D - Thurrock Park Way	0.00	30.00	31.00	2.00	63.00
	E - A1089 Dock Road	21.00	88.00	178.00	159.00	0.00

Demand (Veh/TS)

09:00 - 09:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	11.00
	B - Dock Road	0.00	0.00	3.00	31.00	65.00
	C - St Andrews Road	0.00	8.00	4.00	30.00	96.00
	D - Thurrock Park Way	0.00	28.00	25.00	1.00	66.00
	E - A1089 Dock Road	11.00	83.00	135.00	130.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	91
	B - Dock Road	0	0	13	5	10
	C - St Andrews Road	0	4	57	7	75
	D - Thurrock Park Way	0	4	7	8	16
	E - A1089 Dock Road	55	11	42	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.14	10.89	0.2	B	13.25	53.00
B - Dock Road	0.76	15.04	3.0	C	139.25	557.00
C - St Andrews Road	0.51	7.17	1.0	A	127.24	508.97
D - Thurrock Park Way	0.45	5.92	0.8	A	121.25	485.00
E - A1089 Dock Road	1.00	38.54	22.4	E	389.24	1556.95

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	413.27	116.49	0.120	13.86	21.73	0.0	0.1	8.758	A
B - Dock Road	140.00	140.00	321.31	247.70	0.565	138.73	105.82	0.0	1.3	8.168	A
C - St Andrews Road	132.00	132.00	278.03	258.17	0.511	130.97	182.00	0.0	1.0	7.020	A
D - Thurrock Park Way	124.00	124.00	233.99	274.37	0.452	123.18	175.01	0.0	0.8	5.921	A
E - A1089 Dock Road	371.00	371.00	68.53	447.54	0.829	366.48	288.65	0.0	4.5	10.580	B

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	409.25	114.82	0.122	14.00	21.95	0.1	0.1	8.926	A
B - Dock Road	179.00	179.00	339.15	235.53	0.760	177.31	84.09	1.3	3.0	15.037	C
C - St Andrews Road	125.00	125.00	303.29	250.56	0.499	125.02	213.17	1.0	1.0	7.170	A
D - Thurrock Park Way	115.00	115.00	241.94	270.85	0.425	115.07	186.37	0.8	0.7	5.779	A
E - A1089 Dock Road	381.00	381.00	51.12	445.96	0.855	380.08	305.89	4.5	5.4	13.393	B

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	478.70	96.60	0.145	13.97	21.25	0.1	0.2	10.889	B
B - Dock Road	139.00	139.00	378.19	218.15	0.637	140.15	114.48	3.0	1.8	11.703	B
C - St Andrews Road	114.00	114.00	301.79	245.68	0.464	114.13	216.55	1.0	0.9	6.848	A
D - Thurrock Park Way	126.00	126.00	197.05	295.80	0.426	126.00	218.87	0.7	0.7	5.299	A
E - A1089 Dock Road	446.00	446.00	70.91	444.17	1.004	429.03	252.14	5.4	22.4	38.538	E

09:00 - 09:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	11.00	11.00	431.45	111.58	0.099	11.06	11.94	0.2	0.1	8.958	A
B - Dock Road	99.00	99.00	320.06	250.47	0.395	100.15	122.45	1.8	0.7	6.033	A
C - St Andrews Road	138.00	138.00	245.66	280.48	0.492	137.92	174.55	0.9	1.0	6.308	A
D - Thurrock Park Way	120.00	120.00	184.73	300.46	0.399	120.07	198.85	0.7	0.7	4.990	A
E - A1089 Dock Road	359.00	359.00	66.05	452.34	0.793	377.34	238.75	22.4	4.1	14.687	B

Existing Situation - 2027 with Committed Development plus Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	43.51	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 with Committed Development plus Development	AM	DIRECT	08:15	09:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
08:15 - 08:30	From	A - London Distribution Park	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	7.00	23.00	109.00
	C - St Andrews Road	0.00	5.00	8.00	20.00	123.00
	D - Thurrock Park Way	0.00	19.00	34.00	2.00	69.00
	E - A1089 Dock Road	21.00	83.00	161.00	132.00	0.00

Demand (Veh/TS)

 08:30 -
08:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	7.00	44.00	127.00
	C - St Andrews Road	0.00	3.00	3.00	24.00	119.00
	D - Thurrock Park Way	0.00	13.00	30.00	1.00	71.00
	E - A1089 Dock Road	21.00	68.00	200.00	118.00	0.00

Demand (Veh/TS)

 08:45 -
09:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
	B - Dock Road	1.00	0.00	7.00	47.00	84.00
	C - St Andrews Road	0.00	0.00	7.00	17.00	114.00
	D - Thurrock Park Way	0.00	30.00	31.00	2.00	63.00
	E - A1089 Dock Road	21.00	88.00	203.00	159.00	0.00

Demand (Veh/TS)

 09:00 -
09:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	11.00
	B - Dock Road	0.00	0.00	3.00	31.00	65.00
	C - St Andrews Road	0.00	8.00	4.00	30.00	116.00
	D - Thurrock Park Way	0.00	28.00	25.00	1.00	66.00
	E - A1089 Dock Road	11.00	83.00	153.00	130.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	91
	B - Dock Road	0	0	13	5	10
	C - St Andrews Road	0	4	57	7	80
	D - Thurrock Park Way	0	4	7	8	16
	E - A1089 Dock Road	55	11	47	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.15	11.41	0.2	B	13.25	53.00
B - Dock Road	0.83	21.06	4.2	C	139.25	557.00
C - St Andrews Road	0.63	9.75	1.6	A	150.24	600.96
D - Thurrock Park Way	0.49	6.80	0.9	A	121.25	485.00
E - A1089 Dock Road	1.09	77.08	53.0	F	412.97	1651.90

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	435.65	106.78	0.131	13.85	21.55	0.0	0.1	9.669	A
B - Dock Road	140.00	140.00	344.42	230.24	0.608	138.49	105.08	0.0	1.5	9.659	A
C - St Andrews Road	156.00	156.00	276.66	249.21	0.626	154.37	206.25	0.0	1.6	9.338	A
D - Thurrock Park Way	124.00	124.00	257.25	254.56	0.487	123.06	173.79	0.0	0.9	6.798	A
E - A1089 Dock Road	397.00	397.00	68.44	435.98	0.911	388.77	311.87	0.0	8.2	16.875	C

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	433.18	104.19	0.134	14.00	21.84	0.1	0.2	9.978	A
B - Dock Road	179.00	179.00	363.29	216.62	0.826	176.31	83.89	1.5	4.2	21.056	C
C - St Andrews Road	149.00	149.00	301.85	241.37	0.617	149.00	237.75	1.6	1.6	9.746	A
D - Thurrock Park Way	115.00	115.00	265.24	251.05	0.458	115.08	185.61	0.9	0.9	6.625	A
E - A1089 Dock Road	407.00	407.00	51.15	434.07	0.938	403.87	329.17	8.2	11.4	26.410	D

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	479.95	92.87	0.151	13.98	20.23	0.2	0.2	11.406	B
B - Dock Road	139.00	139.00	384.02	209.34	0.664	141.14	109.91	4.2	2.1	13.584	B
C - St Andrews Road	138.00	138.00	294.42	239.39	0.577	138.24	230.74	1.6	1.4	8.921	A
D - Thurrock Park Way	126.00	126.00	221.87	275.12	0.458	126.01	210.79	0.9	0.9	6.038	A
E - A1089 Dock Road	471.00	471.00	70.91	433.07	1.087	429.27	276.97	11.4	53.1	77.082	F

09:00 - 09:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	11.00	11.00	475.68	95.49	0.115	11.04	13.17	0.2	0.1	10.664	B
B - Dock Road	99.00	99.00	359.45	224.22	0.442	100.25	127.27	2.1	0.8	7.333	A
C - St Andrews Road	158.00	158.00	254.63	266.60	0.592	157.96	205.08	1.4	1.4	8.278	A
D - Thurrock Park Way	120.00	120.00	204.83	283.12	0.424	120.11	207.75	0.9	0.7	5.526	A
E - A1089 Dock Road	377.00	377.00	66.07	441.18	0.853	422.78	258.87	53.1	7.3	60.139	F

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: ASDA Rbt - Inter Peak 2027.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\2027

Report generation date: 25/10/2017 15:58:41

»Existing Situation - 2027 with Committed Development, Inter Peak

»Existing Situation - 2027 with Committed Development plus Development, Inter Peak

Summary of junction performance

	Inter Peak			
	Queue (Veh)	Delay (s)	RFC	LOS
	Existing Situation - 2027 with Committed Development			
A - London Distribution Park	0.2	10.66	0.18	B
B - Dock Road	1.2	9.34	0.54	A
C - St Andrews Road	1.8	8.62	0.65	A
D - Thurrock Park Way	1.9	8.72	0.66	A
E - A1089 Dock Road	12.0	31.50	0.95	D
	Existing Situation - 2027 with Committed Development plus Development			
A - London Distribution Park	0.2	11.86	0.19	B
B - Dock Road	1.3	10.90	0.58	B
C - St Andrews Road	2.7	11.57	0.73	B
D - Thurrock Park Way	2.2	10.26	0.70	B
E - A1089 Dock Road	46.8	108.68	1.04	F

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Asda Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 with Committed Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓
D5	2027 with Committed Development plus Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Analysis Set Details

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

Existing Situation - 2027 with Committed Development, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	18.77	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 with Committed Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

13:00 - 13:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	1.00	11.00	31.00	60.00
	C - St Andrews Road	0.00	16.00	6.00	41.00	124.00
	D - Thurrock Park Way	0.00	45.00	33.00	0.00	117.00
	E - A1089 Dock Road	18.00	78.00	111.00	92.00	2.00

Demand (Veh/TS)

13:15 - 13:30

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	6.00	37.00	74.00
	C - St Andrews Road	0.00	6.00	4.00	32.00	132.00
	D - Thurrock Park Way	0.00	33.00	42.00	1.00	97.00
	E - A1089 Dock Road	18.00	102.00	163.00	91.00	0.00

Demand (Veh/TS)

13:30 - 13:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	10.00	35.00	67.00
	C - St Andrews Road	0.00	12.00	8.00	41.00	137.00
	D - Thurrock Park Way	0.00	44.00	39.00	4.00	87.00
	E - A1089 Dock Road	18.00	58.00	178.00	90.00	5.00

Demand (Veh/TS)

13:45 - 14:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	11.00	29.00	65.00
	C - St Andrews Road	0.00	10.00	9.00	33.00	141.00
	D - Thurrock Park Way	0.00	26.00	36.00	1.00	94.00
	E - A1089 Dock Road	18.00	87.00	139.00	123.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	87
	B - Dock Road	0	0	6	5	18
	C - St Andrews Road	0	3	64	6	57
	D - Thurrock Park Way	0	2	9	0	6
	E - A1089 Dock Road	88	14	60	11	14

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.18	10.66	0.2	B	18.00	72.00
B - Dock Road	0.54	9.34	1.2	A	110.25	441.00
C - St Andrews Road	0.65	8.62	1.8	A	188.01	752.02
D - Thurrock Park Way	0.66	8.72	1.9	A	174.75	699.00
E - A1089 Dock Road	0.95	31.50	12.0	D	347.95	1391.79

Main Results for each time segment

13:00 - 13:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	380.21	126.88	0.142	17.84	18.81	0.0	0.2	8.241	A
B - Dock Road	104.00	104.00	258.41	260.66	0.399	103.34	139.64	0.0	0.7	5.697	A
C - St Andrews Road	187.00	187.00	202.31	321.30	0.582	185.63	159.44	0.0	1.4	6.570	A
D - Thurrock Park Way	195.00	195.00	225.36	294.52	0.662	193.10	162.58	0.0	1.9	8.719	A
E - A1089 Dock Road	301.00	301.00	101.06	395.97	0.760	297.96	317.40	0.0	3.0	8.926	A

13:15 - 13:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	434.22	105.33	0.171	17.96	18.63	0.2	0.2	10.296	B
B - Dock Road	118.00	118.00	312.27	225.27	0.524	117.58	139.91	0.7	1.1	8.324	A
C - St Andrews Road	174.00	174.00	218.70	304.39	0.572	174.02	211.14	1.4	1.3	6.907	A
D - Thurrock Park Way	173.00	173.00	233.66	287.29	0.602	173.36	159.06	1.9	1.5	7.928	A
E - A1089 Dock Road	374.00	374.00	87.17	395.02	0.947	365.68	319.84	3.0	11.4	25.485	D

13:30 - 13:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	437.53	102.37	0.176	17.99	18.94	0.2	0.2	10.664	B
B - Dock Road	113.00	113.00	339.53	209.20	0.540	112.93	115.99	1.1	1.2	9.338	A
C - St Andrews Road	198.00	198.00	218.53	309.79	0.639	197.62	233.93	1.3	1.7	7.994	A
D - Thurrock Park Way	174.00	174.00	246.55	280.38	0.621	173.94	169.60	1.5	1.6	8.446	A
E - A1089 Dock Road	349.00	349.00	107.78	375.99	0.929	348.70	312.71	11.4	11.7	31.495	D

13:45 - 14:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	432.57	107.40	0.168	18.01	19.05	0.2	0.2	10.068	B
B - Dock Road	106.00	106.00	327.12	221.33	0.479	106.22	123.46	1.2	0.9	7.835	A
C - St Andrews Road	193.00	193.00	236.61	297.14	0.650	192.91	196.73	1.7	1.8	8.623	A
D - Thurrock Park Way	157.00	157.00	244.12	279.34	0.562	157.30	185.40	1.6	1.3	7.396	A
E - A1089 Dock Road	368.00	368.00	83.28	403.37	0.911	368.35	318.15	11.7	11.3	26.574	D

Existing Situation - 2027 with Committed Development plus Development, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	54.62	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 with Committed Development plus Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:00 - 13:15	From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	1.00	11.00	31.00	60.00	
	C - St Andrews Road	0.00	16.00	6.00	41.00	143.00	
	D - Thurrock Park Way	0.00	45.00	33.00	0.00	117.00	
	E - A1089 Dock Road	18.00	78.00	139.00	92.00	2.00	

Demand (Veh/TS)

 13:15 -
13:30

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	6.00	37.00	74.00
	C - St Andrews Road	0.00	6.00	4.00	32.00	152.00
	D - Thurrock Park Way	0.00	33.00	42.00	1.00	97.00
	E - A1089 Dock Road	18.00	102.00	192.00	91.00	0.00

Demand (Veh/TS)

 13:30 -
13:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	10.00	35.00	67.00
	C - St Andrews Road	0.00	12.00	8.00	41.00	156.00
	D - Thurrock Park Way	0.00	44.00	39.00	4.00	87.00
	E - A1089 Dock Road	18.00	58.00	206.00	90.00	5.00

Demand (Veh/TS)

 13:45 -
14:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	11.00	29.00	65.00
	C - St Andrews Road	0.00	10.00	9.00	33.00	160.00
	D - Thurrock Park Way	0.00	26.00	36.00	1.00	94.00
	E - A1089 Dock Road	18.00	87.00	168.00	123.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	87
	B - Dock Road	0	0	6	5	18
	C - St Andrews Road	0	3	64	6	62
	D - Thurrock Park Way	0	2	9	0	6
	E - A1089 Dock Road	88	14	62	11	14

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.19	11.86	0.2	B	18.00	72.00
B - Dock Road	0.58	10.90	1.3	B	110.25	441.00
C - St Andrews Road	0.73	11.57	2.7	B	207.26	829.03
D - Thurrock Park Way	0.70	10.26	2.2	B	174.75	699.00
E - A1089 Dock Road	1.04	108.68	46.8	F	376.28	1505.13

Main Results for each time segment

13:00 - 13:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	406.06	115.61	0.156	17.82	18.71	0.0	0.2	9.187	A
B - Dock Road	104.00	104.00	284.78	242.01	0.430	103.26	139.10	0.0	0.7	6.454	A
C - St Andrews Road	206.00	206.00	201.70	310.78	0.663	204.09	186.33	0.0	1.9	8.295	A
D - Thurrock Park Way	195.00	195.00	243.82	278.41	0.700	192.75	161.97	0.0	2.3	10.255	B
E - A1089 Dock Road	329.00	329.00	100.88	387.36	0.849	323.90	335.69	0.0	5.1	13.276	B

13:15 - 13:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	447.58	98.13	0.183	17.96	17.95	0.2	0.2	11.219	B
B - Dock Road	118.00	118.00	329.60	211.72	0.557	117.51	135.94	0.7	1.2	9.502	A
C - St Andrews Road	194.00	194.00	215.18	295.62	0.656	194.00	231.94	1.9	1.9	8.858	A
D - Thurrock Park Way	173.00	173.00	253.59	269.99	0.641	173.42	155.59	2.3	1.8	9.365	A
E - A1089 Dock Road	403.00	403.00	87.21	387.62	1.040	378.32	339.80	5.1	29.8	52.234	F

13:30 - 13:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	455.23	93.83	0.192	17.99	18.38	0.2	0.2	11.862	B
B - Dock Road	113.00	113.00	357.18	195.32	0.579	112.89	116.04	1.2	1.3	10.898	B
C - St Andrews Road	217.00	217.00	215.32	301.10	0.721	216.43	254.75	1.9	2.5	10.547	B
D - Thurrock Park Way	174.00	174.00	265.00	263.89	0.659	173.93	166.74	1.8	1.9	9.989	A
E - A1089 Dock Road	377.00	377.00	107.72	369.77	1.022	365.88	331.21	29.8	40.9	94.842	F

13:45 - 14:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	454.73	96.71	0.186	18.00	18.79	0.2	0.2	11.435	B
B - Dock Road	106.00	106.00	352.66	202.36	0.524	106.22	120.08	1.3	1.1	9.384	A
C - St Andrews Road	212.00	212.00	232.66	289.32	0.733	211.83	226.22	2.5	2.7	11.570	B
D - Thurrock Park Way	157.00	157.00	263.31	262.45	0.598	157.37	181.18	1.9	1.5	8.597	A
E - A1089 Dock Road	397.00	397.00	83.33	393.96	1.003	390.19	337.35	40.9	47.7	108.676	F

Junctions 9
ARCADY 9 - Roundabout Module
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Filename: ASDA Rbt - PM Peak 2027.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\2027

Report generation date: 25/10/2017 16:05:38

»Existing Situation - 2027 with Committed Development, PM

»Existing Situation - 2027 with Committed Development plus Development, PM

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
Existing Situation - 2027 with Committed Development				
A - London Distribution Park	0.2	8.09	0.17	A
B - Dock Road	1.0	6.49	0.51	A
C - St Andrews Road	4.0	11.74	0.81	B
D - Thurrock Park Way	16.5	45.48	1.01	E
E - A1089 Dock Road	3.0	8.34	0.76	A
Existing Situation - 2027 with Committed Development plus Development				
A - London Distribution Park	0.2	8.69	0.18	A
B - Dock Road	1.1	7.08	0.54	A
C - St Andrews Road	6.9	17.81	0.89	C
D - Thurrock Park Way	26.0	65.68	1.08	F
E - A1089 Dock Road	4.0	10.72	0.81	B

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	ASDA Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 with Committed Development	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 with Committed Development plus Development	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

Existing Situation - 2027 with Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	17.26	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 with Committed Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	5.00	30.00	81.00
	C - St Andrews Road	0.00	12.00	7.00	24.00	252.00
	D - Thurrock Park Way	0.00	54.00	15.00	1.00	173.00
	E - A1089 Dock Road	17.00	109.00	75.00	91.00	1.00

Demand (Veh/TS)

17:15 - 17:30

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	10.00	44.00	91.00
	C - St Andrews Road	0.00	8.00	5.00	27.00	164.00
	D - Thurrock Park Way	0.00	37.00	29.00	1.00	143.00
	E - A1089 Dock Road	17.00	126.00	82.00	104.00	1.00

Demand (Veh/TS)

17:30 - 17:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	6.00	31.00	94.00
	C - St Andrews Road	0.00	8.00	9.00	24.00	143.00
	D - Thurrock Park Way	0.00	57.00	9.00	1.00	205.00
	E - A1089 Dock Road	17.00	111.00	52.00	98.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	10.00	49.00	82.00
	C - St Andrews Road	0.00	10.00	5.00	17.00	140.00
	D - Thurrock Park Way	0.00	41.00	21.00	1.00	127.00
	E - A1089 Dock Road	17.00	108.00	85.00	99.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	79
	B - Dock Road	0	0	4	5	10
	C - St Andrews Road	0	0	60	8	23
	D - Thurrock Park Way	0	0	13	25	4
	E - A1089 Dock Road	79	5	61	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.17	8.09	0.2	A	22.00	88.00
B - Dock Road	0.51	6.49	1.0	A	134.25	537.00
C - St Andrews Road	0.81	11.74	4.0	B	213.75	855.00
D - Thurrock Park Way	1.01	45.48	16.5	E	228.75	915.00
E - A1089 Dock Road	0.76	8.34	3.0	A	302.51	1210.04

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	358.06	145.21	0.152	21.82	17.88	0.0	0.2	7.283	A
B - Dock Road	117.00	117.00	208.48	300.76	0.389	116.37	171.40	0.0	0.6	4.864	A
C - St Andrews Road	295.00	295.00	224.52	364.17	0.810	291.02	100.34	0.0	4.0	11.739	B
D - Thurrock Park Way	243.00	243.00	370.73	240.20	1.012	226.49	144.81	0.0	16.5	45.479	E
E - A1089 Dock Road	293.00	293.00	84.98	433.33	0.676	290.96	512.23	0.0	2.0	6.234	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	396.01	133.26	0.165	21.98	17.96	0.2	0.2	8.087	A
B - Dock Road	146.00	146.00	243.15	283.93	0.514	145.59	174.84	0.6	1.0	6.486	A
C - St Andrews Road	204.00	204.00	262.35	347.66	0.587	206.53	126.38	4.0	1.4	6.490	A
D - Thurrock Park Way	210.00	210.00	293.17	281.78	0.746	223.41	175.72	16.5	3.1	18.597	C
E - A1089 Dock Road	330.00	330.00	84.93	435.97	0.757	329.04	431.65	2.0	3.0	8.336	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	345.06	151.73	0.145	22.02	18.05	0.2	0.2	6.939	A
B - Dock Road	132.00	132.00	190.92	313.09	0.422	132.31	176.17	1.0	0.7	4.988	A
C - St Andrews Road	184.00	184.00	246.64	352.77	0.522	184.34	76.59	1.4	1.1	5.356	A
D - Thurrock Park Way	272.00	272.00	276.45	293.33	0.927	266.22	154.53	3.1	8.9	28.431	D
E - A1089 Dock Road	278.00	278.00	83.79	445.59	0.624	279.32	458.88	3.0	1.7	5.456	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	370.90	140.05	0.157	21.99	17.97	0.2	0.2	7.623	A
B - Dock Road	142.00	142.00	231.59	289.45	0.491	141.79	161.29	0.7	1.0	6.086	A
C - St Andrews Road	172.00	172.00	252.64	351.90	0.489	172.14	120.74	1.1	1.0	5.010	A
D - Thurrock Park Way	190.00	190.00	259.05	301.31	0.631	197.13	165.73	8.9	1.7	9.210	A
E - A1089 Dock Road	309.00	309.00	80.62	432.25	0.715	308.24	375.56	1.7	2.4	7.212	A

Existing Situation - 2027 with Committed Development plus Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	23.73	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 with Committed Development plus Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:00 - 17:15	From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	5.00	30.00	81.00	
	C - St Andrews Road	0.00	12.00	7.00	24.00	275.00	
	D - Thurrock Park Way	0.00	54.00	15.00	1.00	173.00	
	E - A1089 Dock Road	17.00	109.00	89.00	91.00	1.00	

Demand (Veh/TS)

 17:15 -
17:30

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	10.00	44.00	91.00
	C - St Andrews Road	0.00	8.00	5.00	27.00	188.00
	D - Thurrock Park Way	0.00	37.00	29.00	1.00	143.00
	E - A1089 Dock Road	17.00	126.00	96.00	104.00	1.00

Demand (Veh/TS)

 17:30 -
17:45

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	6.00	31.00	94.00
	C - St Andrews Road	0.00	8.00	9.00	24.00	167.00
	D - Thurrock Park Way	0.00	57.00	9.00	1.00	205.00
	E - A1089 Dock Road	17.00	111.00	66.00	98.00	0.00

Demand (Veh/TS)

 17:45 -
18:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	10.00	49.00	82.00
	C - St Andrews Road	0.00	10.00	5.00	17.00	163.00
	D - Thurrock Park Way	0.00	41.00	21.00	1.00	127.00
	E - A1089 Dock Road	17.00	108.00	98.00	99.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	79
	B - Dock Road	0	0	4	5	10
	C - St Andrews Road	0	0	60	8	26
	D - Thurrock Park Way	0	0	13	25	4
	E - A1089 Dock Road	79	5	66	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.18	8.69	0.2	A	22.00	88.00
B - Dock Road	0.54	7.08	1.1	A	134.25	537.00
C - St Andrews Road	0.89	17.81	6.9	C	237.25	949.00
D - Thurrock Park Way	1.08	65.68	26.0	F	228.75	915.00
E - A1089 Dock Road	0.81	10.72	4.0	B	316.26	1265.04

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	368.67	139.10	0.158	21.81	17.85	0.0	0.2	7.650	A
B - Dock Road	117.00	117.00	221.45	289.78	0.404	116.33	169.03	0.0	0.7	5.169	A
C - St Andrews Road	318.00	318.00	224.31	356.41	0.892	311.13	113.47	0.0	6.9	17.815	C
D - Thurrock Park Way	243.00	243.00	390.99	225.22	1.079	216.91	144.45	0.0	26.1	65.676	F
E - A1089 Dock Road	307.00	307.00	82.07	424.21	0.724	304.46	525.83	0.0	2.5	7.368	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	412.02	125.57	0.175	21.98	17.94	0.2	0.2	8.685	A
B - Dock Road	146.00	146.00	257.34	272.12	0.537	145.53	176.66	0.7	1.1	7.085	A
C - St Andrews Road	228.00	228.00	262.18	340.18	0.670	232.78	140.69	6.9	2.1	8.735	A
D - Thurrock Park Way	210.00	210.00	319.24	264.82	0.794	231.81	175.73	26.1	4.3	38.571	E
E - A1089 Dock Road	344.00	344.00	87.44	424.93	0.809	342.53	463.61	2.5	4.0	10.717	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	358.75	144.98	0.152	22.03	18.08	0.2	0.2	7.320	A
B - Dock Road	132.00	132.00	205.28	301.80	0.437	132.35	175.50	1.1	0.8	5.321	A
C - St Andrews Road	208.00	208.00	246.84	345.47	0.602	208.55	90.80	2.1	1.5	6.601	A
D - Thurrock Park Way	272.00	272.00	300.67	277.48	0.980	262.20	154.71	4.3	14.1	42.557	E
E - A1089 Dock Road	292.00	292.00	82.89	435.22	0.671	293.94	479.98	4.0	2.1	6.456	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	384.84	133.04	0.165	21.98	17.96	0.2	0.2	8.103	A
B - Dock Road	142.00	142.00	244.57	278.37	0.510	141.76	162.25	0.8	1.0	6.575	A
C - St Andrews Road	195.00	195.00	252.57	344.24	0.566	195.21	133.76	1.5	1.3	6.048	A
D - Thurrock Park Way	190.00	190.00	282.10	286.32	0.664	202.05	165.68	14.1	2.0	12.181	B
E - A1089 Dock Road	322.00	322.00	81.82	421.92	0.763	320.98	402.34	2.1	3.1	8.822	A

Junctions 9
ARCADY 9 - Roundabout Module
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Filename: ASDA Rbt - AM Peak Mitigation.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Mitigation\2020

Report generation date: 25/10/2017 10:42:06

«Mitigation - 2020 with Committed Development plus Development, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
Mitigation - 2020 with Committed Development plus Development				
A - London Distribution Park	0.2	10.59	0.14	B
B - Dock Road	2.1	12.12	0.69	B
C - St Andrews Road	1.0	6.53	0.51	A
D - Thurrock Park Way	0.7	5.72	0.42	A
E - A1089 Dock Road	17.7	33.61	0.98	D

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	ASDA Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

Mitigation - 2020 with Committed Development plus Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	20.39	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.42	8.11	37.0	36.0	116.0	27.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.568	631.147
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2020 with Committed Development plus Development	AM	DIRECT	08:15	09:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:15 - 08:30	From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
		B - Dock Road	1.00	0.00	6.00	21.00	99.00
		C - St Andrews Road	0.00	4.00	7.00	18.00	113.00
		D - Thurrock Park Way	0.00	17.00	30.00	2.00	62.00
		E - A1089 Dock Road	21.00	75.00	146.00	118.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:30 - 08:45	From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
		B - Dock Road	1.00	0.00	6.00	39.00	114.00
		C - St Andrews Road	0.00	3.00	3.00	22.00	109.00
		D - Thurrock Park Way	0.00	11.00	27.00	1.00	63.00
		E - A1089 Dock Road	21.00	62.00	182.00	106.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:45 - 09:00	From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
		B - Dock Road	1.00	0.00	6.00	42.00	76.00
		C - St Andrews Road	0.00	0.00	6.00	16.00	104.00
		D - Thurrock Park Way	0.00	27.00	28.00	2.00	56.00
		E - A1089 Dock Road	21.00	80.00	185.00	142.00	0.00

Demand (Veh/TS)

 09:00 -
09:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	11.00
	B - Dock Road	0.00	0.00	3.00	28.00	59.00
	C - St Andrews Road	0.00	7.00	4.00	27.00	106.00
	D - Thurrock Park Way	0.00	25.00	23.00	1.00	59.00
	E - A1089 Dock Road	11.00	75.00	139.00	116.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	91
	B - Dock Road	0	0	13	5	11
	C - St Andrews Road	0	4	58	7	80
	D - Thurrock Park Way	0	4	7	8	16
	E - A1089 Dock Road	55	12	47	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.14	10.59	0.2	B	13.25	53.00
B - Dock Road	0.69	12.12	2.1	B	125.50	502.00
C - St Andrews Road	0.51	6.53	1.0	A	137.24	548.98
D - Thurrock Park Way	0.42	5.72	0.7	A	108.50	434.00
E - A1089 Dock Road	0.98	33.61	17.7	D	374.99	1499.95

Main Results for each time segment
08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	394.55	118.61	0.118	13.87	21.74	0.0	0.1	8.582	A
B - Dock Road	127.00	127.00	313.45	245.01	0.518	125.94	94.96	0.0	1.1	7.494	A
C - St Andrews Road	142.00	142.00	252.43	280.49	0.506	140.99	186.96	0.0	1.0	6.406	A
D - Thurrock Park Way	111.00	111.00	236.15	266.84	0.416	110.30	157.27	0.0	0.7	5.724	A
E - A1089 Dock Road	360.00	360.00	60.60	438.14	0.822	355.69	285.85	0.0	4.3	10.430	B

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	394.10	115.73	0.121	14.00	21.94	0.1	0.1	8.846	A
B - Dock Road	160.00	160.00	332.05	232.14	0.689	158.93	76.05	1.1	2.1	12.116	B
C - St Andrews Road	137.00	137.00	273.84	274.83	0.498	137.01	217.14	1.0	1.0	6.530	A
D - Thurrock Park Way	102.00	102.00	243.34	263.56	0.387	102.07	167.51	0.7	0.6	5.577	A
E - A1089 Dock Road	371.00	371.00	46.10	434.96	0.853	369.94	299.31	4.3	5.4	13.547	B

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	458.17	98.94	0.142	13.97	21.44	0.1	0.2	10.589	B
B - Dock Road	125.00	125.00	367.61	216.79	0.577	125.73	104.53	2.1	1.4	9.964	A
C - St Andrews Road	126.00	126.00	273.35	269.94	0.467	126.12	219.99	1.0	0.9	6.262	A
D - Thurrock Park Way	113.00	113.00	201.71	287.50	0.393	112.99	197.76	0.6	0.6	5.157	A
E - A1089 Dock Road	428.00	428.00	63.92	435.02	0.984	415.68	250.78	5.4	17.7	33.613	D

09:00 - 09:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	11.00	11.00	403.46	116.63	0.094	11.06	11.77	0.2	0.1	8.530	A
B - Dock Road	90.00	90.00	305.01	252.18	0.357	90.83	109.51	1.4	0.6	5.607	A
C - St Andrews Road	144.00	144.00	220.53	303.33	0.475	143.99	175.32	0.9	0.9	5.648	A
D - Thurrock Park Way	108.00	108.00	187.59	293.90	0.367	108.06	176.92	0.6	0.6	4.846	A
E - A1089 Dock Road	341.00	341.00	60.04	442.81	0.770	355.18	235.61	17.7	3.5	11.831	B

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: ASDA Rbt - Inter Peak Mitigation.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Mitigation\2020

Report generation date: 25/10/2017 09:55:33

«Mitigation - 2020 with Committed Development plus Development, Inter Peak

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	Inter Peak			
	Queue (Veh)	Delay (s)	RFC	LOS
	Mitigation - 2020 with Committed Development plus Development			
A - London Distribution Park	0.2	10.02	0.17	B
B - Dock Road	0.9	8.02	0.47	A
C - St Andrews Road	1.4	6.61	0.58	A
D - Thurrock Park Way	1.4	7.16	0.58	A
E - A1089 Dock Road	9.3	24.46	0.92	C

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Asda Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

Mitigation - 2020 with Committed Development plus Development, Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	14.96	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.42	8.11	37.0	36.0	116.0	27.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.568	631.147
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2020 with Committed Development plus Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:00 - 13:15	From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
		B - Dock Road	1.00	1.00	9.00	27.00	53.00
		C - St Andrews Road	0.00	14.00	5.00	35.00	127.00
		D - Thurrock Park Way	0.00	40.00	29.00	0.00	102.00
		E - A1089 Dock Road	18.00	69.00	125.00	80.00	2.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:15 - 13:30	From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
		B - Dock Road	1.00	0.00	5.00	32.00	66.00
		C - St Andrews Road	0.00	5.00	4.00	28.00	135.00
		D - Thurrock Park Way	0.00	29.00	36.00	1.00	84.00
		E - A1089 Dock Road	18.00	90.00	171.00	79.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:30 - 13:45	From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
		B - Dock Road	1.00	0.00	8.00	30.00	60.00
		C - St Andrews Road	0.00	10.00	7.00	35.00	139.00
		D - Thurrock Park Way	0.00	39.00	34.00	3.00	76.00
		E - A1089 Dock Road	18.00	52.00	183.00	78.00	4.00

Demand (Veh/TS)

 13:45 -
14:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	9.00	25.00	58.00
	C - St Andrews Road	0.00	8.00	8.00	29.00	142.00
	D - Thurrock Park Way	0.00	23.00	31.00	1.00	82.00
	E - A1089 Dock Road	18.00	77.00	150.00	107.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	87
	B - Dock Road	0	0	6	5	19
	C - St Andrews Road	0	3	65	6	63
	D - Thurrock Park Way	0	2	9	0	6
	E - A1089 Dock Road	88	16	63	11	14

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.17	10.02	0.2	B	18.00	72.00
B - Dock Road	0.47	8.02	0.9	A	96.75	387.00
C - St Andrews Road	0.58	6.61	1.4	A	182.75	731.01
D - Thurrock Park Way	0.58	7.16	1.4	A	152.50	610.00
E - A1089 Dock Road	0.92	24.46	9.3	C	334.96	1339.84

Main Results for each time segment
13:00 - 13:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	361.52	129.14	0.139	17.84	18.81	0.0	0.2	8.075	A
B - Dock Road	91.00	91.00	255.48	256.39	0.355	90.45	123.88	0.0	0.5	5.407	A
C - St Andrews Road	181.00	181.00	179.52	345.57	0.524	179.91	166.41	0.0	1.1	5.399	A
D - Thurrock Park Way	171.00	171.00	218.62	293.99	0.582	169.64	140.81	0.0	1.4	7.162	A
E - A1089 Dock Road	294.00	294.00	89.32	388.10	0.758	291.00	298.94	0.0	3.0	9.012	A

13:15 - 13:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	409.37	109.42	0.164	17.97	18.73	0.2	0.2	9.840	A
B - Dock Road	104.00	104.00	303.74	223.82	0.465	103.69	123.60	0.5	0.9	7.471	A
C - St Andrews Road	172.00	172.00	194.48	328.62	0.524	171.99	212.95	1.1	1.1	5.745	A
D - Thurrock Park Way	150.00	150.00	227.73	285.96	0.525	150.24	138.75	1.4	1.1	6.646	A
E - A1089 Dock Road	358.00	358.00	76.12	388.11	0.923	351.98	301.86	3.0	9.0	21.933	C

13:30 - 13:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	409.88	107.77	0.167	18.00	18.97	0.2	0.2	10.025	B
B - Dock Road	99.00	99.00	325.12	211.13	0.469	98.98	102.75	0.9	0.9	8.022	A
C - St Andrews Road	191.00	191.00	192.77	334.98	0.570	190.78	231.33	1.1	1.3	6.230	A
D - Thurrock Park Way	152.00	152.00	237.75	280.68	0.542	151.95	145.81	1.1	1.2	6.987	A
E - A1089 Dock Road	335.00	335.00	93.85	371.63	0.902	334.99	295.85	9.0	9.0	24.458	C

13:45 - 14:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	406.45	111.94	0.161	18.01	19.04	0.2	0.2	9.583	A
B - Dock Road	93.00	93.00	315.81	221.18	0.420	93.14	108.64	0.9	0.7	7.036	A
C - St Andrews Road	187.00	187.00	209.70	323.07	0.579	186.95	199.25	1.3	1.4	6.608	A
D - Thurrock Park Way	137.00	137.00	235.08	279.95	0.489	137.20	161.57	1.2	1.0	6.312	A
E - A1089 Dock Road	353.00	353.00	72.19	396.32	0.890	353.30	300.08	9.0	8.7	21.376	C

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Mitigation\2020

Report generation date: 25/10/2017 09:58:17

«Mitigation - 2020 with Committed Development plus Development, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
Mitigation - 2020 with Committed Development plus Development				
A - London Distribution Park	0.2	7.66	0.16	A
B - Dock Road	0.8	5.86	0.46	A
C - St Andrews Road	2.4	7.60	0.71	A
D - Thurrock Park Way	5.9	22.79	0.88	C
E - A1089 Dock Road	2.6	7.59	0.73	A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	ASDA Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

Mitigation - 2020 with Committed Development plus Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	10.54	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.42	8.11	37.0	36.0	116.0	27.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.568	631.147
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2020 with Committed Development plus Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:00 - 17:15	From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
		B - Dock Road	1.00	0.00	4.00	27.00	73.00
		C - St Andrews Road	0.00	10.00	6.00	22.00	247.00
		D - Thurrock Park Way	0.00	48.00	13.00	1.00	153.00
		E - A1089 Dock Road	17.00	97.00	81.00	81.00	1.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:15 - 17:30	From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
		B - Dock Road	1.00	0.00	9.00	39.00	82.00
		C - St Andrews Road	0.00	7.00	5.00	24.00	169.00
		D - Thurrock Park Way	0.00	33.00	26.00	1.00	127.00
		E - A1089 Dock Road	17.00	113.00	87.00	92.00	1.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:30 - 17:45	From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
		B - Dock Road	1.00	0.00	5.00	28.00	85.00
		C - St Andrews Road	0.00	7.00	8.00	22.00	151.00
		D - Thurrock Park Way	0.00	51.00	8.00	1.00	182.00
		E - A1089 Dock Road	17.00	99.00	60.00	87.00	0.00

Demand (Veh/TS)

 17:45 -
18:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	9.00	44.00	74.00
	C - St Andrews Road	0.00	9.00	5.00	16.00	148.00
	D - Thurrock Park Way	0.00	36.00	19.00	1.00	113.00
	E - A1089 Dock Road	17.00	96.00	89.00	88.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	79
	B - Dock Road	0	0	4	5	11
	C - St Andrews Road	0	0	61	8	26
	D - Thurrock Park Way	0	0	13	25	4
	E - A1089 Dock Road	79	6	67	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.16	7.66	0.2	A	22.00	88.00
B - Dock Road	0.46	5.86	0.8	A	120.75	483.00
C - St Andrews Road	0.71	7.60	2.4	A	214.00	856.00
D - Thurrock Park Way	0.88	22.79	5.9	C	203.25	813.00
E - A1089 Dock Road	0.73	7.59	2.6	A	285.01	1140.03

Main Results for each time segment
17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	334.39	149.54	0.147	21.83	17.88	0.0	0.2	7.039	A
B - Dock Road	105.00	105.00	202.30	298.54	0.352	104.46	153.92	0.0	0.5	4.624	A
C - St Andrews Road	285.00	285.00	203.74	398.70	0.715	282.57	103.02	0.0	2.4	7.600	A
D - Thurrock Park Way	215.00	215.00	356.21	244.12	0.881	209.04	130.10	0.0	6.0	22.793	C
E - A1089 Dock Road	277.00	277.00	77.14	422.55	0.656	275.13	488.11	0.0	1.9	6.032	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	365.46	139.40	0.158	21.99	17.97	0.2	0.2	7.665	A
B - Dock Road	131.00	131.00	232.71	283.88	0.461	130.69	154.73	0.5	0.8	5.863	A
C - St Andrews Road	205.00	205.00	236.51	384.19	0.534	206.28	126.89	2.4	1.2	5.093	A
D - Thurrock Park Way	187.00	187.00	287.05	281.70	0.664	190.92	155.74	6.0	2.0	10.316	B
E - A1089 Dock Road	310.00	310.00	74.13	427.18	0.726	309.29	403.84	1.9	2.6	7.585	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	321.54	156.04	0.141	22.02	18.04	0.2	0.2	6.718	A
B - Dock Road	119.00	119.00	185.76	310.35	0.383	119.22	157.79	0.8	0.6	4.715	A
C - St Andrews Road	188.00	188.00	223.46	388.74	0.484	188.21	81.53	1.2	0.9	4.492	A
D - Thurrock Park Way	242.00	242.00	273.30	292.13	0.828	239.66	138.37	2.0	4.4	16.442	C
E - A1089 Dock Road	263.00	263.00	75.56	434.64	0.605	264.02	437.40	2.6	1.6	5.307	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	343.09	145.55	0.151	21.99	17.97	0.2	0.2	7.283	A
B - Dock Road	128.00	128.00	222.57	289.00	0.443	127.84	142.51	0.6	0.8	5.578	A
C - St Andrews Road	178.00	178.00	228.73	387.63	0.459	178.09	121.68	0.9	0.9	4.296	A
D - Thurrock Park Way	169.00	169.00	258.04	298.78	0.566	172.05	148.79	4.4	1.3	7.266	A
E - A1089 Dock Road	290.00	290.00	71.65	422.41	0.687	289.41	358.44	1.6	2.1	6.735	A

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: ASDA Rbt - AM Peak - Sensitivity.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\Sensitivity Test\2020

Report generation date: 25/10/2017 16:16:41

«Sensitivity Test - 2020 with Committed Development plus Development, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
Sensitivity Test - 2020 with Committed Development plus Development				
A - London Distribution Park	0.2	10.78	0.14	B
B - Dock Road	2.3	12.85	0.70	B
C - St Andrews Road	1.3	8.31	0.57	A
D - Thurrock Park Way	0.7	5.85	0.42	A
E - A1089 Dock Road	22.1	39.87	1.00	E

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	ASDA Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

Sensitivity Test - 2020 with Committed Development plus Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	23.97	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 with Committed Development plus Development	AM	DIRECT	08:15	09:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:15 - 08:30	From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
		B - Dock Road	1.00	0.00	6.00	21.00	99.00
		C - St Andrews Road	0.00	4.00	7.00	18.00	117.00
		D - Thurrock Park Way	0.00	17.00	30.00	2.00	62.00
		E - A1089 Dock Road	21.00	75.00	153.00	118.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:30 - 08:45	From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
		B - Dock Road	1.00	0.00	6.00	39.00	114.00
		C - St Andrews Road	0.00	3.00	3.00	22.00	113.00
		D - Thurrock Park Way	0.00	11.00	27.00	1.00	63.00
		E - A1089 Dock Road	21.00	62.00	188.00	106.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:45 - 09:00	From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
		B - Dock Road	1.00	0.00	6.00	42.00	76.00
		C - St Andrews Road	0.00	0.00	6.00	16.00	108.00
		D - Thurrock Park Way	0.00	27.00	28.00	2.00	56.00
		E - A1089 Dock Road	21.00	80.00	191.00	142.00	0.00

Demand (Veh/TS)

 09:00 -
09:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	11.00
	B - Dock Road	0.00	0.00	3.00	28.00	59.00
	C - St Andrews Road	0.00	7.00	4.00	27.00	110.00
	D - Thurrock Park Way	0.00	25.00	23.00	1.00	59.00
	E - A1089 Dock Road	11.00	75.00	143.00	116.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	91
	B - Dock Road	0	0	13	5	11
	C - St Andrews Road	0	4	58	7	81
	D - Thurrock Park Way	0	4	7	8	16
	E - A1089 Dock Road	55	12	48	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.14	10.78	0.2	B	13.25	53.00
B - Dock Road	0.70	12.85	2.3	B	125.50	502.00
C - St Andrews Road	0.57	8.31	1.3	A	141.24	564.97
D - Thurrock Park Way	0.42	5.85	0.7	A	108.50	434.00
E - A1089 Dock Road	1.00	39.87	22.1	E	380.74	1522.94

Main Results for each time segment
08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	400.93	115.96	0.121	13.86	21.71	0.0	0.1	8.804	A
B - Dock Road	127.00	127.00	319.95	240.32	0.528	125.90	94.84	0.0	1.1	7.794	A
C - St Andrews Road	146.00	146.00	252.22	255.01	0.573	144.69	193.63	0.0	1.3	8.068	A
D - Thurrock Park Way	111.00	111.00	239.85	263.53	0.421	110.28	157.06	0.0	0.7	5.846	A
E - A1089 Dock Road	367.00	367.00	60.57	435.40	0.843	362.06	289.55	0.0	4.9	11.595	B

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	399.93	113.21	0.124	14.00	21.93	0.1	0.1	9.071	A
B - Dock Road	160.00	160.00	337.89	227.71	0.703	158.84	76.04	1.1	2.3	12.855	B
C - St Andrews Road	141.00	141.00	273.73	249.34	0.565	141.00	223.00	1.3	1.3	8.308	A
D - Thurrock Park Way	102.00	102.00	247.29	260.09	0.392	102.07	167.45	0.7	0.7	5.697	A
E - A1089 Dock Road	377.00	377.00	46.11	432.40	0.872	375.76	303.25	4.9	6.2	15.423	C

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	460.69	97.43	0.144	13.97	21.28	0.1	0.2	10.780	B
B - Dock Road	125.00	125.00	370.79	213.81	0.585	125.81	103.88	2.3	1.4	10.322	B
C - St Andrews Road	130.00	130.00	272.26	245.39	0.530	130.16	224.34	1.3	1.1	7.823	A
D - Thurrock Park Way	113.00	113.00	205.81	283.92	0.398	112.99	196.62	0.7	0.7	5.265	A
E - A1089 Dock Road	434.00	434.00	63.92	432.58	1.003	418.04	254.88	6.2	22.1	39.866	E

09:00 - 09:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	11.00	11.00	411.40	113.64	0.097	11.06	11.96	0.2	0.1	8.777	A
B - Dock Road	90.00	90.00	312.24	247.25	0.364	90.87	110.22	1.4	0.6	5.785	A
C - St Andrews Road	148.00	148.00	221.84	275.66	0.537	147.99	181.27	1.1	1.2	7.048	A
D - Thurrock Park Way	108.00	108.00	191.63	290.36	0.372	108.06	178.20	0.7	0.6	4.940	A
E - A1089 Dock Road	345.00	345.00	60.04	440.41	0.783	363.32	239.65	22.1	3.8	14.265	B

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: ASDA Rbt - Inter Peak - Sensitivity.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\Sensitivity Test\2020

Report generation date: 25/10/2017 16:19:30

«Sensitivity Test - 2020 with Committed Development plus Development, Inter Peak

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	Inter Peak			
	Queue (Veh)	Delay (s)	RFC	LOS
Sensitivity Test - 2020 with Committed Development plus Development				
A - London Distribution Park	0.2	10.35	0.17	B
B - Dock Road	0.9	8.36	0.48	A
C - St Andrews Road	1.9	8.78	0.65	A
D - Thurrock Park Way	1.4	7.39	0.59	A
E - A1089 Dock Road	11.2	30.14	0.94	D

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Asda Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

Sensitivity Test - 2020 with Committed Development plus Development, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	18.19	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 with Committed Development plus Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:00 - 13:15	From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
		B - Dock Road	1.00	1.00	9.00	27.00	53.00
		C - St Andrews Road	0.00	14.00	5.00	35.00	132.00
		D - Thurrock Park Way	0.00	40.00	29.00	0.00	102.00
		E - A1089 Dock Road	18.00	69.00	130.00	80.00	2.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:15 - 13:30	From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
		B - Dock Road	1.00	0.00	5.00	32.00	66.00
		C - St Andrews Road	0.00	5.00	4.00	28.00	140.00
		D - Thurrock Park Way	0.00	29.00	36.00	1.00	84.00
		E - A1089 Dock Road	18.00	90.00	176.00	79.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:30 - 13:45	From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
		B - Dock Road	1.00	0.00	8.00	30.00	60.00
		C - St Andrews Road	0.00	10.00	7.00	35.00	144.00
		D - Thurrock Park Way	0.00	39.00	34.00	3.00	76.00
		E - A1089 Dock Road	18.00	52.00	189.00	78.00	4.00

Demand (Veh/TS)

 13:45 -
14:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	9.00	25.00	58.00
	C - St Andrews Road	0.00	8.00	8.00	29.00	147.00
	D - Thurrock Park Way	0.00	23.00	31.00	1.00	82.00
	E - A1089 Dock Road	18.00	77.00	155.00	107.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	87
	B - Dock Road	0	0	6	5	19
	C - St Andrews Road	0	3	65	6	64
	D - Thurrock Park Way	0	2	9	0	6
	E - A1089 Dock Road	88	16	64	11	14

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.17	10.35	0.2	B	18.00	72.00
B - Dock Road	0.48	8.36	0.9	A	96.75	387.00
C - St Andrews Road	0.65	8.78	1.9	A	187.75	751.02
D - Thurrock Park Way	0.59	7.39	1.4	A	152.50	610.00
E - A1089 Dock Road	0.94	30.14	11.2	D	340.20	1360.81

Main Results for each time segment
13:00 - 13:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	366.20	126.87	0.142	17.84	18.80	0.0	0.2	8.242	A
B - Dock Road	91.00	91.00	260.24	252.66	0.360	90.44	123.79	0.0	0.6	5.529	A
C - St Andrews Road	186.00	186.00	179.44	315.20	0.590	184.59	171.24	0.0	1.4	6.820	A
D - Thurrock Park Way	171.00	171.00	223.34	289.97	0.590	169.59	140.69	0.0	1.4	7.392	A
E - A1089 Dock Road	299.00	299.00	89.27	385.80	0.775	295.72	303.66	0.0	3.3	9.668	A

13:15 - 13:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	413.09	107.38	0.168	17.96	18.67	0.2	0.2	10.060	B
B - Dock Road	104.00	104.00	307.77	220.39	0.472	103.68	123.29	0.6	0.9	7.690	A
C - St Andrews Road	177.00	177.00	194.20	299.66	0.591	176.98	217.24	1.4	1.4	7.333	A
D - Thurrock Park Way	150.00	150.00	232.70	281.73	0.532	150.25	138.49	1.4	1.2	6.861	A
E - A1089 Dock Road	363.00	363.00	76.14	385.95	0.941	355.63	306.82	3.3	10.7	25.077	D

13:30 - 13:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	415.61	104.93	0.172	17.99	18.95	0.2	0.2	10.352	B
B - Dock Road	99.00	99.00	330.76	206.59	0.479	98.97	102.84	0.9	0.9	8.360	A
C - St Andrews Road	196.00	196.00	192.67	305.41	0.642	195.68	237.06	1.4	1.8	8.174	A
D - Thurrock Park Way	152.00	152.00	242.64	276.47	0.550	151.95	145.71	1.2	1.2	7.223	A
E - A1089 Dock Road	341.00	341.00	93.83	369.43	0.924	340.74	300.76	10.7	10.9	30.139	D

13:45 - 14:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	411.40	109.48	0.164	18.01	19.04	0.2	0.2	9.839	A
B - Dock Road	93.00	93.00	320.88	217.14	0.428	93.15	108.52	0.9	0.8	7.266	A
C - St Andrews Road	192.00	192.00	209.58	294.31	0.652	191.91	204.46	1.8	1.8	8.777	A
D - Thurrock Park Way	137.00	137.00	240.06	275.70	0.497	137.20	161.43	1.2	1.0	6.510	A
E - A1089 Dock Road	358.00	358.00	72.20	394.00	0.907	358.24	305.06	10.9	10.7	25.860	D

Junctions 9
ARCADY 9 - Roundabout Module
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Filename: ASDA Rbt - PM Peak - Sensitivity.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\Sensitivity Test\2020

Report generation date: 25/10/2017 16:22:24

«Sensitivity Test - 2020 with Committed Development plus Development, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
Sensitivity Test - 2020 with Committed Development plus Development				
A - London Distribution Park	0.2	7.77	0.16	A
B - Dock Road	0.9	5.96	0.47	A
C - St Andrews Road	3.8	11.39	0.80	B
D - Thurrock Park Way	6.6	24.98	0.90	C
E - A1089 Dock Road	2.7	7.93	0.74	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	ASDA Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

Sensitivity Test - 2020 with Committed Development plus Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	12.10	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 with Committed Development plus Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:00 - 17:15	From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
		B - Dock Road	1.00	0.00	4.00	27.00	73.00
		C - St Andrews Road	0.00	10.00	6.00	22.00	256.00
		D - Thurrock Park Way	0.00	48.00	13.00	1.00	153.00
		E - A1089 Dock Road	17.00	97.00	83.00	81.00	1.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:15 - 17:30	From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
		B - Dock Road	1.00	0.00	9.00	39.00	82.00
		C - St Andrews Road	0.00	7.00	5.00	24.00	179.00
		D - Thurrock Park Way	0.00	33.00	26.00	1.00	127.00
		E - A1089 Dock Road	17.00	113.00	90.00	92.00	1.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:30 - 17:45	From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
		B - Dock Road	1.00	0.00	5.00	28.00	85.00
		C - St Andrews Road	0.00	7.00	8.00	22.00	160.00
		D - Thurrock Park Way	0.00	51.00	8.00	1.00	182.00
		E - A1089 Dock Road	17.00	99.00	63.00	87.00	0.00

Demand (Veh/TS)

 17:45 -
18:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	9.00	44.00	74.00
	C - St Andrews Road	0.00	9.00	5.00	16.00	157.00
	D - Thurrock Park Way	0.00	36.00	19.00	1.00	113.00
	E - A1089 Dock Road	17.00	96.00	92.00	88.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	79
	B - Dock Road	0	0	4	5	11
	C - St Andrews Road	0	0	61	8	26
	D - Thurrock Park Way	0	0	13	25	4
	E - A1089 Dock Road	79	6	68	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.16	7.77	0.2	A	22.00	88.00
B - Dock Road	0.47	5.96	0.9	A	120.75	483.00
C - St Andrews Road	0.80	11.39	3.8	B	223.25	893.00
D - Thurrock Park Way	0.90	24.98	6.6	C	203.25	813.00
E - A1089 Dock Road	0.74	7.93	2.7	A	287.76	1151.03

Main Results for each time segment
17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	336.07	148.54	0.148	21.83	17.88	0.0	0.2	7.094	A
B - Dock Road	105.00	105.00	204.18	296.84	0.354	104.46	153.71	0.0	0.5	4.665	A
C - St Andrews Road	294.00	294.00	203.72	365.78	0.804	290.16	104.93	0.0	3.8	11.386	B
D - Thurrock Park Way	215.00	215.00	363.90	239.72	0.897	208.36	129.98	0.0	6.6	24.981	C
E - A1089 Dock Road	279.00	279.00	76.87	420.84	0.663	277.07	495.38	0.0	1.9	6.180	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	368.58	137.82	0.160	21.98	17.97	0.2	0.2	7.768	A
B - Dock Road	131.00	131.00	235.70	281.37	0.466	130.68	154.87	0.5	0.9	5.961	A
C - St Andrews Road	215.00	215.00	236.49	351.54	0.612	217.23	129.89	3.8	1.6	6.810	A
D - Thurrock Park Way	187.00	187.00	297.95	275.52	0.679	191.46	155.77	6.6	2.2	11.233	B
E - A1089 Dock Road	313.00	313.00	74.33	424.91	0.737	312.22	415.07	1.9	2.7	7.927	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	324.55	154.55	0.142	22.02	18.04	0.2	0.2	6.793	A
B - Dock Road	119.00	119.00	188.81	307.92	0.386	119.23	157.76	0.9	0.6	4.774	A
C - St Andrews Road	197.00	197.00	223.48	356.08	0.553	197.35	84.56	1.6	1.3	5.682	A
D - Thurrock Park Way	242.00	242.00	282.42	286.90	0.843	239.39	138.40	2.2	4.8	17.998	C
E - A1089 Dock Road	266.00	266.00	75.51	432.26	0.615	267.09	446.31	2.7	1.6	5.483	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	346.14	143.98	0.153	21.99	17.97	0.2	0.2	7.377	A
B - Dock Road	128.00	128.00	225.56	286.47	0.447	127.84	142.57	0.6	0.8	5.667	A
C - St Andrews Road	187.00	187.00	228.72	354.90	0.527	187.13	124.67	1.3	1.1	5.368	A
D - Thurrock Park Way	169.00	169.00	267.06	293.64	0.576	172.42	148.79	4.8	1.4	7.624	A
E - A1089 Dock Road	293.00	293.00	71.74	420.14	0.698	292.37	367.74	1.6	2.2	7.008	A

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: ASDA Rbt - AM Peak - Sensitivity 2027.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\Sensitivity Test\2027

Report generation date: 25/10/2017 16:25:10

«Sensitivity Test - 2027 with Committed Development plus Development, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
Sensitivity Test - 2027 with Committed Development plus Development				
A - London Distribution Park	0.2	11.47	0.15	B
B - Dock Road	4.6	22.76	0.84	C
C - St Andrews Road	1.8	10.22	0.64	B
D - Thurrock Park Way	1.0	6.95	0.49	A
E - A1089 Dock Road	62.6	89.41	1.11	F

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	ASDA Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

Sensitivity Test - 2027 with Committed Development plus Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	49.89	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2027 with Committed Development plus Development	AM	DIRECT	08:15	09:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:15 - 08:30	From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
		B - Dock Road	1.00	0.00	7.00	23.00	109.00
		C - St Andrews Road	0.00	5.00	8.00	20.00	127.00
		D - Thurrock Park Way	0.00	19.00	34.00	2.00	69.00
		E - A1089 Dock Road	21.00	83.00	167.00	132.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:30 - 08:45	From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
		B - Dock Road	1.00	0.00	7.00	44.00	127.00
		C - St Andrews Road	0.00	3.00	3.00	24.00	123.00
		D - Thurrock Park Way	0.00	13.00	30.00	1.00	71.00
		E - A1089 Dock Road	21.00	68.00	207.00	118.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
08:45 - 09:00	From	A - London Distribution Park	0.00	0.00	0.00	0.00	14.00
		B - Dock Road	1.00	0.00	7.00	47.00	84.00
		C - St Andrews Road	0.00	0.00	7.00	17.00	118.00
		D - Thurrock Park Way	0.00	30.00	31.00	2.00	63.00
		E - A1089 Dock Road	21.00	88.00	210.00	159.00	0.00

Demand (Veh/TS)

 09:00 -
09:15

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	0.00	0.00	0.00	11.00
	B - Dock Road	0.00	0.00	3.00	31.00	65.00
	C - St Andrews Road	0.00	8.00	4.00	30.00	120.00
	D - Thurrock Park Way	0.00	28.00	25.00	1.00	66.00
	E - A1089 Dock Road	11.00	83.00	157.00	130.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	91
	B - Dock Road	0	0	13	5	10
	C - St Andrews Road	0	4	57	7	80
	D - Thurrock Park Way	0	4	7	8	16
	E - A1089 Dock Road	55	11	47	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.15	11.47	0.2	B	13.25	53.00
B - Dock Road	0.84	22.76	4.6	C	139.25	557.00
C - St Andrews Road	0.64	10.22	1.8	B	154.24	616.96
D - Thurrock Park Way	0.49	6.95	1.0	A	121.25	485.00
E - A1089 Dock Road	1.11	89.41	62.6	F	418.96	1675.85

Main Results for each time segment
08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	440.43	105.03	0.133	13.85	21.49	0.0	0.2	9.855	A
B - Dock Road	140.00	140.00	349.44	227.04	0.617	138.44	104.84	0.0	1.6	9.991	A
C - St Andrews Road	160.00	160.00	276.24	248.88	0.643	158.25	211.64	0.0	1.7	9.754	A
D - Thurrock Park Way	124.00	124.00	261.09	251.63	0.493	123.04	173.40	0.0	1.0	6.948	A
E - A1089 Dock Road	403.00	403.00	68.42	434.93	0.927	393.50	315.71	0.0	9.5	18.737	C

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	438.89	102.12	0.137	13.99	21.77	0.2	0.2	10.212	B
B - Dock Road	179.00	179.00	369.16	212.89	0.841	176.00	83.73	1.6	4.6	22.765	C
C - St Andrews Road	153.00	153.00	301.23	241.06	0.635	153.00	243.93	1.7	1.7	10.221	B
D - Thurrock Park Way	115.00	115.00	269.02	248.13	0.463	115.08	185.21	1.0	0.9	6.771	A
E - A1089 Dock Road	414.00	414.00	51.15	433.11	0.956	409.51	332.95	9.5	14.0	31.576	D

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	14.00	14.00	480.28	92.43	0.151	13.98	19.97	0.2	0.2	11.470	B
B - Dock Road	139.00	139.00	385.57	207.97	0.668	141.46	108.69	4.6	2.1	13.991	B
C - St Andrews Road	142.00	142.00	292.51	239.64	0.593	142.26	234.52	1.7	1.5	9.269	A
D - Thurrock Park Way	126.00	126.00	226.12	271.93	0.463	126.01	208.65	0.9	0.9	6.169	A
E - A1089 Dock Road	478.00	478.00	70.91	432.01	1.106	429.34	281.22	14.0	62.6	89.414	F

09:00 - 09:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	11.00	11.00	486.15	92.07	0.119	11.04	13.48	0.2	0.1	11.113	B
B - Dock Road	99.00	99.00	368.90	218.64	0.453	100.26	128.29	2.1	0.8	7.682	A
C - St Andrews Road	162.00	162.00	256.62	265.14	0.611	161.94	212.54	1.5	1.5	8.713	A
D - Thurrock Park Way	120.00	120.00	208.82	280.08	0.428	120.11	209.74	0.9	0.8	5.629	A
E - A1089 Dock Road	381.00	381.00	66.07	440.23	0.864	433.56	262.87	62.6	10.1	80.937	F

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: ASDA Rbt - Inter Peak - Sensitivity 2027.j9
Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\Sensitivity Test\2027
Report generation date: 25/10/2017 16:27:44

- «Sensitivity Test - 2027 with Committed Development plus Development, Inter Peak
- »Junction Network
 - »Arms
 - »Traffic Demand
 - »Origin-Destination Data
 - »Vehicle Mix
 - »Results

Summary of junction performance

	Inter Peak			
	Queue (Veh)	Delay (s)	RFC	LOS
Sensitivity Test - 2027 with Committed Development plus Development				
A - London Distribution Park	0.2	11.97	0.19	B
B - Dock Road	1.4	11.06	0.58	B
C - St Andrews Road	3.0	12.52	0.75	B
D - Thurrock Park Way	2.4	10.74	0.71	B
E - A1089 Dock Road	63.3	141.39	1.06	F

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Asda Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

Sensitivity Test - 2027 with Committed Development plus Development, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	69.69	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2027 with Committed Development plus Development	Inter Peak	DIRECT	13:00	14:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:00 - 13:15	From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
		B - Dock Road	1.00	1.00	11.00	31.00	60.00
		C - St Andrews Road	0.00	16.00	6.00	41.00	148.00
		D - Thurrock Park Way	0.00	45.00	33.00	0.00	117.00
		E - A1089 Dock Road	18.00	78.00	144.00	92.00	2.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:15 - 13:30	From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
		B - Dock Road	1.00	0.00	6.00	37.00	74.00
		C - St Andrews Road	0.00	6.00	4.00	32.00	157.00
		D - Thurrock Park Way	0.00	33.00	42.00	1.00	97.00
		E - A1089 Dock Road	18.00	102.00	197.00	91.00	0.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
13:30 - 13:45	From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
		B - Dock Road	1.00	0.00	10.00	35.00	67.00
		C - St Andrews Road	0.00	12.00	8.00	41.00	161.00
		D - Thurrock Park Way	0.00	44.00	39.00	4.00	87.00
		E - A1089 Dock Road	18.00	58.00	211.00	90.00	5.00

Demand (Veh/TS)

 13:45 -
14:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	17.00
	B - Dock Road	1.00	0.00	11.00	29.00	65.00
	C - St Andrews Road	0.00	10.00	9.00	33.00	165.00
	D - Thurrock Park Way	0.00	26.00	36.00	1.00	94.00
	E - A1089 Dock Road	18.00	87.00	173.00	123.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	0	0	0	87
	B - Dock Road	0	0	6	5	18
	C - St Andrews Road	0	3	64	6	63
	D - Thurrock Park Way	0	2	9	0	6
	E - A1089 Dock Road	88	14	63	11	14

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.19	11.97	0.2	B	18.00	72.00
B - Dock Road	0.58	11.06	1.4	B	110.25	441.00
C - St Andrews Road	0.75	12.52	3.0	B	212.26	849.03
D - Thurrock Park Way	0.71	10.74	2.4	B	174.75	699.00
E - A1089 Dock Road	1.06	141.39	63.3	F	381.20	1524.79

Main Results for each time segment
13:00 - 13:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	410.37	113.44	0.159	17.81	18.68	0.0	0.2	9.394	A
B - Dock Road	104.00	104.00	289.26	238.40	0.436	103.24	138.93	0.0	0.8	6.622	A
C - St Andrews Road	211.00	211.00	201.52	308.59	0.684	208.90	190.97	0.0	2.1	8.852	A
D - Thurrock Park Way	195.00	195.00	248.65	274.27	0.711	192.64	161.78	0.0	2.4	10.738	B
E - A1089 Dock Road	334.00	334.00	100.82	385.15	0.867	328.23	340.46	0.0	5.8	14.599	B

13:15 - 13:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	447.79	97.31	0.185	17.96	17.74	0.2	0.2	11.335	B
B - Dock Road	118.00	118.00	330.99	209.84	0.562	117.51	134.76	0.8	1.3	9.695	A
C - St Andrews Road	199.00	199.00	214.16	293.96	0.677	199.00	234.34	2.1	2.1	9.476	A
D - Thurrock Park Way	173.00	173.00	258.59	265.70	0.651	173.44	154.57	2.4	1.9	9.808	A
E - A1089 Dock Road	408.00	408.00	87.22	385.52	1.059	378.31	344.81	5.8	35.5	59.847	F

13:30 - 13:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	455.11	93.16	0.193	17.99	18.12	0.2	0.2	11.968	B
B - Dock Road	113.00	113.00	357.34	194.09	0.582	112.89	115.76	1.3	1.4	11.063	B
C - St Andrews Road	222.00	222.00	213.89	299.59	0.741	221.35	256.34	2.1	2.7	11.394	B
D - Thurrock Park Way	174.00	174.00	269.81	259.67	0.670	173.93	165.44	1.9	2.0	10.480	B
E - A1089 Dock Road	382.00	382.00	107.71	367.87	1.041	365.52	336.03	35.5	51.9	115.374	F

13:45 - 14:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	18.00	18.00	454.19	95.95	0.188	18.00	18.56	0.2	0.2	11.549	B
B - Dock Road	106.00	106.00	354.02	200.24	0.529	106.21	118.17	1.4	1.1	9.597	A
C - St Andrews Road	217.00	217.00	230.26	288.33	0.753	216.81	229.97	2.7	2.9	12.522	B
D - Thurrock Park Way	157.00	157.00	268.38	258.10	0.608	157.40	178.69	2.0	1.6	8.977	A
E - A1089 Dock Road	402.00	402.00	83.35	391.29	1.021	389.40	342.43	51.9	64.5	141.390	F

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: ASDA Rbt - PM Peak - Sensitivity 2027.j9

Path: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Junction Assessments\Arcady\DCO Sub\ASDA Rbt\Existing\Sensitivity Test\2027

Report generation date: 25/10/2017 16:30:21

«Sensitivity Test - 2027 with Committed Development plus Development, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
Sensitivity Test - 2027 with Committed Development plus Development				
A - London Distribution Park	0.2	8.98	0.18	A
B - Dock Road	1.2	7.23	0.54	A
C - St Andrews Road	8.5	20.62	0.92	C
D - Thurrock Park Way	29.3	72.78	1.10	F
E - A1089 Dock Road	4.3	11.41	0.82	B

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	ASDA Roundabout
Location	
Site number	
Date	02/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

Sensitivity Test - 2027 with Committed Development plus Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Asda Roundabout	Standard Roundabout	A, B, C, D, E	26.12	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road	
C	St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road	3.70	7.30	22.5	21.0	116.0	32.0	
C - St Andrews Road	7.30	7.30	0.0	40.0	116.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - London Distribution Park	0.460	449.879
B - Dock Road	0.464	458.508
C - St Andrews Road	0.548	585.683
D - Thurrock Park Way	0.471	464.299
E - A1089 Dock Road	0.550	592.526

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2027 with Committed Development plus Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - London Distribution Park		DIRECT	✓	100.000
B - Dock Road		DIRECT	✓	100.000
C - St Andrews Road		DIRECT	✓	100.000
D - Thurrock Park Way		DIRECT	✓	100.000
E - A1089 Dock Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:00 - 17:15	From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
		B - Dock Road	1.00	0.00	5.00	30.00	81.00
		C - St Andrews Road	0.00	12.00	7.00	24.00	284.00
		D - Thurrock Park Way	0.00	54.00	15.00	1.00	173.00
		E - A1089 Dock Road	17.00	109.00	92.00	91.00	1.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:15 - 17:30	From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
		B - Dock Road	1.00	0.00	10.00	44.00	91.00
		C - St Andrews Road	0.00	8.00	5.00	27.00	197.00
		D - Thurrock Park Way	0.00	37.00	29.00	1.00	143.00
		E - A1089 Dock Road	17.00	126.00	99.00	104.00	1.00

Demand (Veh/TS)

		To					
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
17:30 - 17:45	From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
		B - Dock Road	1.00	0.00	6.00	31.00	94.00
		C - St Andrews Road	0.00	8.00	9.00	24.00	176.00
		D - Thurrock Park Way	0.00	57.00	9.00	1.00	205.00
		E - A1089 Dock Road	17.00	111.00	68.00	98.00	0.00

Demand (Veh/TS)

 17:45 -
18:00

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0.00	1.00	0.00	0.00	21.00
	B - Dock Road	1.00	0.00	10.00	49.00	82.00
	C - St Andrews Road	0.00	10.00	5.00	17.00	172.00
	D - Thurrock Park Way	0.00	41.00	21.00	1.00	127.00
	E - A1089 Dock Road	17.00	108.00	101.00	99.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road	C - St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	52	0	0	79
	B - Dock Road	0	0	4	5	10
	C - St Andrews Road	0	0	60	8	26
	D - Thurrock Park Way	0	0	13	25	4
	E - A1089 Dock Road	79	5	67	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - London Distribution Park	0.18	8.98	0.2	A	22.00	88.00
B - Dock Road	0.54	7.23	1.2	A	134.25	537.00
C - St Andrews Road	0.92	20.62	8.5	C	246.25	985.00
D - Thurrock Park Way	1.10	72.78	29.3	F	228.75	915.01
E - A1089 Dock Road	0.82	11.41	4.3	B	319.01	1276.04

Main Results for each time segment
17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	370.53	136.04	0.162	21.81	17.85	0.0	0.2	7.866	A
B - Dock Road	117.00	117.00	224.12	287.44	0.407	116.32	168.22	0.0	0.7	5.238	A
C - St Andrews Road	327.00	327.00	224.25	356.32	0.918	318.56	116.19	0.0	8.4	20.623	C
D - Thurrock Park Way	243.00	243.00	398.51	220.91	1.100	213.64	144.30	0.0	29.4	72.775	F
E - A1089 Dock Road	310.00	310.00	81.05	422.49	0.734	307.33	531.11	0.0	2.7	7.648	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	415.65	122.20	0.180	21.97	17.93	0.2	0.2	8.978	A
B - Dock Road	146.00	146.00	260.38	269.54	0.542	145.52	177.25	0.7	1.2	7.229	A
C - St Andrews Road	237.00	237.00	262.13	339.96	0.697	243.06	143.77	8.4	2.4	9.833	A
D - Thurrock Park Way	210.00	210.00	329.43	259.06	0.811	234.39	175.76	29.4	5.0	50.942	F
E - A1089 Dock Road	347.00	347.00	88.23	422.51	0.821	345.36	475.59	2.7	4.3	11.408	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	360.53	142.06	0.155	22.03	18.09	0.2	0.2	7.502	A
B - Dock Road	132.00	132.00	207.42	300.00	0.440	132.37	175.14	1.2	0.8	5.382	A
C - St Andrews Road	217.00	217.00	246.90	345.26	0.629	217.65	92.89	2.4	1.7	7.091	A
D - Thurrock Park Way	272.00	272.00	309.77	272.25	0.999	260.23	154.78	5.0	16.7	49.356	E
E - A1089 Dock Road	294.00	294.00	82.46	433.62	0.678	296.16	487.54	4.3	2.2	6.648	A

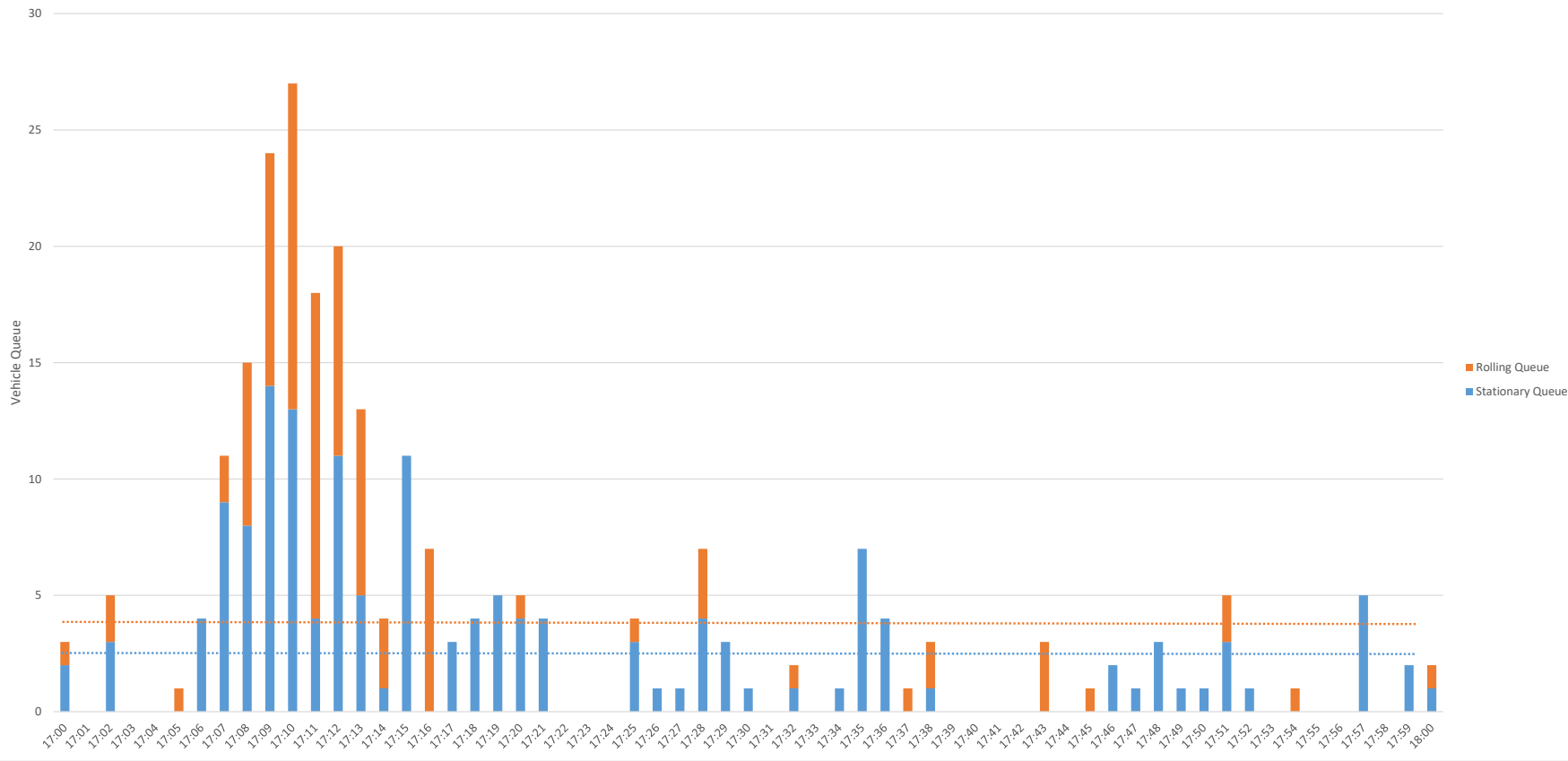
17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - London Distribution Park	22.00	22.00	388.34	129.60	0.170	21.98	17.95	0.2	0.2	8.362	A
B - Dock Road	142.00	142.00	247.57	275.81	0.515	141.75	162.75	0.8	1.0	6.701	A
C - St Andrews Road	204.00	204.00	252.53	344.01	0.593	204.25	136.79	1.7	1.5	6.451	A
D - Thurrock Park Way	190.00	190.00	291.12	281.21	0.676	204.58	165.66	16.7	2.2	13.964	B
E - A1089 Dock Road	325.00	325.00	82.43	419.54	0.775	323.86	413.27	2.2	3.3	9.289	A

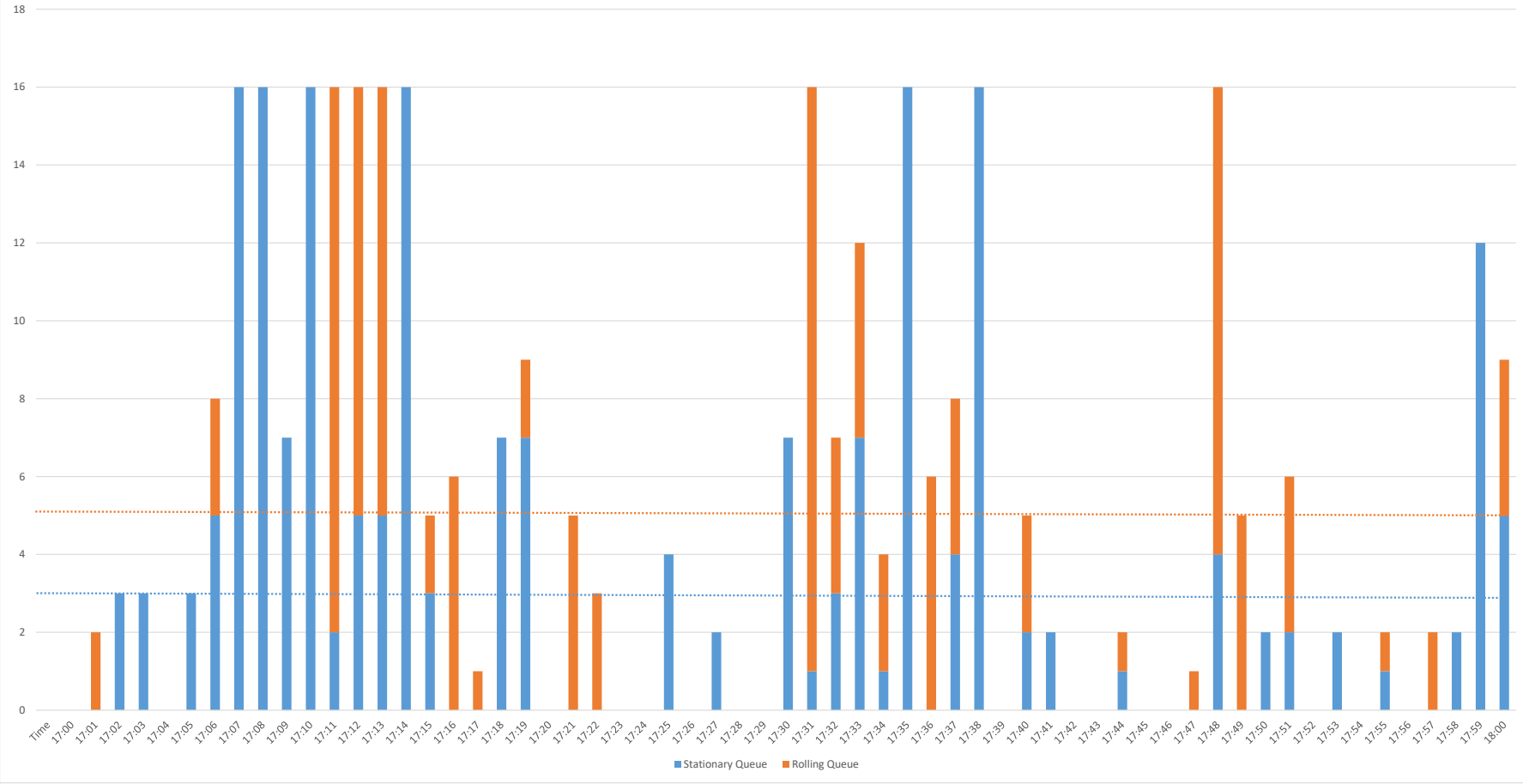
APPENDIX J

**QUEUE ANALYSIS OF ASDA
ROUNDBOUT**

St Andrews Road Evening Peak

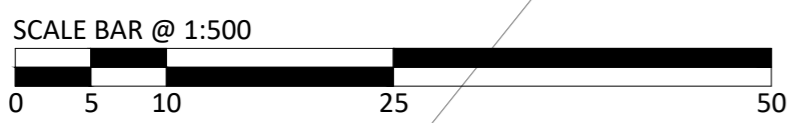
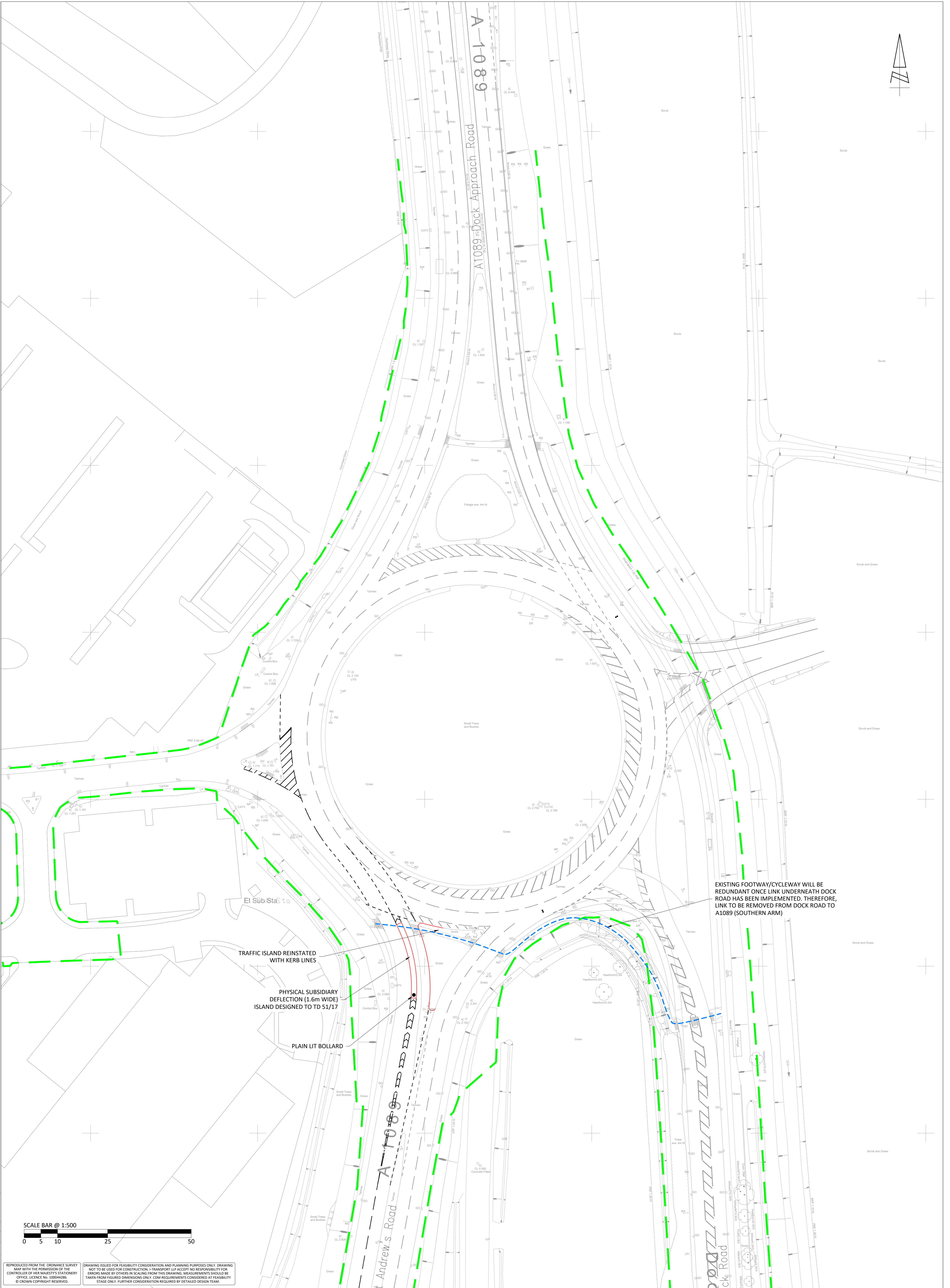


Thurrock Park Way Evening Peak



APPENDIX K

**ASDA ROUNDABOUT
MITIGATION SCHEME**



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REV	DATE	BY	DESCRIPTION	CHK	APP

STATUS: FOR INFORMATION

TITLE: DOCK ROAD / ST ANDREWS ROAD ROUNDABOUT POTENTIAL IMPROVEMENT WORKS - A1089 ST ANDREWS ARM	PROJECT: TILBURY 2	CLIENT: PORT OF TILBURY
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SCALE @ A1: 1:500	CHECKED: PH	APPROVED: PH
FILE REF: ITL11323	DRAWN: MC	DATE: 11.09.17
DRAWING No: ITL11323-SK-034	PROJECT No: ITL11323	

APPENDIX L

M25 JUNCTION 30 ANALYSIS

Tilbury 2
Date - 26/10/2017

Saved: L:\PROJECTS\11000 SERIES\11323 - Tilbury Power Station\Tech\Excel\M25 Junction 30
Title: M25 Percentage Impact

Peak	Link	2016 Base		2020 Base with Committed Development		Development Traffic		2020 Base with Committed Development plus Development		% Increase	
		Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs
Morning (07:00 - 08:00)	M25 (North)	9,175	2,098	9,701	2,229	61	56	9,762	2,285	0.6%	2.5%
	A13 (East)	6,976	900	7,628	1,036	140	125	7,768	1,161	1.8%	12.1%
	M25 (South)	8,187	1,823	8,644	1,942	30	27	8,674	1,969	0.3%	1.4%
	A13 (West)	6,867	722	7,309	775	49	42	7,358	817	0.7%	5.4%
Morning (08:00 - 09:00)	M25 (North)	7,568	1,723	7,972	1,845	62	60	8,034	1,905	0.8%	3.3%
	A13 (East)	6,721	869	7,176	1,025	139	132	7,315	1,157	1.9%	12.9%
	M25 (South)	6,674	1,488	7,034	1,599	29	28	7,063	1,627	0.4%	1.8%
	A13 (West)	6,081	724	6,402	781	48	44	6,450	825	0.7%	5.6%
Inter Peak (13:00 - 14:00)	M25 (North)	7,625	1,746	8,123	1,905	59	56	8,182	1,960	0.7%	2.9%
	A13 (East)	6,534	850	7,078	1,066	132	123	7,210	1,189	1.9%	11.5%
	M25 (South)	6,698	1,491	7,143	1,635	27	25	7,170	1,660	0.4%	1.5%
	A13 (West)	5,061	598	5,387	666	46	42	5,433	708	0.9%	6.3%
Evening (17:00 - 18:00)	M25 (North)	9,208	2,126	9,697	2,266	38	34	9,735	2,300	0.4%	1.5%
	A13 (East)	8,700	1,136	9,235	1,285	90	76	9,325	1,361	1.0%	5.9%
	M25 (South)	7,710	1,703	8,124	1,819	19	17	8,143	1,836	0.2%	0.9%
	A13 (West)	6,715	793	7,071	858	33	25	7,104	883	0.5%	2.9%

APPENDIX M

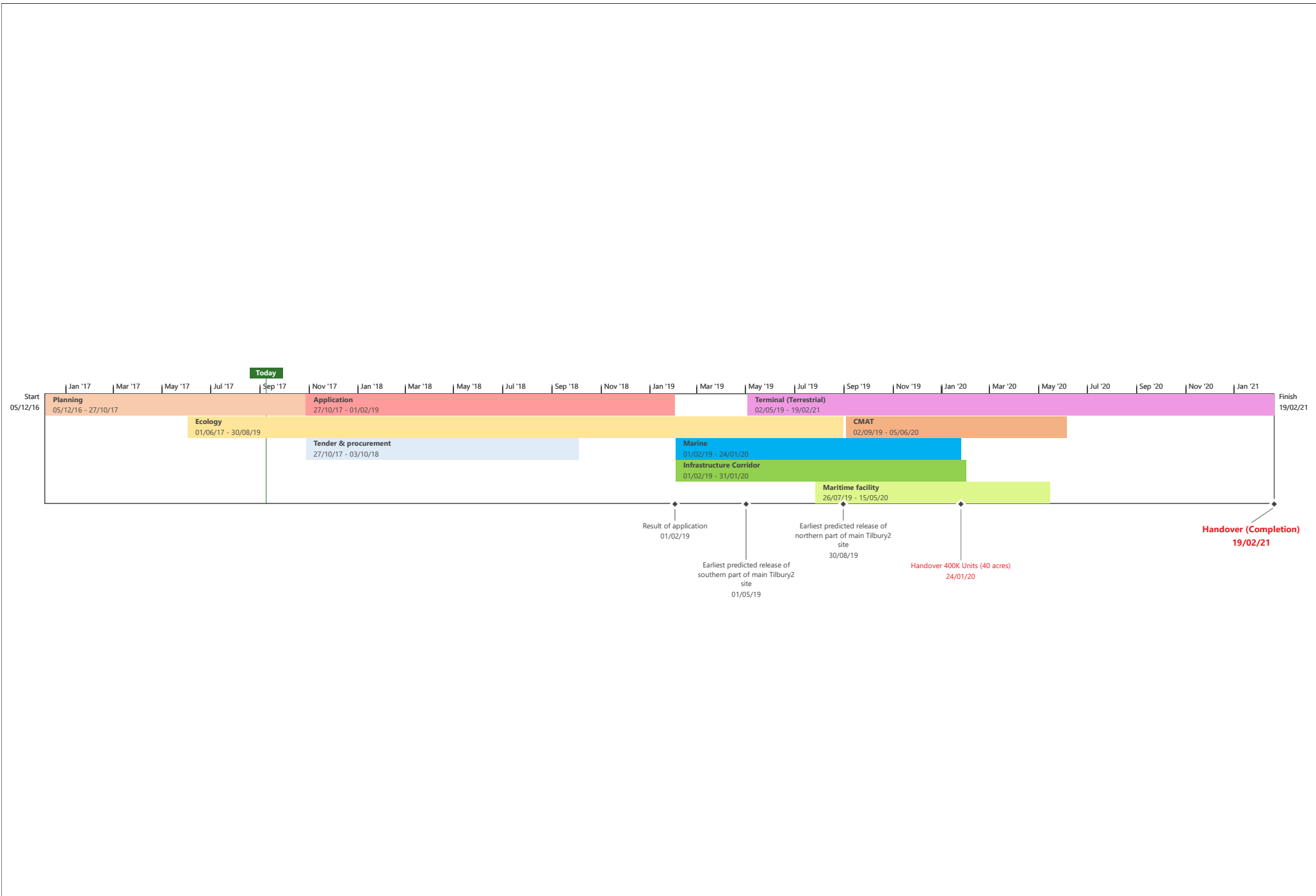
**A1089 TRAFFIC FLOWS
DIVERSION ANALYSIS**

Traffic flows on A1089 (North of ASDA Rbt)

TIME PERIOD	Existing Traffic Flows			Development Traffic		Existing plus Development			Percentage Increase	
	Total	HGV's	% HGV's	Total	HGV's	Total	HGV's	% HGV's	Total	HGV's
22:00-23:00	504	96	19%	50	23	555	120	22%	10%	24%
23:00-24:00	305	84	28%	33	33	337	116	35%	11%	39%
00:00-01:00	186	83	44%	29	29	216	112	52%	16%	36%
01:00-02:00	161	74	46%	25	25	186	98	53%	15%	34%
02:00-03:00	173	86	50%	14	14	187	100	54%	8%	16%
03:00-04:00	249	122	49%	26	26	275	148	54%	10%	21%
04:00-05:00	519	232	45%	42	42	561	273	49%	8%	18%
05:00-05:30	507	194	38%	43	28	550	222	40%	9%	14%
Total	2605	970	37%	262	220	2867	1190	42%	10%	23%

APPENDIX N

CONSTRUCTION PROGRAMME



APPENDIX O

**CONSTRUCTION TRAFFIC
CALCULATIONS**

Construction Traffic Calculations

Link Road Construction

		m ³		tonnes		2-way movements	
						16	
Spoil removal		10,000	14400			1800	
L		W					
Road	1500	7.5	11250				
Subbase	0.52	5850	11232			1404	
Base Course	0.24	2700	6480			810	
Binder Course	0.06	675	1620			203	
Surface Course	0.04	450	1080			135	
Footway	1500	3	4500				
Subbase	0.3	1350	2592			324	
Base Course	0.225	1012.5	2430			304	
Binder Course	0.06	270	648			81	
Surface Course	0.025	112.5	270			34	
Total 2-way movements						5095	
Total number of days						176	
2-way movements per day						29	

Rail Link Construction

		m ³		tonnes		2-way movements	
						16	
Spoil removal				21,565			2696
Fort Road Bridge Structure (RMC)		5,680	7.8m ³			1,456	
						Sleepers 180	
						Foot rails 44	
						Turnouts 16	
						Baseplates 10	
						Bottom Ballast 784	
						Top Ballast delivered by Rail 0	
						Blanketing Sand 510	
						Capping base 920	
						Buffers 2	
						Geotextiles 2	
Total 2-way movements						6620	
Total number of days						286	
2-way movements per day						23	

Main Site Construction

		m ³		Payload		2-way movements	
						16	
Ro-Ro Slab		87,007	7.8m ³			22309	
All Aggs & Cement				353779.8			21441
Ancillary, Mixed storage, CMAT area				78000			
						m ³ tonnes	
Subbase	0.52	40560	77875			9734	
Base Course	0.24	18720	44928			5616	
Binder Course	0.06	4680	11232			1404	
Surface Course	0.04	3120	7488			936	
Total 2-way movements						61440	
Total number of days						486	
2-way movements per day						126	

Construction vehicles 16t, Ready Mix Concrete 7.8m3 loads
 Excludes an allowance for construction personnel
 No allowance for backfilling

Total 2-way movements per day 178

APPENDIX P

NPS REVIEW

NPS Review

Requirements of the NPS	Transport Assessment	Framework Travel Plan	Construction Traffic Management Plan	Sustainable Distribution Plan
Applicant's Assessment				
If a project is likely to have significant transport implications, the applicant's ES should include a Transport Assessment. The assessment should distinguish between the construction, operation and decommissioning project stages as appropriate.	TA prepared which distinguishes between the construction and operation stages. There is no decommissioning stage.			
Where appropriate, the applicant should prepare a Travel Plan, including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts.	Active Travel measures to be secured (Section 4.4)	Framework Travel Plan prepared, which includes details of demand management measures. FTP includes measures to improve access to the site by public transport, walking and cycling will be introduced.		
In the case of container terminal development, account should be taken of the projected proportion of transshipment of containers and its variation over time as, for example, the proportion of direct-call may grow with overall demand.				
Transport Assessment should include private traffic accessing and leaving the port, where significant, even where not generated by the development under application.	All traffic accessing and leaving the port has been assessed. (Section 6.2, 6.4 & 6.5)			
Guidance for the Decision Maker				
A new nationally significant infrastructure project may give rise to substantial traffic impact on the surrounding transport infrastructure, and the IPC should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development. Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the IPC should consider conditions to mitigate adverse impacts on transport networks arising from the development, as set out below. Applicants may also be willing to enter into planning obligations for funding infrastructure and otherwise mitigating adverse impacts.	Appropriate Mitigation is proposed (Section 4.3, 4.4, 7.4) Mitigation proposed sufficient (section 10)			
Provided that the applicant is willing to enter into planning or transport obligations, or conditions can be imposed to mitigate transport impacts identified in the WebTAG Transport Assessment, with attribution of cost calculated in accordance with the Department for Transport's guidance, then development consent should not be withheld and appropriately limited weight should be applied to residual effects on the surrounding transport infrastructure.	Residual Impact acceptable (section 10)			
Mitigation: Demand Management				
Where mitigation is needed, possible demand management measures must be considered and, if feasible and operationally reasonable, required before considering conditions for the provision of new inland transport infrastructure to deal with remaining transport impacts is determined. Demand management measures may in particular include lorry-booking arrangements aimed at spreading peak traffic within the working day. When the reasonableness of such measures is being determined, inflexibility of timing for arrival or departure at the other end of the journey (for example, at a distribution depot), should not be accorded greater weight. This is because it is the	Managing movement will have mitigating effect on road network (7.4.10)	Demand management measures set out in Section 6.		Demand management measures set out in Section 5. Para 5.2.14 sets out strategy for managing HGV movements to reduce impact

Government's policy to encourage flexibility at both ends of the journey wherever possible.				
The decision maker should have regard to the cost-effectiveness of demand management measures compared with new transport infrastructure, as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures.	Mitigation measures are proportionate and cost effective (section 7.4). Include Active Travel Measures (Section 4.4)			
Mitigation: Modal Share				
The modal share of traffic entering and leaving the port needs to be considered objectively in the context of external congestion and environmental costs – should encourage rail and coastal or inland shipping over road transport, where cost effective, but requirements or obligations, if they are necessary in order to avoid significant detriment to network users should be evidence-based and present efficient incentives. Because of the scale of economies of consolidated loads, rail share is likely to be viable for unitised traffic in above-threshold container terminals, and there may be a possibility of encouraging some ro-ro traffic onto rail connections. For some forms of bulk traffic, rail may be the commercially predominant inland mode. Coastal shipping and inland waterways may be viable for certain flows. For containers, the gauge clearance of the rail route to the most likely destinations for traffic should be considered, specifically whether clearance to W10 gauge at least is available or should be provided for to enable 9'6" 'hi-cube' containers to be transported by conventional wagons.	Sensitivity assessments assume all by road (section 7.4) demonstrating resilience of road network.		Mode shift targets will seek to reduce traffic arising from Port (Section 8).	Investment in infrastructure enable 53% of volumes leaving and entering the port to do so by rail or sea (section 5.2)
The use of inland waterways for the movement of goods to and from the port should be considered. Similarly, the prospect of promoting coastal shipping as an alternative to road and rail transport should be considered.			Where possible opportunities to use waterways for construction will be taken up.	Marine infrastructure designed to enable use of river transport.
Obligations or requirements should be structured flexibly so as to keep to a reasonable minimum the risk that either applicants or network providers would be required to incur costs providing infrastructure that turned out to be under-used. Such measures might include various mechanisms, such as traffic-level triggers, shadow-tolling and/or escrow arrangements to guarantee funding.				
Target modal shares for rail or coastal shipping may sometimes be appropriate, but are not mandatory, and the main emphasis should be on incentive mechanisms rather than rigid target-setting. Such shares should not be regarded as ends in themselves, but as indicators of the outcome of cost-effective transport obligations.				Investment in infrastructure enable substantial proportion by rail. Sustainable Travel Group provides forum for implementing (Section 4).
Rail obligations should not be sought to such an extent that the estimated net social cost of delivering them exceeds the corresponding net social cost of accommodating the marginal traffic on the roads.	Impact of new infrastructure (link road and rail) dealt with in ES. Traffic implications acceptable (section 9).			Detail that it is feasible to deliver rail link to the site and using rail for shipping goods will not be to the detriment of accommodating traffic on the roads.
Rail (or coastal-shipping) shares should not simply be read across from a previous development to the one under construction, as the most efficient transport outcome may differ significantly according to all the circumstances of the case.				Tilbury2 represents substantial additional investment in rail with greater proportion than at existing Port.
Mitigation: HGVs				
Where a development, including any container or ro-ro development, is likely to generate or attract substantial HGV traffic, the decision maker may attach requirements to a consent that:				

<ol style="list-style-type: none"> 1. Control numbers of HGV movements in a specified period during the sites construction and possibly routing of such movements; 2. Make sufficient provision for HGV parking, either on the port estate or at dedicated facilities elsewhere to avoid the need for prolonged queuing on approach roads; and 3. 4. 5. Ensure satisfactory arrangements, taking account of the views of road network providers and of the responsible police force(s), for dealing with foreseeable abnormal disruption. 	<p>HGV parking will be managed on-site (section 4.5) and through the OMP.</p>		<p>Measure to manage HGV movements and their routing are proposed (Section 5).</p>	<p>Sustainable Travel Group provides forum for proper liaison with authorities (Section 4)</p>
<p>Ports can provide valuable facilities for checking of heavy goods vehicles. Port development that includes ro-ro facilities should be planned in such a way that facilities can be provided for enforcement agencies to operate checks as and when appropriate.</p>	<p>Detail regarding any checking of HGVs to be implemented as part of the proposed development.</p>			
Mitigation: Access				
<p>Where development would worsen accessibility, such impacts should be mitigated so far as reasonably possible.</p>	<p>Accessibility will be improved as part of development (Section 4.4, 5.5).</p>	<p>Measures will improve accessibility (Section 6).</p>		
<p>Employee travel assessment should be undertaken for all major port development.</p>		<p>Monitoring of employee travel patterns against mode targets (Section 8)</p>		
Funding of Infrastructure				
<p>The developer is expected to fund provision of infrastructure required solely to accommodate users of the development without detriment to pre-existing users. Where in the case of a NSIP, there is a case for bringing forward schemes which help meet the 'background' growth in 'third-party' traffic. The Government cannot guarantee in advance that funding will be available for any given uncommitted scheme at any specified time.</p>				
<p>Applicants should engage, from the earliest stages of project development, with network providers, to assess whether in the case of a specific major port development co-funding by Government may be appropriate, in recognition of third-party benefits.</p>				
<p>Parties should endeavour to agree in advance, in as much detail as possible, the scope of works, the precise basis on which costs and risks will be attributed, and arrangements for dispute resolution. If the decision maker is not satisfied that draft S106 and S278 or other forms of agreement are sufficiently precise, it may invite the parties to engage in further negotiations to arrive at a more detailed agreement before the granting of consent will be countenanced.</p>				
<p>A timetable should be set for such negotiations. With proper frontloading of the application process, it should be possible to get all parties aligned in time to complete any necessary agreements before the decision is made. If there is failure to reach agreement within that time, appropriate requirements may be imposed.</p>				
<p>If the applicant suggests that the costs of meeting any obligations and/or requirements would make the proposal economically unviable, this should not in itself justify the relaxation by the decision-maker of any obligations or requirements needed to secure the mitigation.</p>				