Uttlesford Local Plan Highway Impact Assessment

Assessment of Highway Impact of Potential Local Plan Sites

APPENDICES

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Appendices

Appendix A

ULP Development Trajectory

UDC Residential Development Trajectory as at October 2012	Easting	Northing	Current 12/13	Yr1 13/14	Yr2 14/15	Yr3 15/16	Yr4 16/17	Yr5 17/18	2013-18	2012-18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	2018-26	o/s at April 2	PDL/G	Notes	Other developments on site?
Great Dunmow																							
Gt Dunmow Riverside	563257	222155						5	5	5									0	5	G	SHLAA GtDUN25 Deliverable years 1-5	Unknown
Gt Dunmow Springfields	562692	221565			12	13			25	25									0	25	G	SHLAA - Deliverable prior to year 1	Unknown
Gt Dunmow Woodlands Pk Sector 1 Emblems	562287	222684	0	10	10	10	10	10	50	50	10	10	10	10	15				55	105	G	Reflects more realistic annual completion rate	Unknown
Gt Dunmow Woodlands Pk Sector 2	561680	222372	20	20	20	20	20	20	100	120	20	20	20	20	20	40	40	52	232	352	G	Reflects more realistic annual completion rate	Unknown
Gt Dunmow Woodlands Pk Sector 3	561819	222642	20	20	20	20	20	20	100	120	20	20	20	20	20	40	40	53	233	353	G	Reflects more realistic annual completion rate	Unknown
Gt Dunmow Woodlands Pk Sector 3 RSL	562058	222620				31	30		61	61									0	61	G	Put back from 06/07.	Unknown
Gt Dunmow 39 Causeway and land r/o 37& 41-49 The Causeway	562655	222534	1						0	1									0	1	PDL	With PP	Unknown
Gt Dunmow Perkins Garage	562483	222049						12	12	12									0	12	PDL	SHLAA reference GtDUN26 - Deliverable years 1-5 with PP	Unknown
Gt Dunmow Council Depot, High Street	562833	221754							0	0						10			10	10	PDL	SHLAA reference GtDUN30 - Developable year 10-15	Unknown
Gt Dunmow Land Adj Holmans Yard	562772	221768					6		6	6									0	6	PDL	With PP	Unknown
Gt Dunmow 9 Stortford Road	562659	221975		6					6	6									0	6			Unknown
Gt Dunmow Former Council Offices, 46 High Street	562833	221754		10					10	10									0	10			Unknown
Gt Dunmow South of Ongar Road	563008	220890		20	30	50			100	100									0	100	G	With PP	Unknown
Gt Dunmow North of Ongar Road	562749	221045			33	40			73	73									0	73		SHLAA ref GtDUN05 application submitted	Unknown
Gt Dunmow Woodlands Park Sector 4	561935	223474		5	60	60			125	125									0	125	G	SHLAA ref GtDUN10 appliction submitted	Unknown
Great Dunmow 1: Land north of Stortford Road and west of Great Dunmow	561116	221910							0	0		50	100	150	150	150	150	150	900	900			2.1 ha for primary school use
Great Dunmow 2 : Land west of Chelmsford Road	563397	220929						100	100	100	100	100							200	300			1.7 ha for primary school use
			41	91	185	244	86	167	773	814	150	200	150	200	205	240	230	255	1630	2444			
Saffron Walden																							
S Walden Bell College South Road	554261	237826	37						0	37									0	37	PDL	With PP	Unknown
S Walden McCathy & Stone, South Road	554217	237906	27						0	27									0	27	PDL	With PP U/C instead of care home	Unknown
S Walden Friends School	553973	237498	45						0	45									0	45	PDL	SHLAA SAF16 Deliverable years 1-5 PP granted subject to S106	Unknown
S Walden Friends School (RSL)	553973	237498	31						0	31									0	31			Unknown
S.Walden Lt Walden Road	554002	239397			15				15	15									0	15	G	Affordable housing in conjection with Ashdon Rd development Policy SW7	Unknown
S.Walden, 8 Station Road	553877	238101						10	10	10									0	10	PDL	SHLAA - Deliverable years 1-5	Unknown
S.Walden, Ashdon Road	555115	238771			30	35	30	35	130	130									0	130	G	SHLAA - N/S 3/2010 amend to deliverable yrs 1-5. 0400/109x130 units approved 06/2010	Unknown
S.Walden, Paxtons Depot	554418	238397						12	12	12									0	12	PDL	SHLAA - Deliverable years 1-5	Unknown
S.Walden, Thaxted Rd (Kiln Court)	554883	237423			12		11		23	23	9								9	32	PDL	amended to reflect more realistic annual completion rate	Unknown
S.Walden Former Gas Works Thaxted Rd	554408	238441		9					9	9									0	9	PDL	SHLAA - Deliverable years 1-5 WPP	Unknown
S Walden 8-10 King Street	553800	238499			8			8	16	16									0	16	PDL	1733/08	Unknown
S.Walden Emson Close	553924	238571						9	9	9									0	9			Unknown
Saffron Walden 1: Land between Radwinter Road and Thaxted Road and land to the south of the Lord Butler Leisure Centre and west of Thaxted Road	555147	238092							0	0			100	100	150	150	150	150	800	800			6 ha employment land 4,500m² of retail warehousing ?? Ha for new secondary school 2.1 ha for primary school use 790m² convenience?? floorspace
Saffron Walden 2:Former Willis and Gambier Site, Radwinter Road	555231	238500			30	30			60	60									0	60			No
Saffron Walden 3: Land to the West of Debden Road	553815	237682			20				20	20									0	20			No
			140	9	115	65	41	74	304	444	9	0	100	100	150	150	150	150	809	1253			
Stansted Mountfitchet																							
S. Mountfitchet Almont House	551475	225358		7					7	7									0	7	PDL	With PP	Unknown
S.Mountfitchet 8 Water Lane	551264	224753						8	8	8									0	8	G	SHLAA - Amend to Deliverable years 1-5	Unknown
S.Mountfitchet Rochford Nurseries	551449	224137	50	50	50	43			143	193									0	193	G	Reflects more realistic annual completion rate	Unknown
S.Mountfitchet Rochford RSL	551119	224083	11	11	11	11	10		43	54									0	54	G	Reflects more realistic annual completion rate	Unknown
S. Mountfitchet Rochford Nurseries (Former school site)	551026	223900	16	23					23	39									0	39			Unknown
Stansted 1: 14-28 Cambridge Road	551052	225187			11				11	11									0	11			No
Stansted 2: Land at 10 Cambridge Road	551038	225174			14				14	14									0	14			No
Stansted 3: St Mary's Primary School, St Johns Rd	551319	225135				45			45	45									0	45			No
			77	91	86	99	10	8	294	371	0	0	0	0	0	0	0	0	0	371			
Takeley																							
Takeley, Island Sites Priors Green	557579	221362				3	3	3	9	9	3	3	3	3	3	3	3	3	24	33	PDL		Unknown
Takeley, Island Sites Priors Green	557536	221439	3	3	3	3	3	3	15	18	3	3	4	4	4	4	4	4	30	48	G		Unknown
Takeley, Priors Green	557354	221695	89	89					89	178									0	178	G	Reflects more realistic annual completion rate	Unknown
Takeley, Priors Green RSL	557542	221735	37	37					37	74									0	74	G	Reflects more realistic annual completion rate	Unknown
Takeley, Takeley Nurseries	557641	221284	7						0	7									0	7	G	Reflects more realistic annual completion rate	Unknown
Takeley 1: Land at and to the rear of Takeley Primary School	556400	221623				30	30		60	60									0	60			No
Takeley 3: North View and 3 Warren Close	557602	221201			28	27			55	55									0	55			No
Takeley 4: Land at Former Takeley Service Station and between Ridge House and Remarc	557037	221138						15	15	15									0	15			No
Takeley 5: Land to the south of the B1256 between Olivias and New Cambridge House	557249	221166					15	15	30	30									0	30			No
			136	129	30	64	51	36	310	446	6	6	7	7	7	7	7	7	54	500			
Thaxted																							
Thaxted Wedow Road	561418	231230		20	20	15			55	55									0	55			Unknown
Thaxted 1: Sampford Road	561305	231678			30	30			60	60									0	60			No
			0	20	50	45	0	0	115	115	0	0	0	0	0	0	0	0	0	115			
Newport																							
Newport The Maltings Station Rd	552200	233628					11		11	11									0	11			Unknown
Newport 1: Bury Water Lane/Whiteditch Lane	551665	234452							0	0		25	25	25	25				100	100			No
Newport 2: Land west of London Road by Primary School	551972	233452				20	50		70	70									0	70			0.8 ha for primary school use
			0	0	0	20	61	0	81	81	0	25	25	25	25	0	0	0	100	181			
Elsenham																							
Elsenham, The Orchard	553208	226820	5	24	24				48	53									0	53	G	Permission granted on appeal Nov 2010	Unknown
Elsenham 1: Land west of Station Road (Planning permission granted June 2012 UTT/0142/12/OP)	553184	226514			25	30	50	50	155	155									0	155			No
Elsenham 2: Land west of Hall Road	553746	226166						40	40	40	40	40							80	120			1ha for primary school use
Elsenham 3: Land south Stansted Road	553152	225951							0	0	30	50	50						130	130			No
			5	24	49	30	50	90	243	248	70	90	50	0	0	0	0	0	210	458			
Felsted																							
Felsted/Little Dunmow, Oakwood Pk	566583	220788							0	0						23	23	22	68	68	PDL		Unknown
Felsted/Little Dunmow, Oakwood Pk RSL	566633	220568							0	0						26	30	30	86	86	PDL		Unknown
Felsted Hartford End Brewery	568806	217466							0	0	43								43	43			Unknown
			0	0	0	0	0	0	0	0	43	0	0	0	0	49	53	52	197	197			
Great Chesterford																							
Great Chesterford 1: New World Timber and Great Chesterford Nursery, London Road	550560	242445						20	20	20	20								20	40			No
Great Chesterford 2: Land south of Stanley Road	551113	243104						30	30	30	30								30	60			2.1ha for primary school use
			0	0	0	0	0	50	50	50	50	0	0	0	0	0	0	0	50	100			
Other areas																							
Great Easton	560979	225670						10	10	10	10								10	20			
Gt Hallingbury, Newlands, Woodside Cottage & Oakside, Church Rd,	551862	219941		6					6	6									0	6			Unknown
High Roding Meadow House Nursery	560435	217370					12	13	25	25									0	25	PDL	Permission granted subject to S106	Unknown
Littlebury Peggys Walk	551438	239499	2	12					12	14									0	14			Unknown
Manuden, Site off the Street	546899	229642						14	14	14									0	14		10 Market and 4 rural exception dwellings	Unknown
Quendon, land r/o Foxley House	551467	230569					14		14	14									0	14	G	SHLAA ref QUE 5 application submitted	Unknown
Small sites(< 6 Units) with PP			14	14	14	14	11	11	64	78									0	78	G	Averaged out	Unknown
Small sites (< 6 units) with PP			35	22	22	22	22	22	110	145									0	145	PDL	Averaged out	Unknown
WOPP S.Mountfitchet Land at Mont House	551593	225537						4	4	4									0	4		SHLAA STA04 - Amend to Deliverable yrs 1-5	Unknown
Clavering 1: Land to the rear of the shop and Oxleys Close	547546	231313				14			14	14									0	14			No
Henham 2: land north of Chickney Road and east of Lodge Cottages	555416	228717						30	30	30									0	30			No
Radwinter 1: Land north of Walden Road	560831	237544					20	20	40	40									0	40			No
Stebbing 1: Land to east of Parkside and Garden Fields	566069	224672						10	10	10									0	10			No
			51	54	36	50	79	134	353	404	10	0	0	0	0	0	0	0	10	414			
ANNUAL TOTALS			**450**	418	551	617	378	559	**2,523**		338	321	332	332	387	446	440	464	**3,060**	**6,033**			

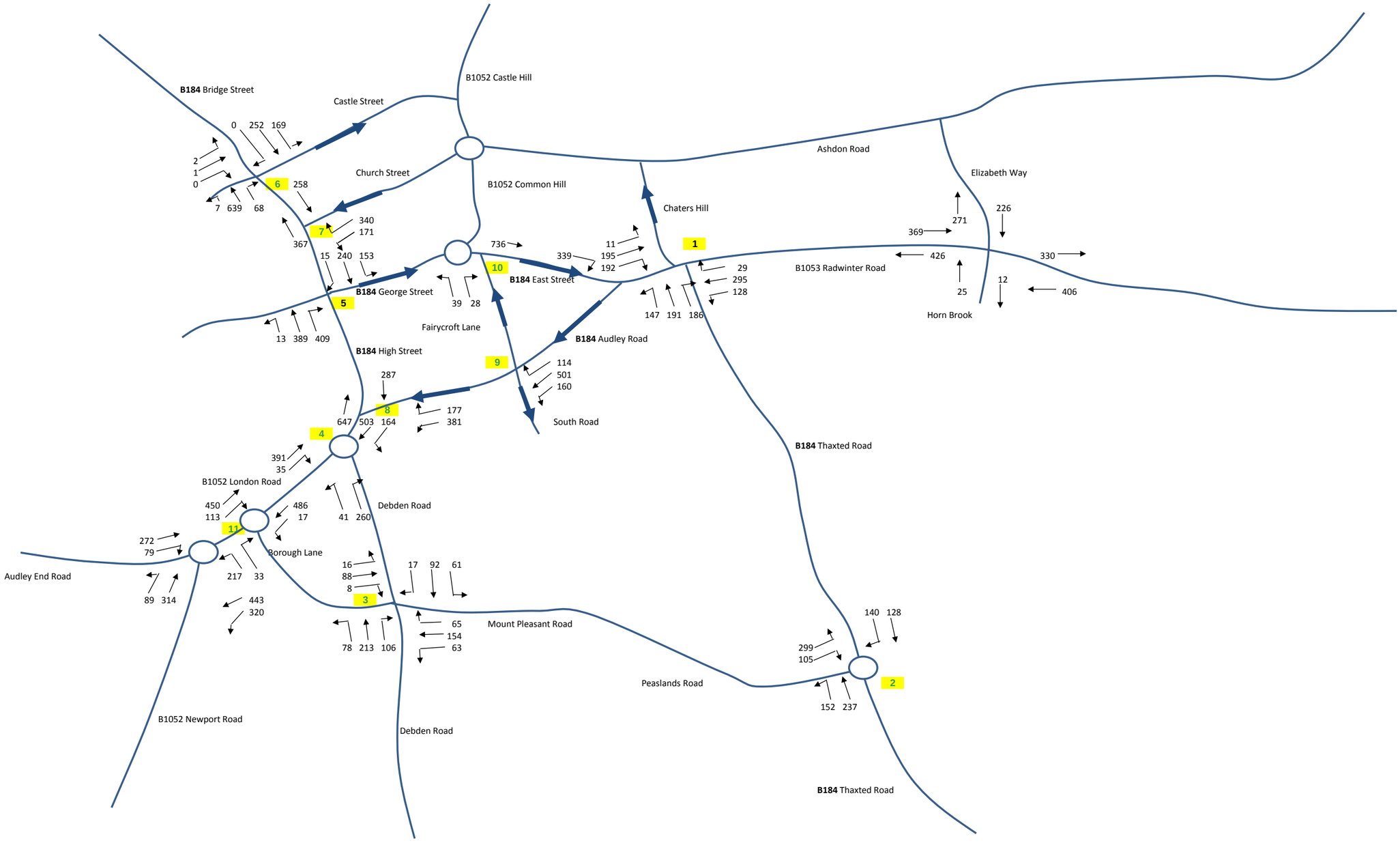
Totals (as of October 2012)	**2012/13**	**2013-18**	**2012-18**	**2018-26**	**2012-26**
Great Dunmow	41	773	814	1,630	2,444
Saffron Walden	140	304	444	809	1,253
Stansted Mountfitchet	77	294	371	-	371
Takeley	136	310	446	54	500
Thaxted	0	115	115	-	115
Newport	0	81	81	100	181
Elsenham	5	243	248	210	458
Felsted	0	0	0	197	197
Great Chesterford	0	50	50	50	100
Other areas	51	353	404	10	414
Total	**450**	**2,523**	**2,973**	**3,060**	**6,033**
Total ULP units					3,139

UDC Employment Development Trajectory as at November 2012						Current			o/s			
Employment Site Allocation	**Land Use**	**Size of site**	**Floor areas**	**Easting**	**Northing**	**12/13**	**2013-18**	**2018 - 2026**	**at April 2012**	**Capacity**	**PDL/G**	**Notes**
Elsenham, Gaunts End	B1a business use	5.6ha	6,967m² B1 Office and 1,393m² Mixed Use GFA	554904	225252		**6967**	**7000**	**13967**			This assumes that the extended site area will provide a similar sized development(s) to that already granted PP within the later part of the plan period. There is room within the site for more development beyond the plan period.
Chesterford Research Park	Research & Development	??	35,300m² GFA R&D	553331	241977		**6000**	**18,000**	**24000**			NOTE - UPDATED FIGURES - The Masterplan notes that overall floorspace of the Park is about 32,500 m^2 and anticipates an increase of 24,000 sq.m making a total of 56,500 m^2 (600,000 ft^2). This does not include floorspace for the extended site area to be included in new Local Plan. The figures assume that 33% of the increase within the original boundary will take place within the first 5 years and 66% later in the plan period and any further development taking place beyond the plan period. The split between R&D and B1 is 75%:25%
Start Hill, Great Hallingbury, S of B1256	Business, industry, warehousing	2.2ha	?? Office, Industrial Units, Warehousing	552722	221314		**2.2ha**		**0**			
Stansted Airport	Airport business, industry, warehousing	??	29,380m² GFA Office, Industrial Units, Warehousing	554839	222713		**9800**	**19580**	**29380**			These figures are based on 1/3 : 2/3 split.
Stansted Airport	Non-airport business, industry, warehousing	??	19,000m² (min) offices	552798	222878		**6300**	**12700**	**19000**			
Stansted Airport	Non-airport business, industry, warehousing	??	37,000m² (min) warehousing	553082	223069		**12300**	**24700**	**37000**			
Wendens Ambo, N of B1039, W of B1383	B1a business use	0.8ha	900m² Office	551776	236541		**900**		**900**			
Great Dunmow	Waste Transfer Centre	1.7ha		563577	220597							

Appendix B

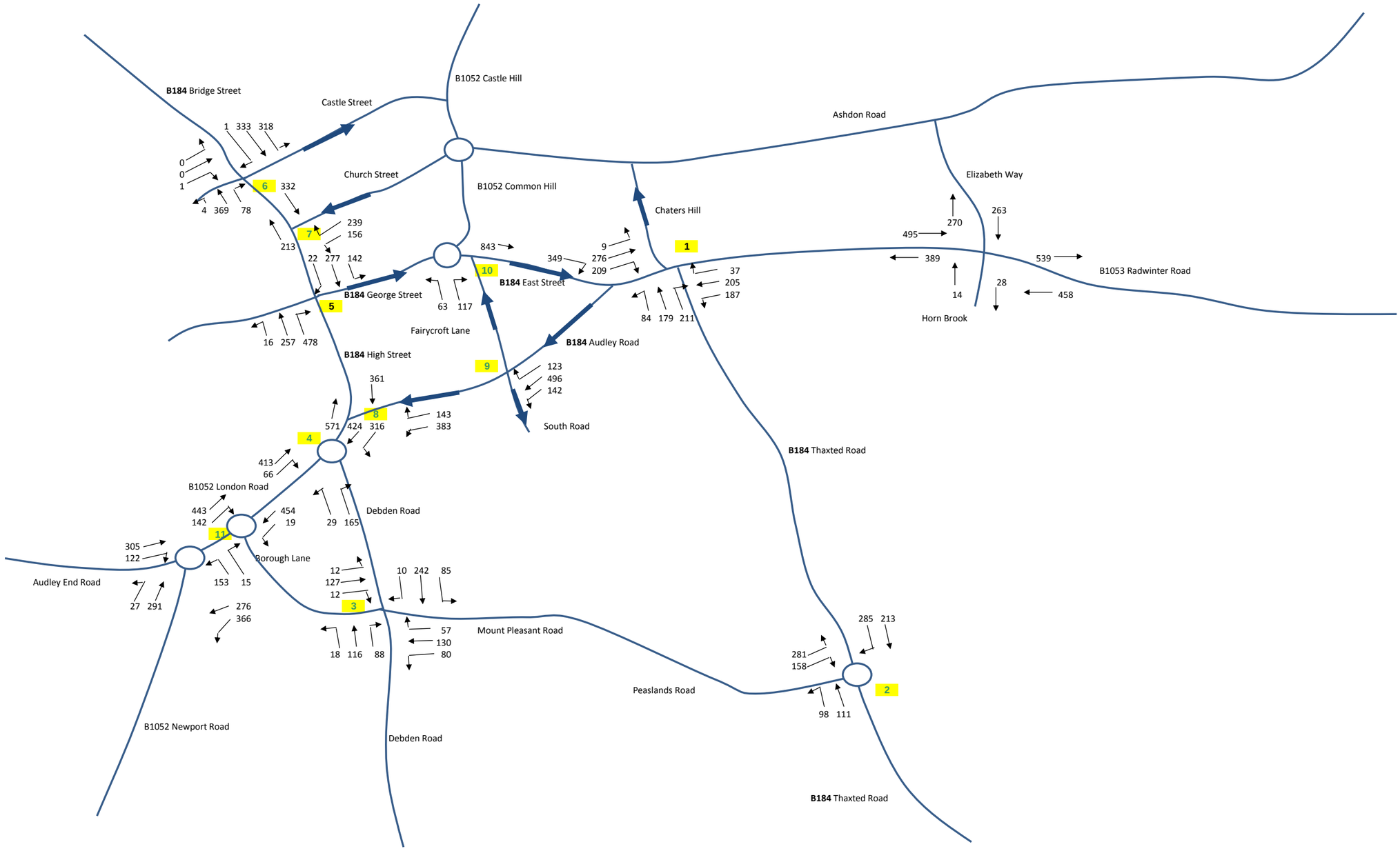
2012 Traffic Flow Diagrams

Saffron Walden 2012 Base AM



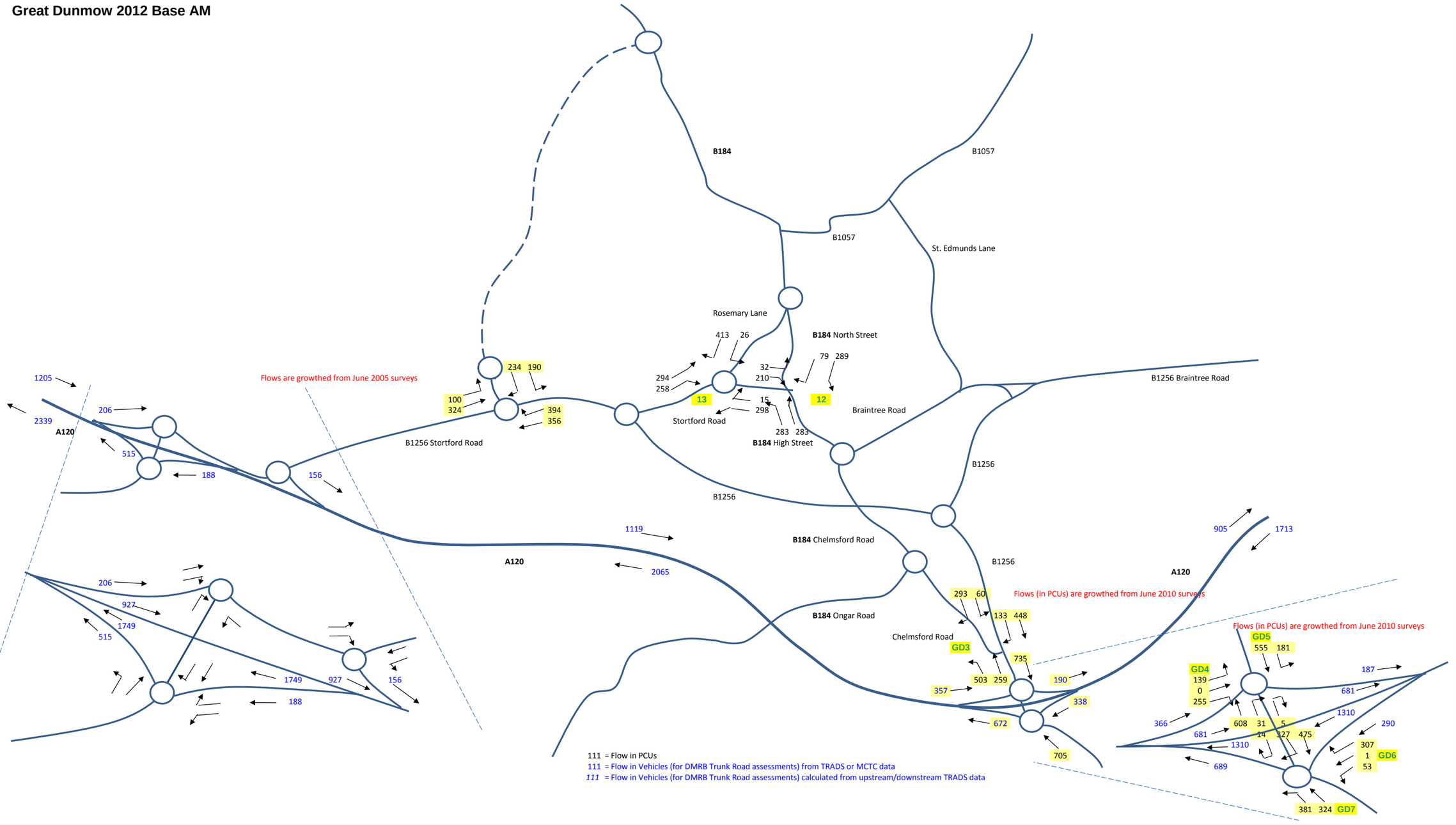
Uttlesford Local Plan Support	Sep-12	Not to Scale	2012 AM Peak (08:00-09:00) Background Traffic Flows at Key Junctions in Saffron Walden
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By: MY	**Figure B1**

Saffron Walden 2012 Base PM



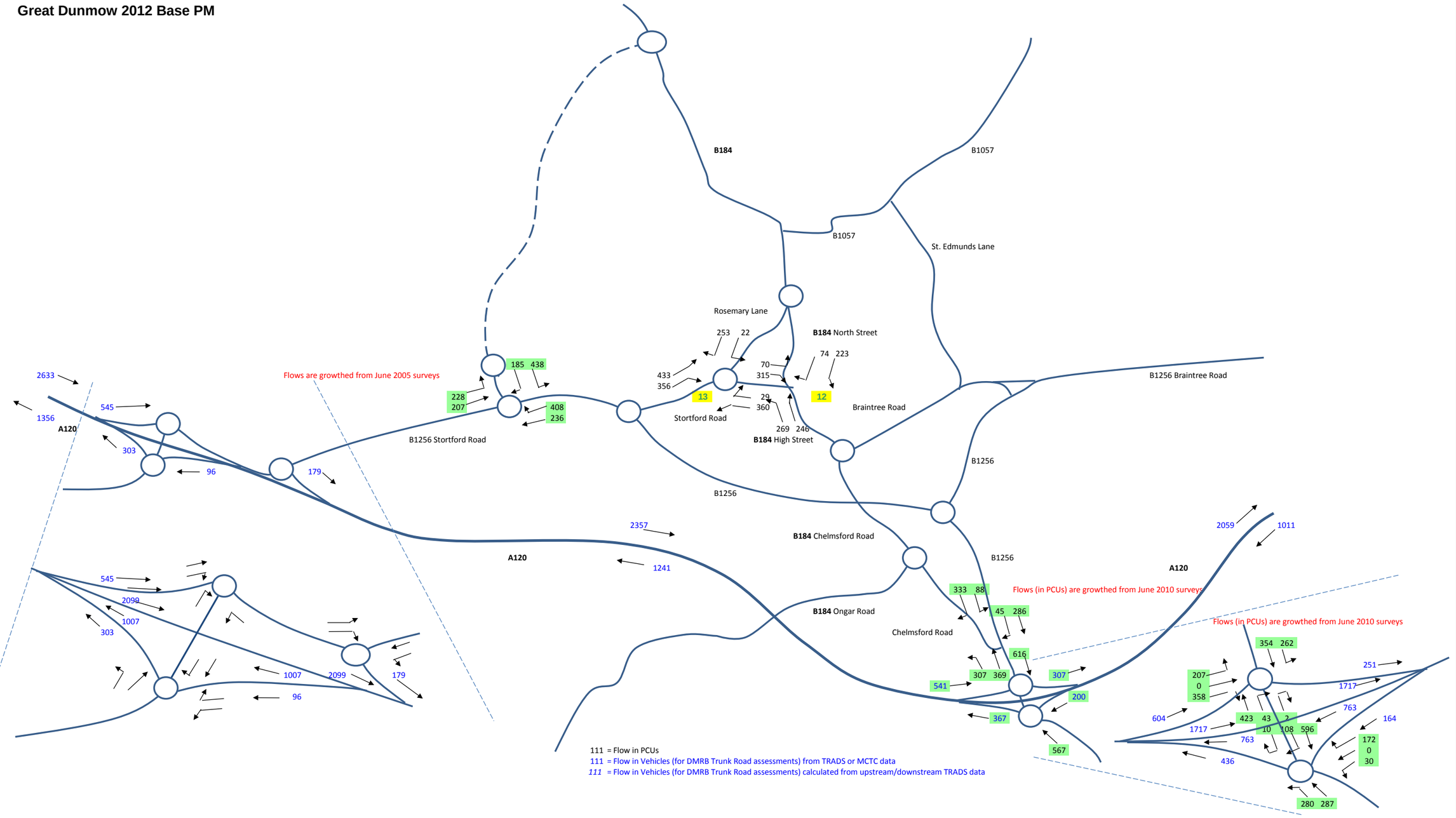
Uttlesford Local Plan Support	Sep-12	Not to Scale	2012 PM Peak (17:00-18:00) Background Traffic Flows at Key Junctions in Saffron Walden
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By: MY	**Figure B2**

Great Dunmow 2012 Base AM



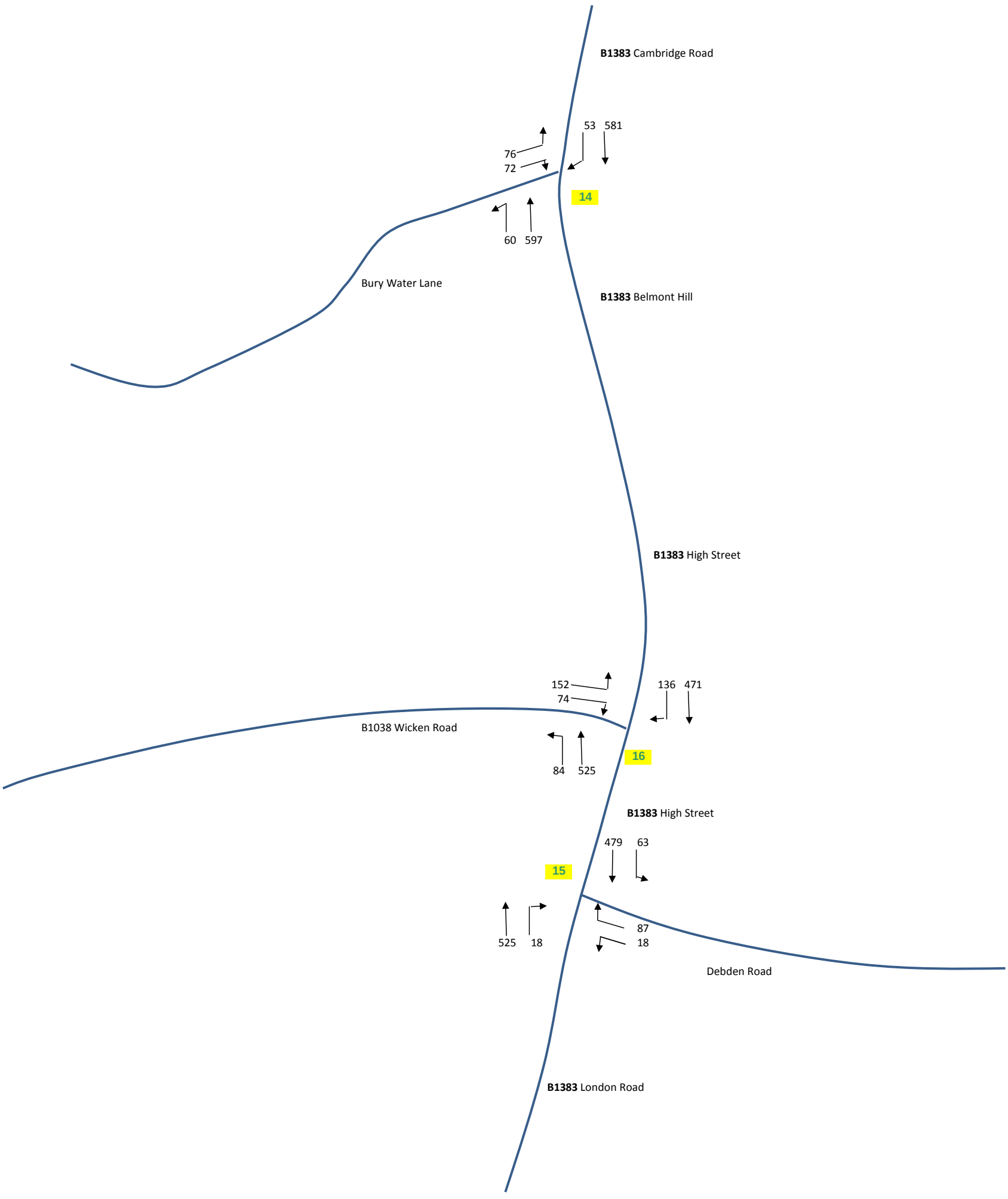
Uttlesford Local Plan Support	Sep-12	Not to Scale	2012 AM Peak (08:00-09:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure B3**

Great Dunmow 2012 Base PM



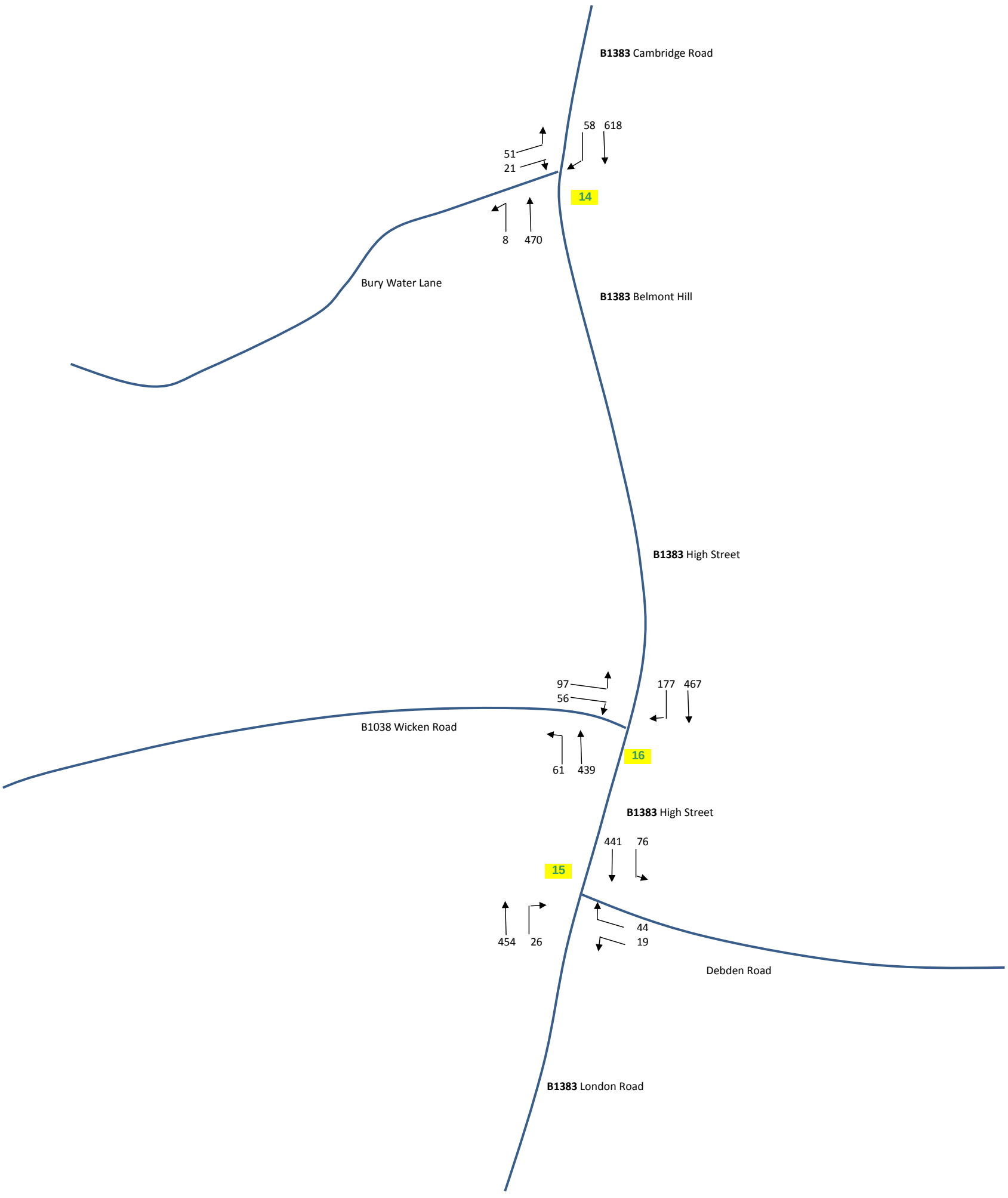
Uttlesford Local Plan Support	Sep-12	Not to Scale	2012 PM Peak (17:00-18:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure B4**

Newport 2012 Base AM



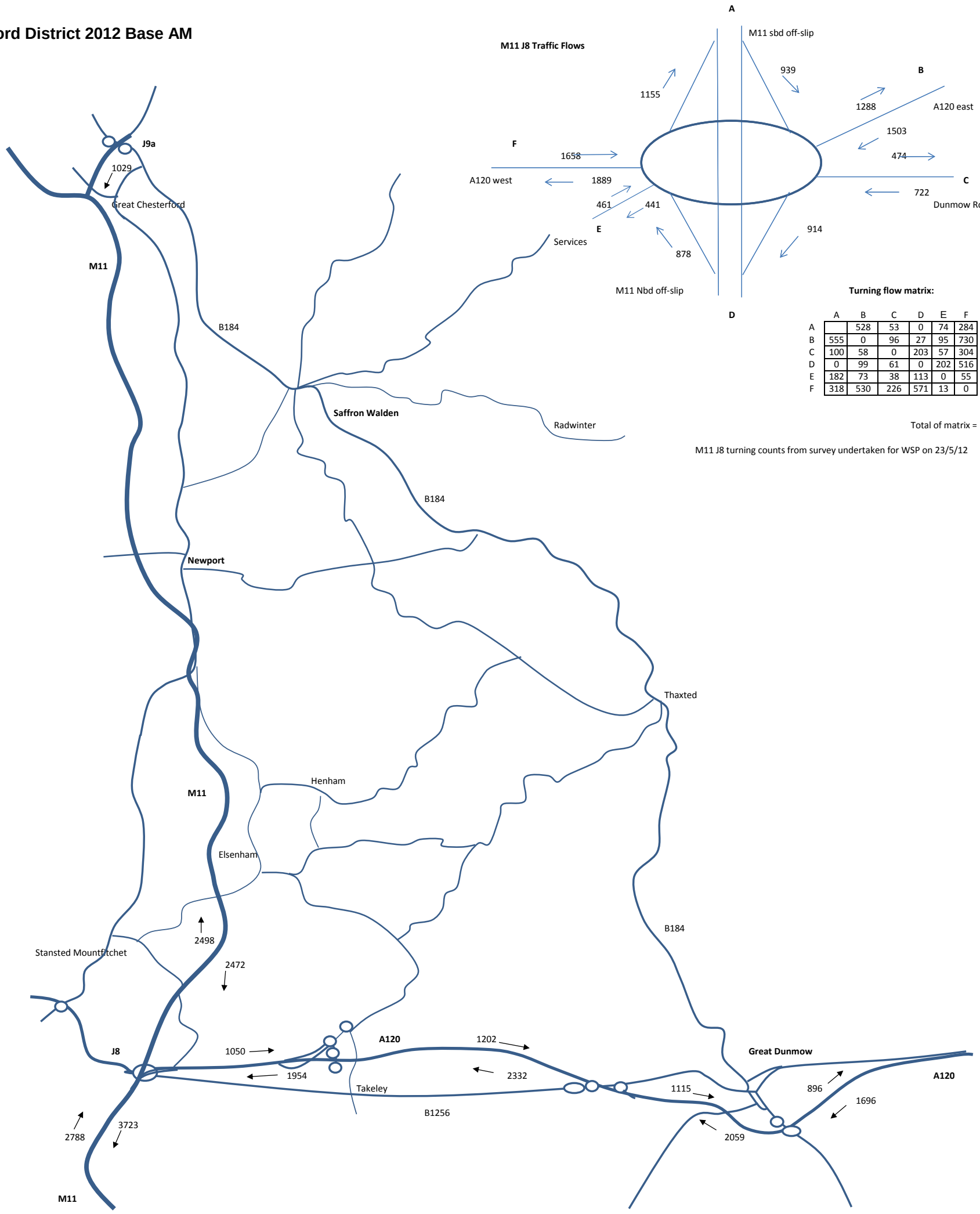
Uttlesford Local Plan Support	Sep-12	Not to Scale	2012 AM Peak (08:00-09:00) Background Traffic Flows at key junctions in Newport
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure B5**

Newport 2012 Base PM



Uttlesford Local Plan Support	Sep-12	Not to Scale	2012 PM Peak (17:00-18:00) Background Traffic Flows at key junctions in Newport
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure B6**

Uttlesford District 2012 Base AM



Turning flow matrix:

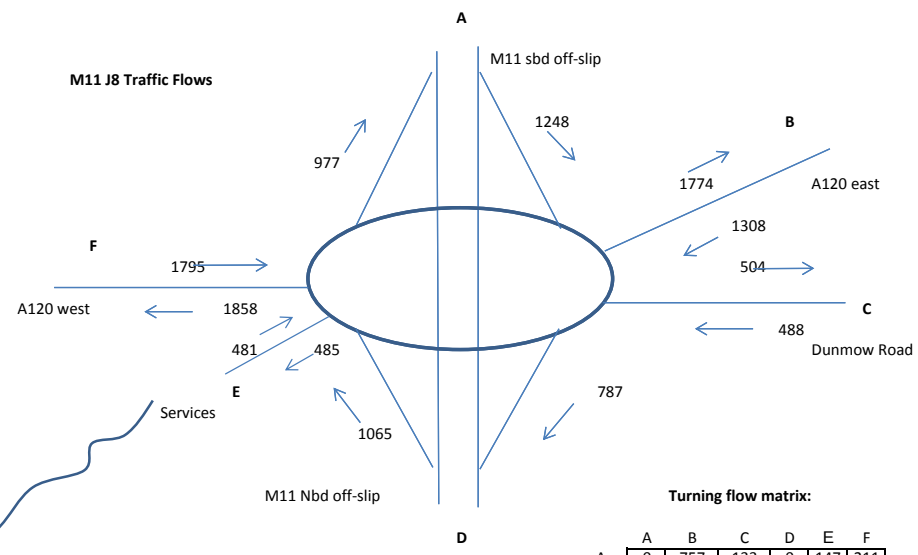
	A	B	C	D	E	F
A		528	53	0	74	284
B	555	0	96	27	95	730
C	100	58	0	203	57	304
D	0	99	61	0	202	516
E	182	73	38	113	0	55
F	318	530	226	571	13	0

Total of matrix = **6,161**

M11 J8 turning counts from survey undertaken for WSP on 23/5/12

Uttlesford Local Plan Support	Sep-12	Not to Scale	2012 AM Peak (08:00-09:00) Background Traffic Flows on key links in Uttlesford District
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By: MY	**Figure B7**

Uttlesford District 2012 Base PM



Turning flow matrix:

	A	B	C	D	E	F
A	0	757	133	0	147	211
B	494	0	75	37	46	656
C	46	20	0	116	47	259
D	0	97	68	0	209	691
E	217	122	30	71	0	41
F	220	778	198	563	36	0

Total of matrix = **6,385**

M11 J8 turning counts from survey undertaken for WSP on 23/5/12

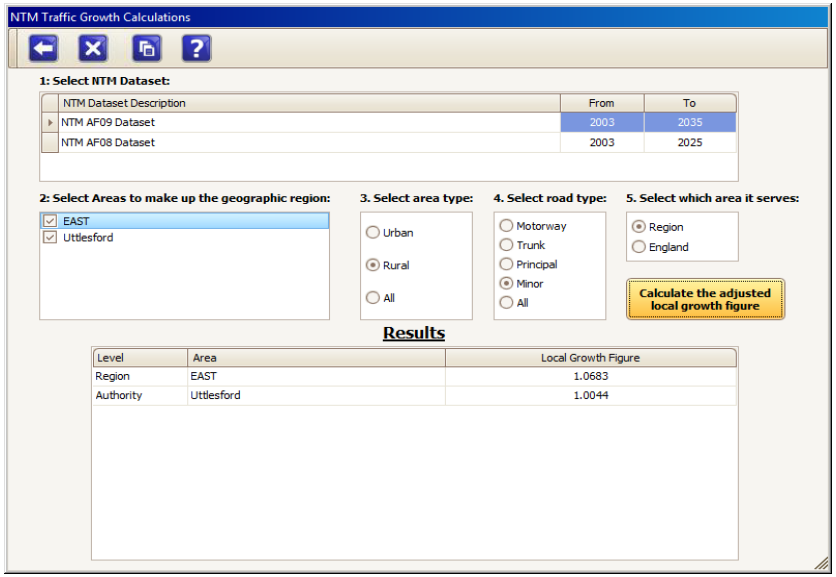
Uttlesford Local Plan Support	Sep-12	Not to Scale	2012 PM Peak (17:00-18:00) Background Traffic Flows on key links in Uttlesford District
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By: MY	**Figure B8**

Appendix C

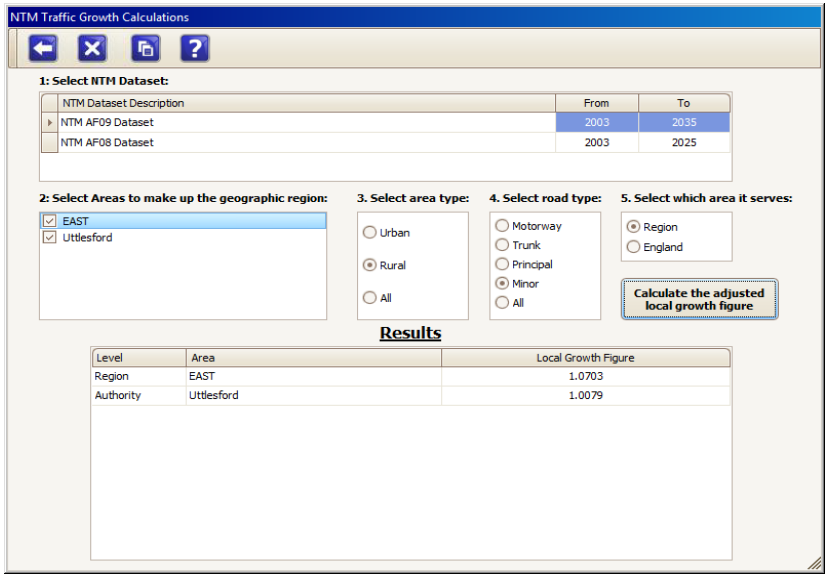
Traffic Growth Factors

Minor Route Traffic Growth - 2012-2018

AM Peak



PM Peak



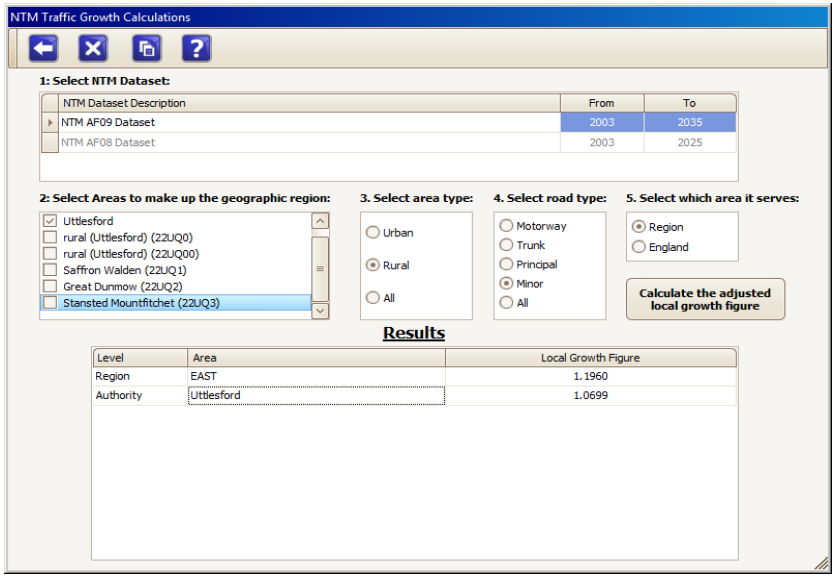
Overall Traffic Growth (using EAST region factors)

AM Factor from 2012 to 2018 = **1.068**

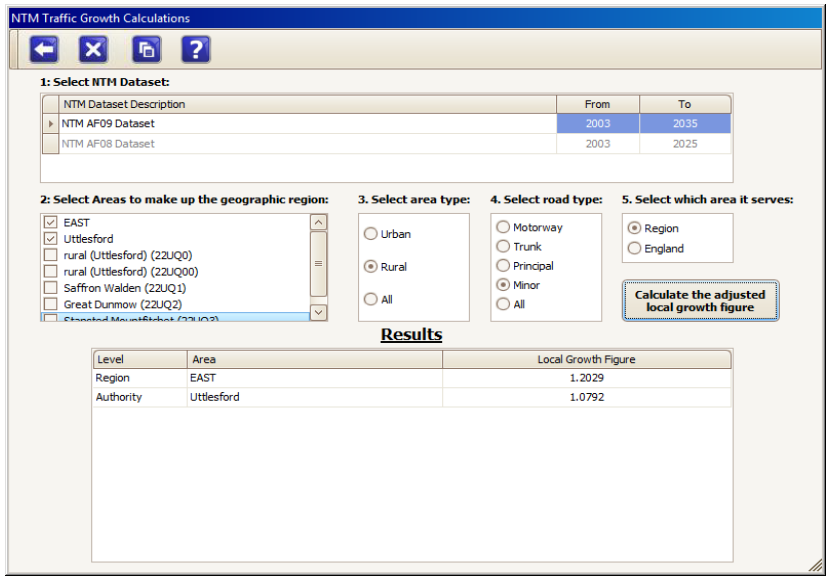
PM Factor from 2012 to 2018 = **1.070**

Minor Route Traffic Growth - 2012-2026

AM Peak



PM Peak



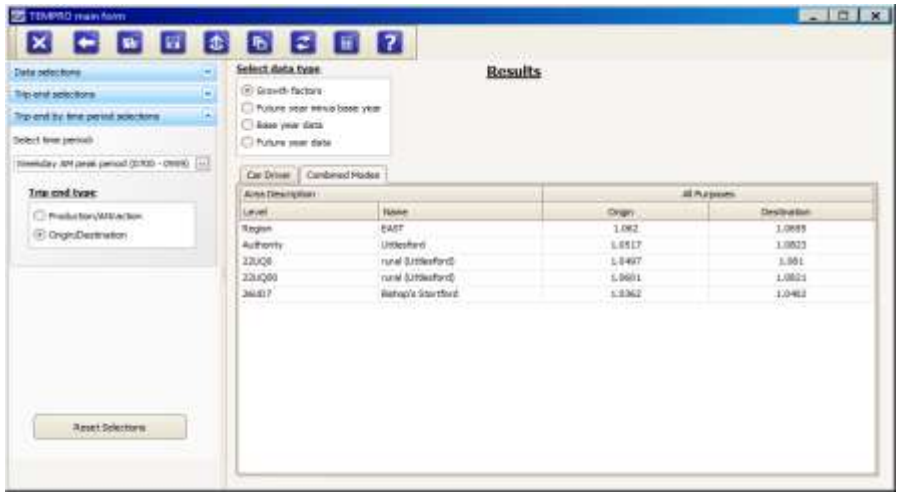
Overall Traffic Growth (using EAST region factors)

AM Factor from 2012 to 2026 = **1.196**

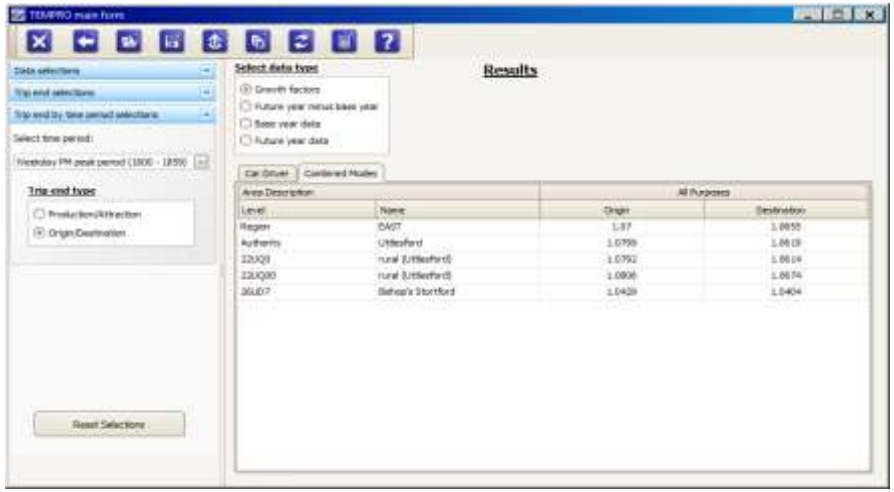
PM Factor from 2012 to 2026 = **1.203**

Unaltered 2012-2018 factors from TEMPRO

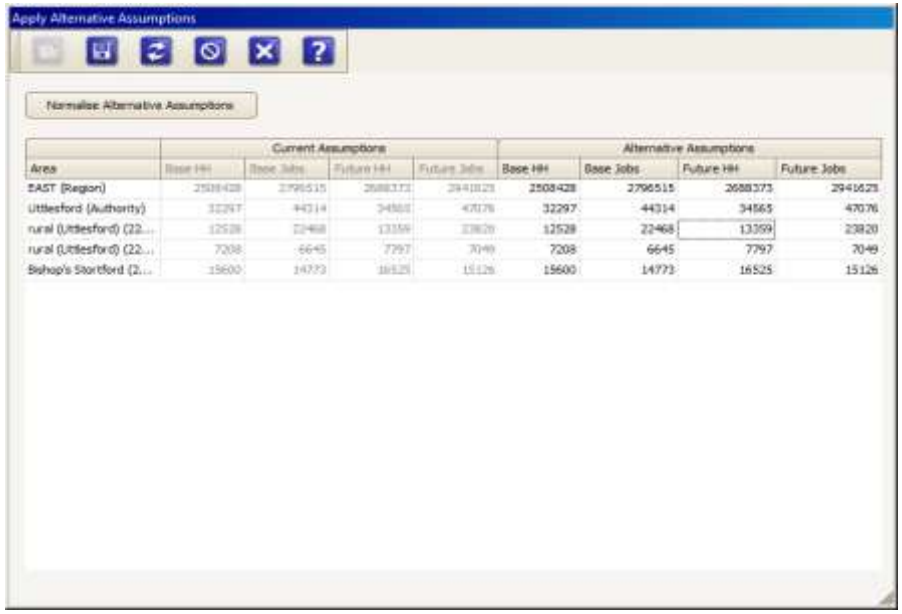
AM Peak



PM Peak

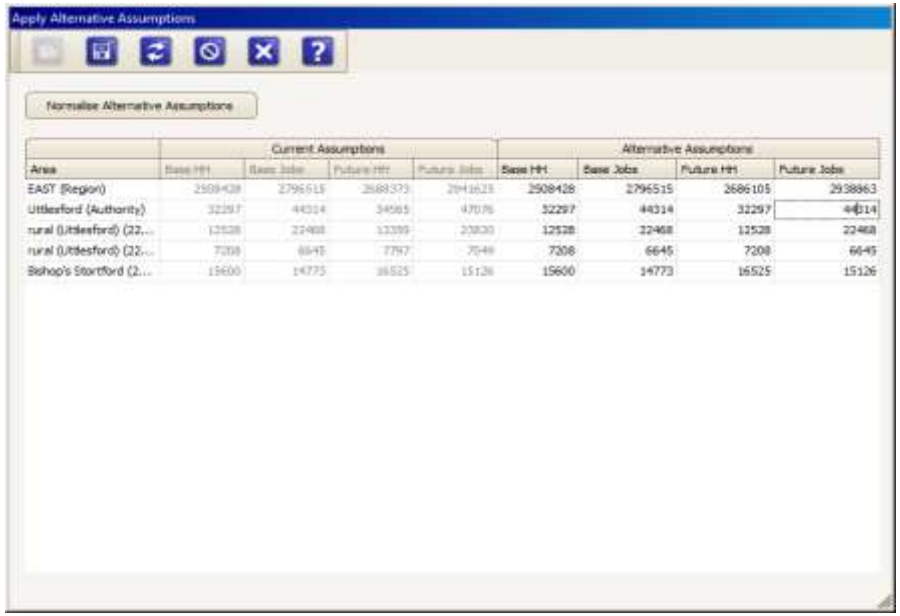


Unaltered number of 2012-18 Households and Jobs in TEMPRO



Base HH	Base Jobs	Future HH	Future Job	Change HH	Change Jobs
2508428	2796515	2688373	2941625	179945	145110
32297	44314	34565	47076	2268	2762
12528	22468	13359	23820	831	1352
7208	6645	7797	7049	589	404
15600	14773	16525	15126	925	353

Alternative Planning Assumptions to take out growth in houses and jobs in Uttlesford and BS



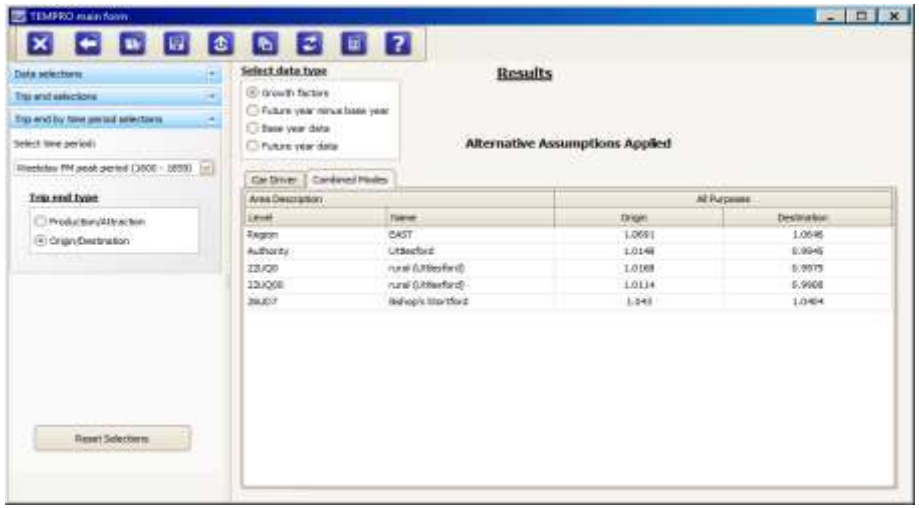
Change over 'Normal' planning assumptions

Base HH	Base Jobs	Future HH	Future Jobs	Change HH	Change Jobs
2508428	2796515	2685180	2938510	-3193	-3115
32297	44314	32297	44314	-2268	-2762
12528	22468	12528	22468	-831	-1352
7208	6645	7208	6645	-589	-404
15600	14773	15600	14773	-925	-353

		BH	BJ	FH	FJ
	EAST	2508428	2796515	2688373	2941625
	Utt	32297	44314	34565	47076
	BS	15600	14773	16525	15126
Values to be stripped out from EAST	Utt			2268	2762
Revised EAST totals =	EAST			**2686105**	**2938863**

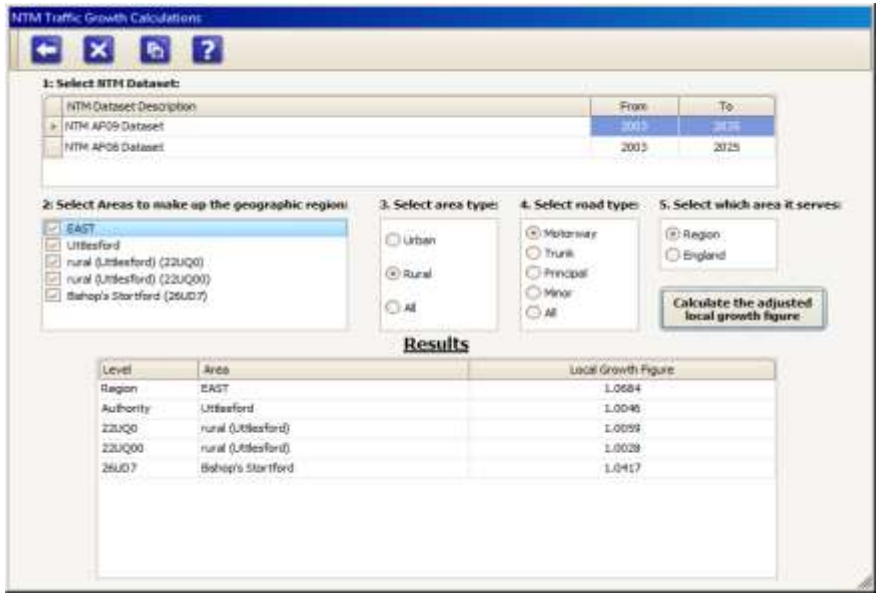
TEMPRO adjusted factors - AM peak

TEMPRO adjusted factors - PM peak

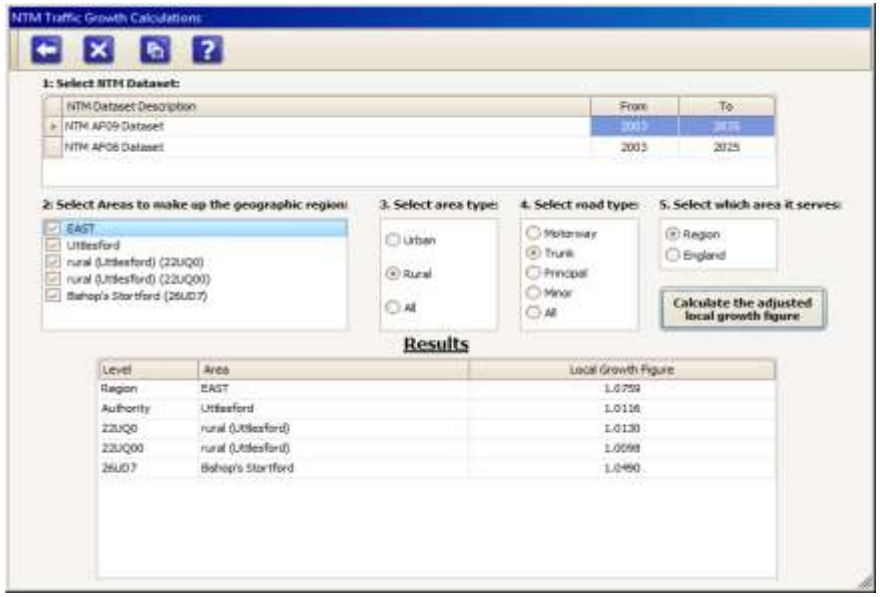


NTM & TEMPRO adjusted factors - AM peak

Motorway

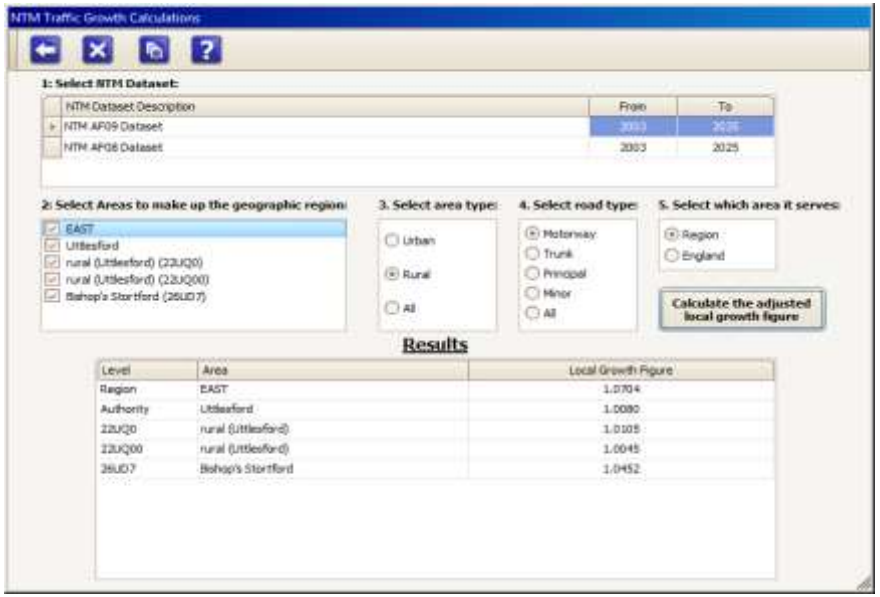


Trunk

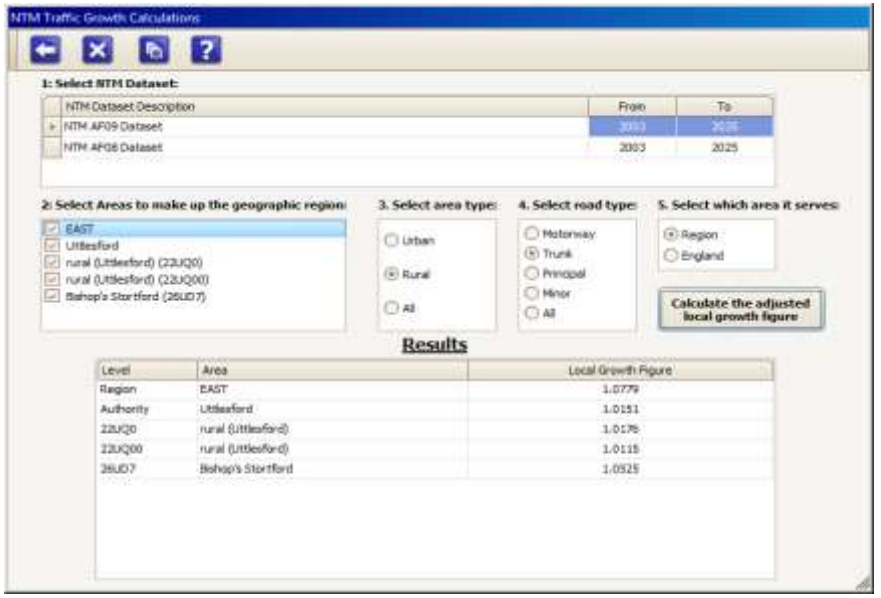


NTM & TEMPRO adjusted factors - PM peak

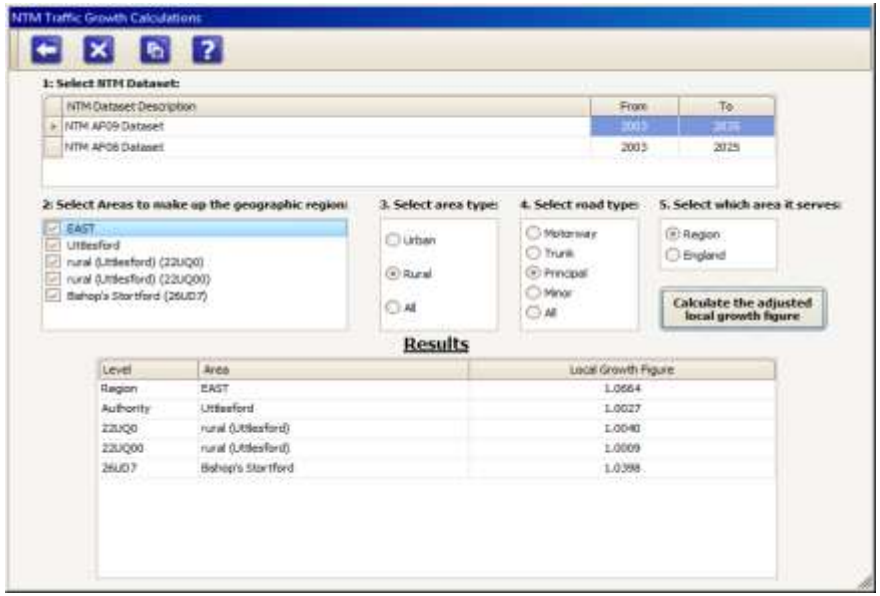
Motorway



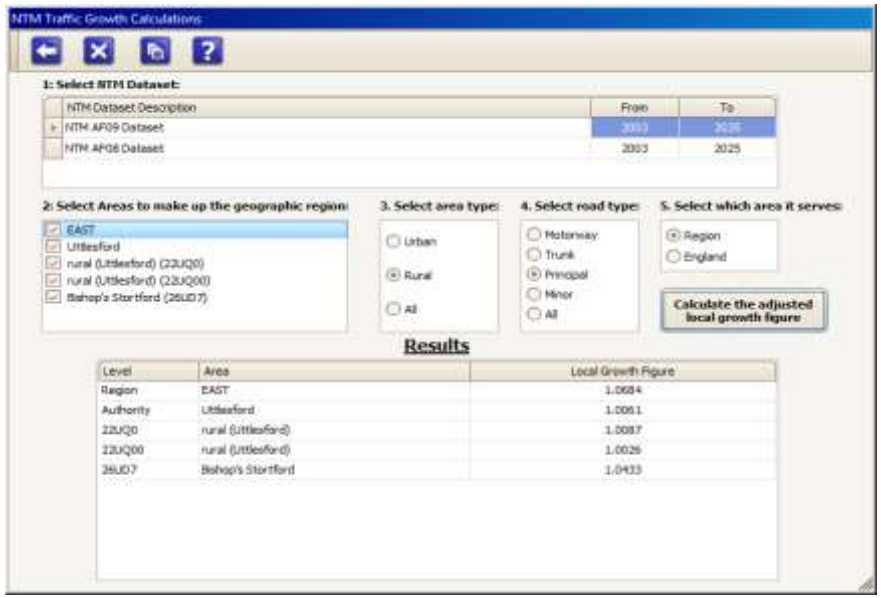
Trunk



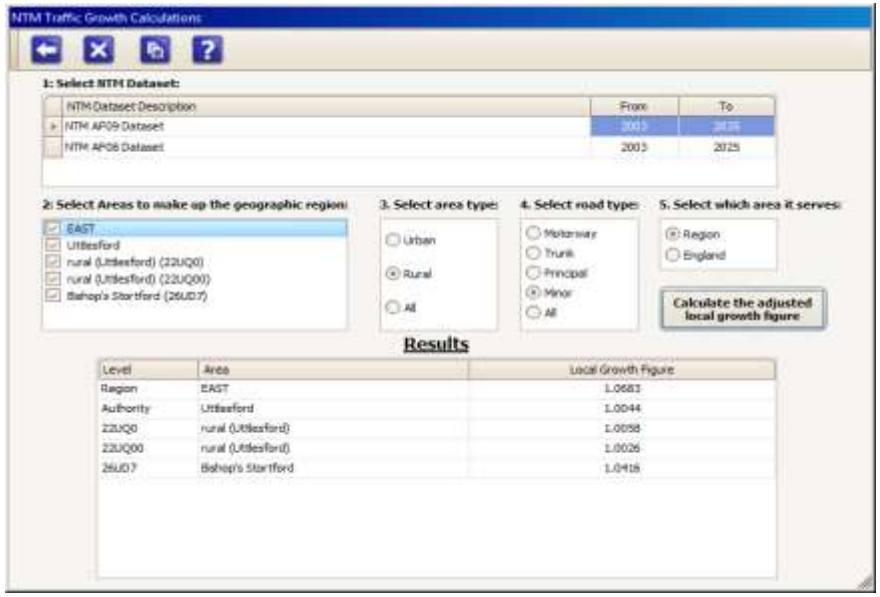
Principal



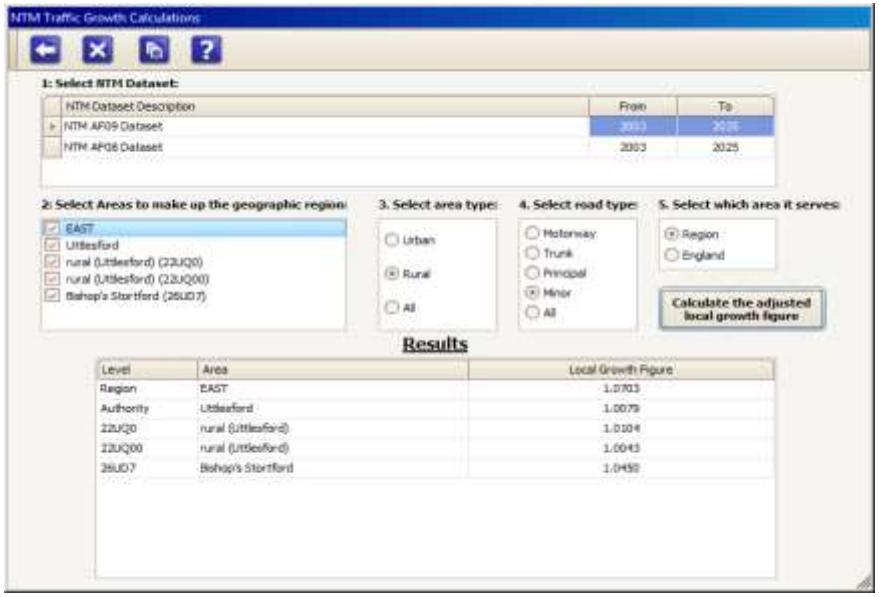
Principal



Minor

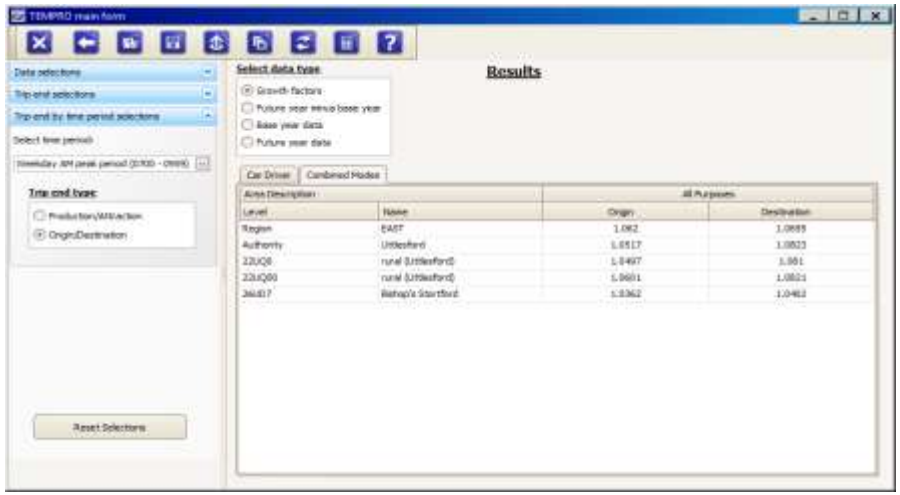


Minor

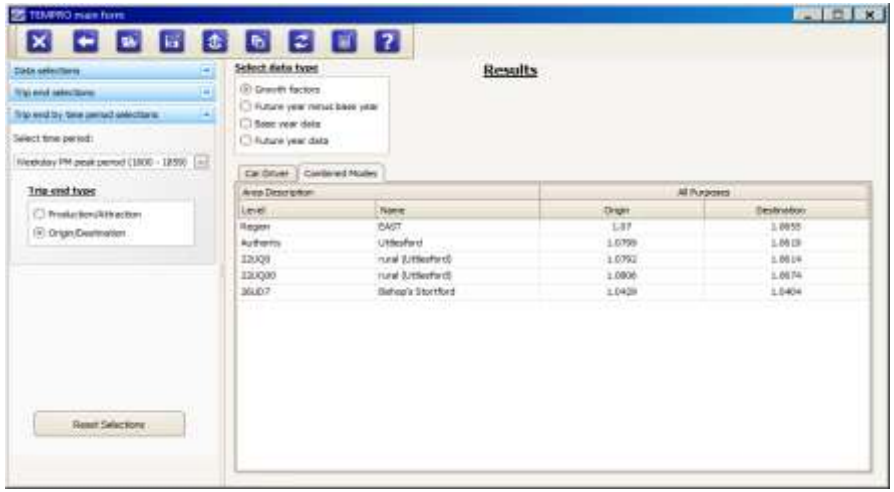


Unaltered 2012-2018 factors from TEMPRO

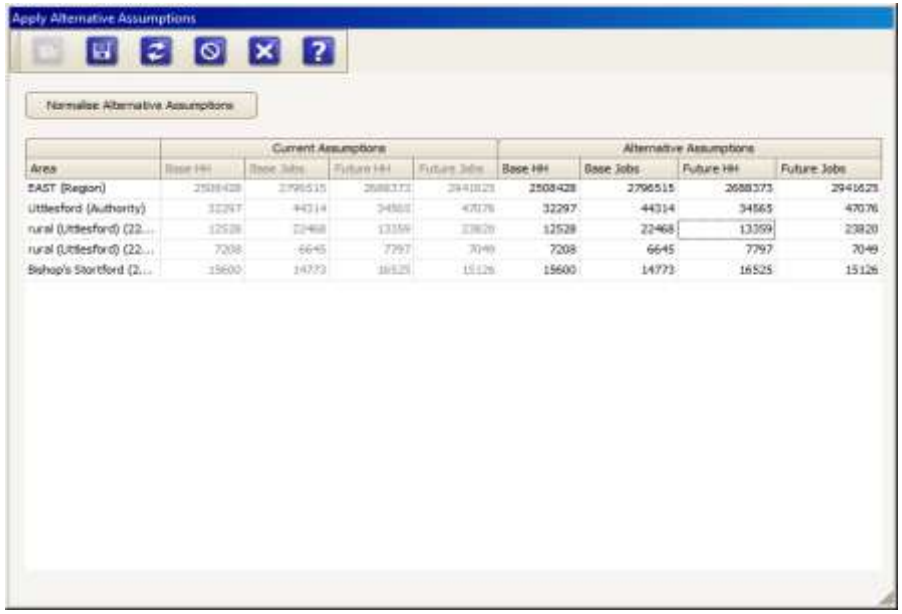
AM Peak



PM Peak



Unaltered number of 2012-18 Households and Jobs in TEMPRO



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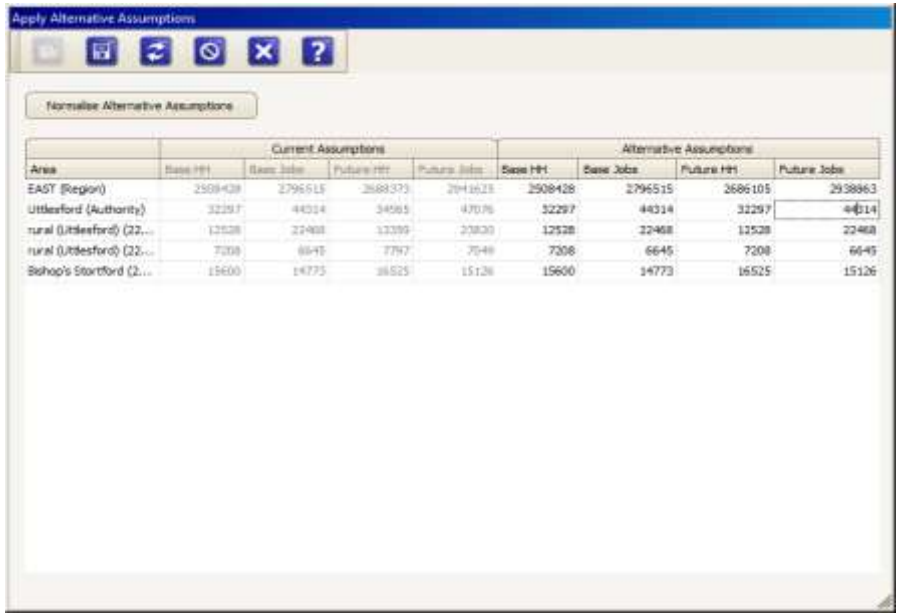
Alternative Planning Assumptions to take out growth in houses and jobs in Uttlesford and BS



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		BH	BJ	FH	FJ
	EAST	2508428	2796515	2688373	2941625
	Utt	32297	44314	34565	47076
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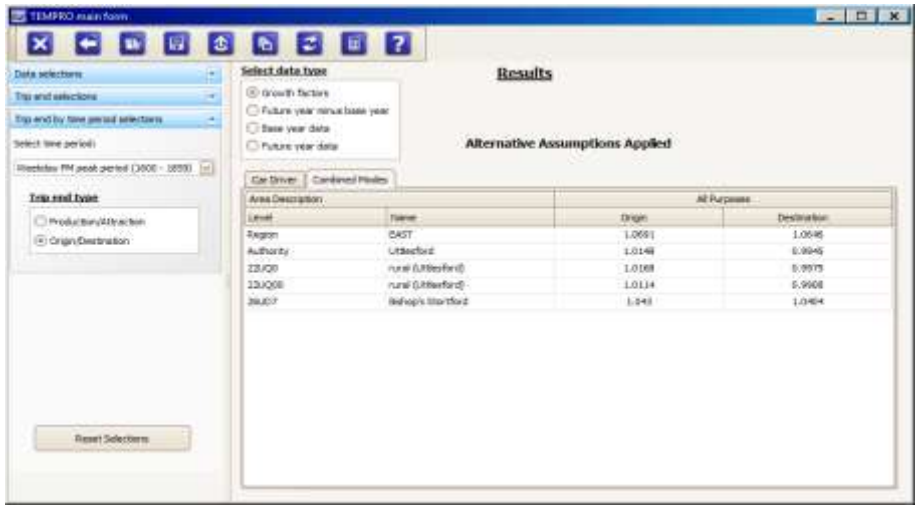
Values to be stripped out from EAST	Utt			2268	2762
Revised EAST totals =	EAST			**2686105**	**2938863**

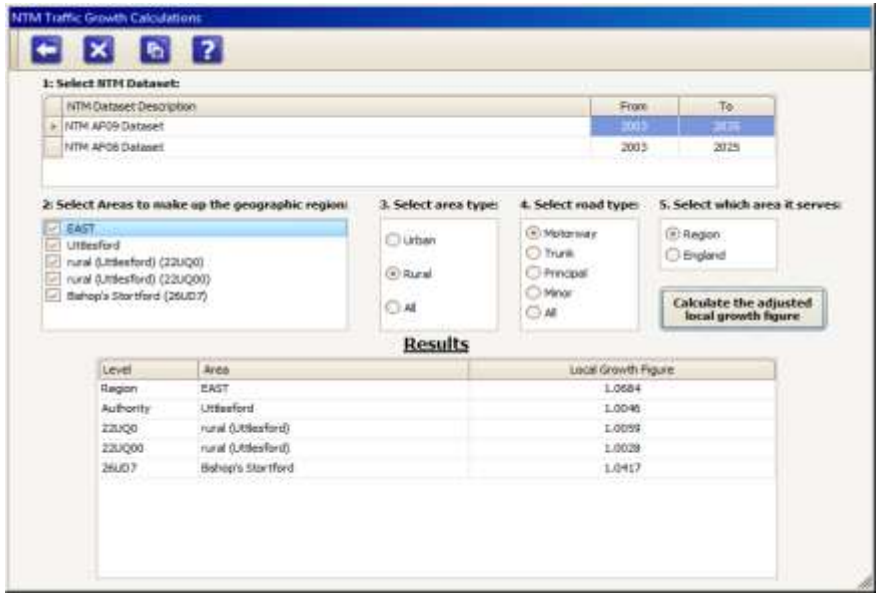
TEMPRO adjusted factors - AM peak

TEMPRO adjusted factors - PM peak



NTM & TEMPRO adjusted factors - AM peak

Motorway



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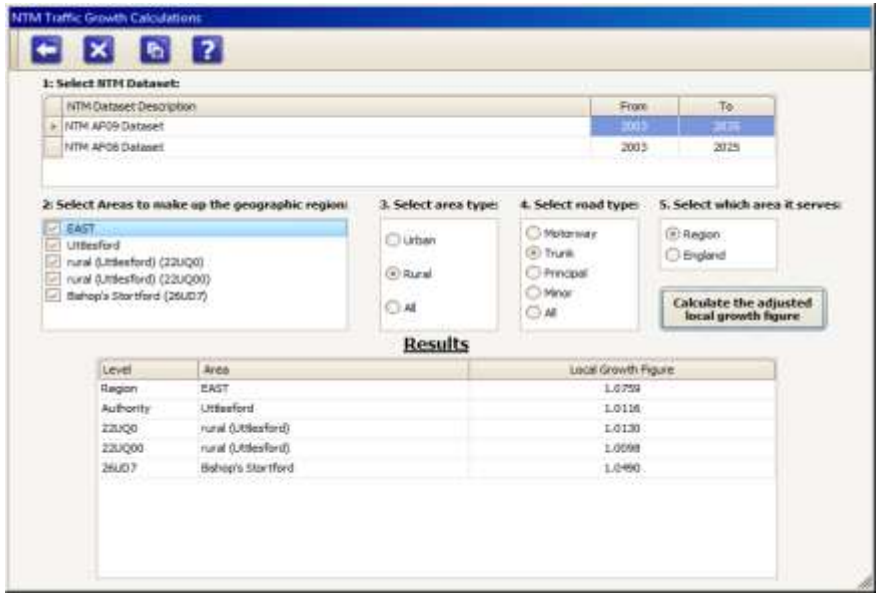
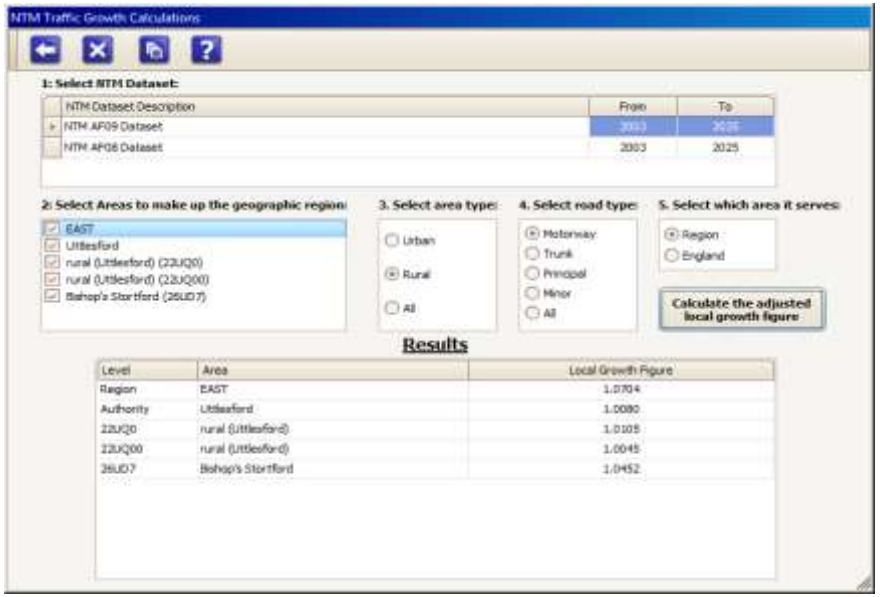


NTM & TEMPRO adjusted factors - PM peak

Motorway



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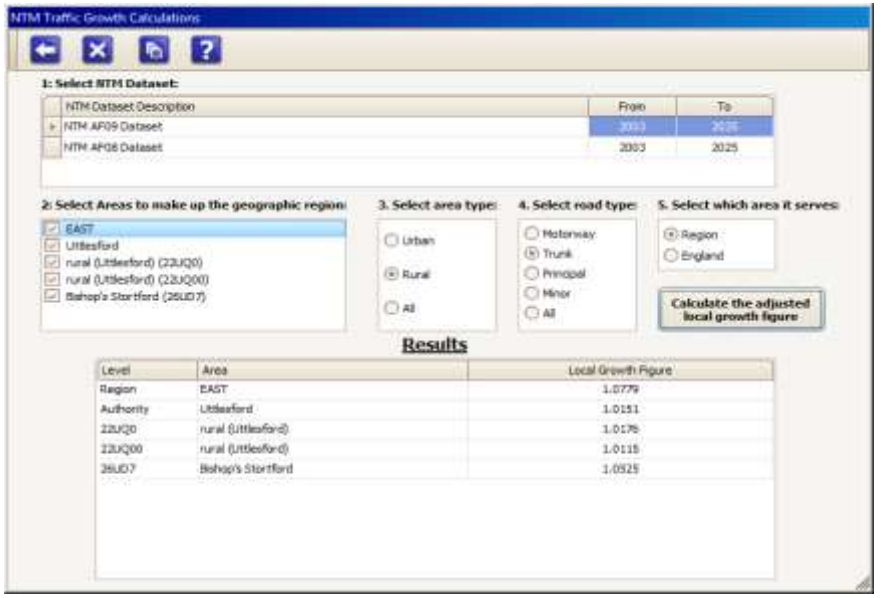
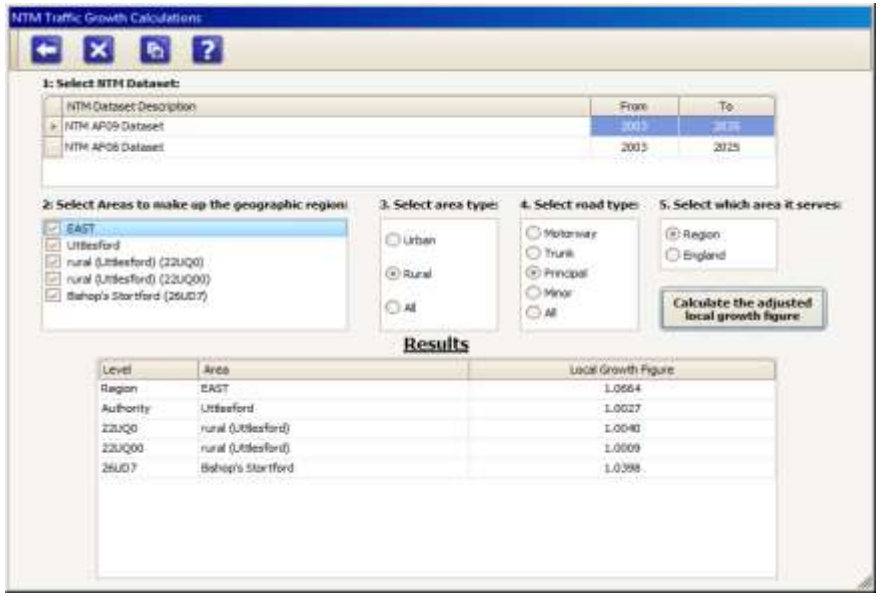
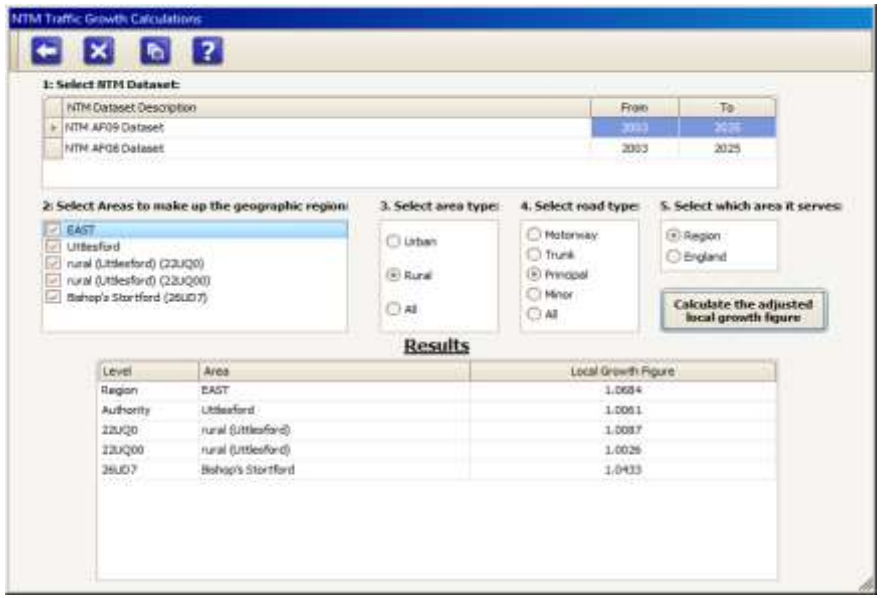


Principal



Principal



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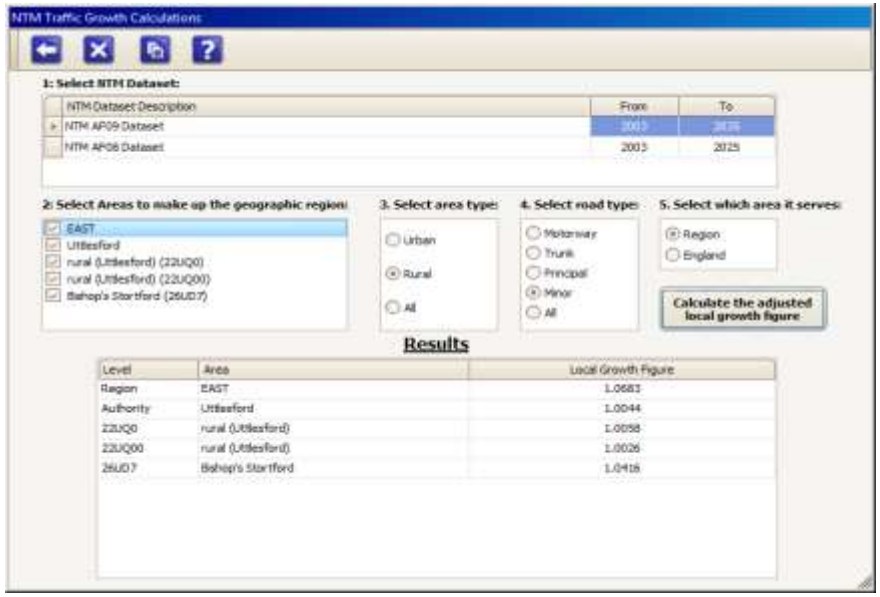

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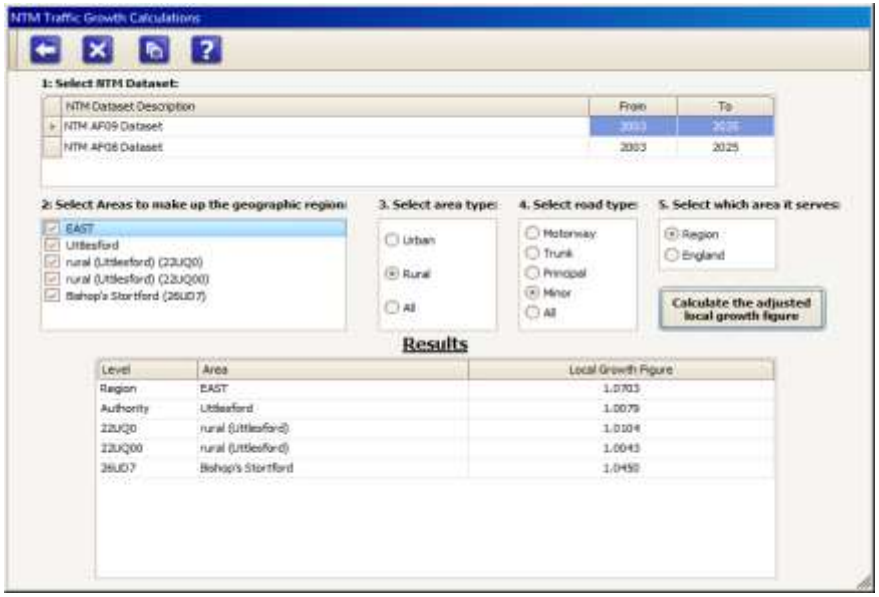
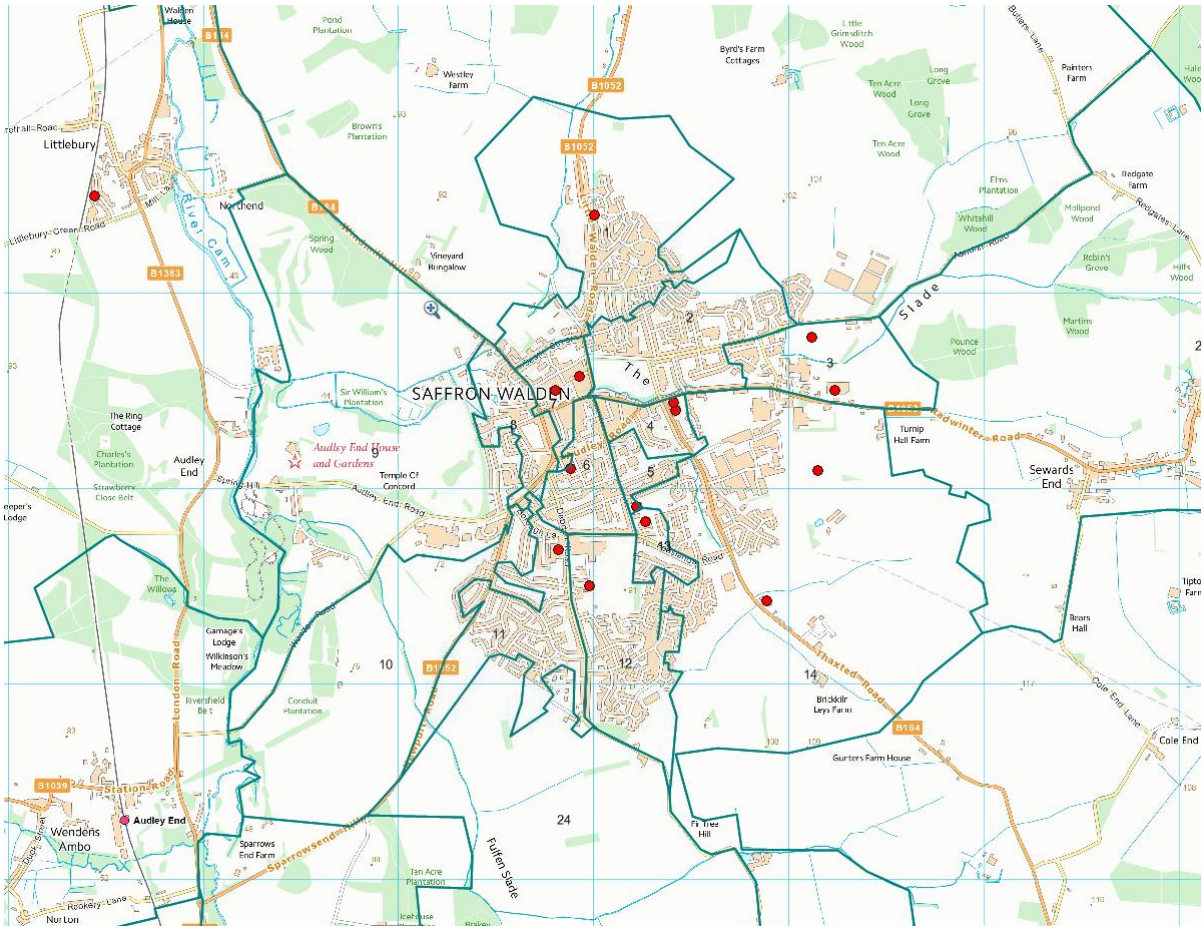


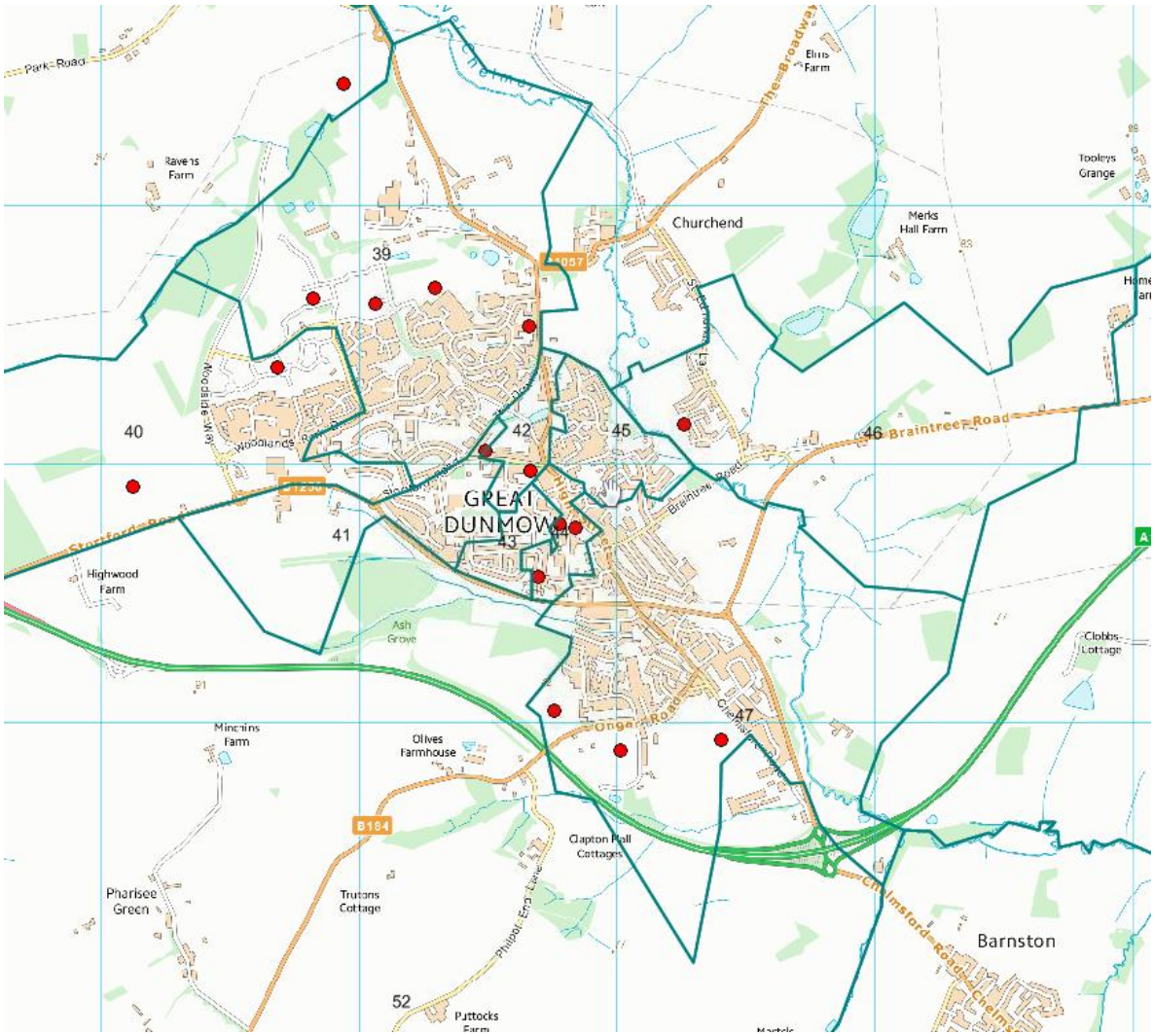
Appendix D

UDC Zone Diagrams

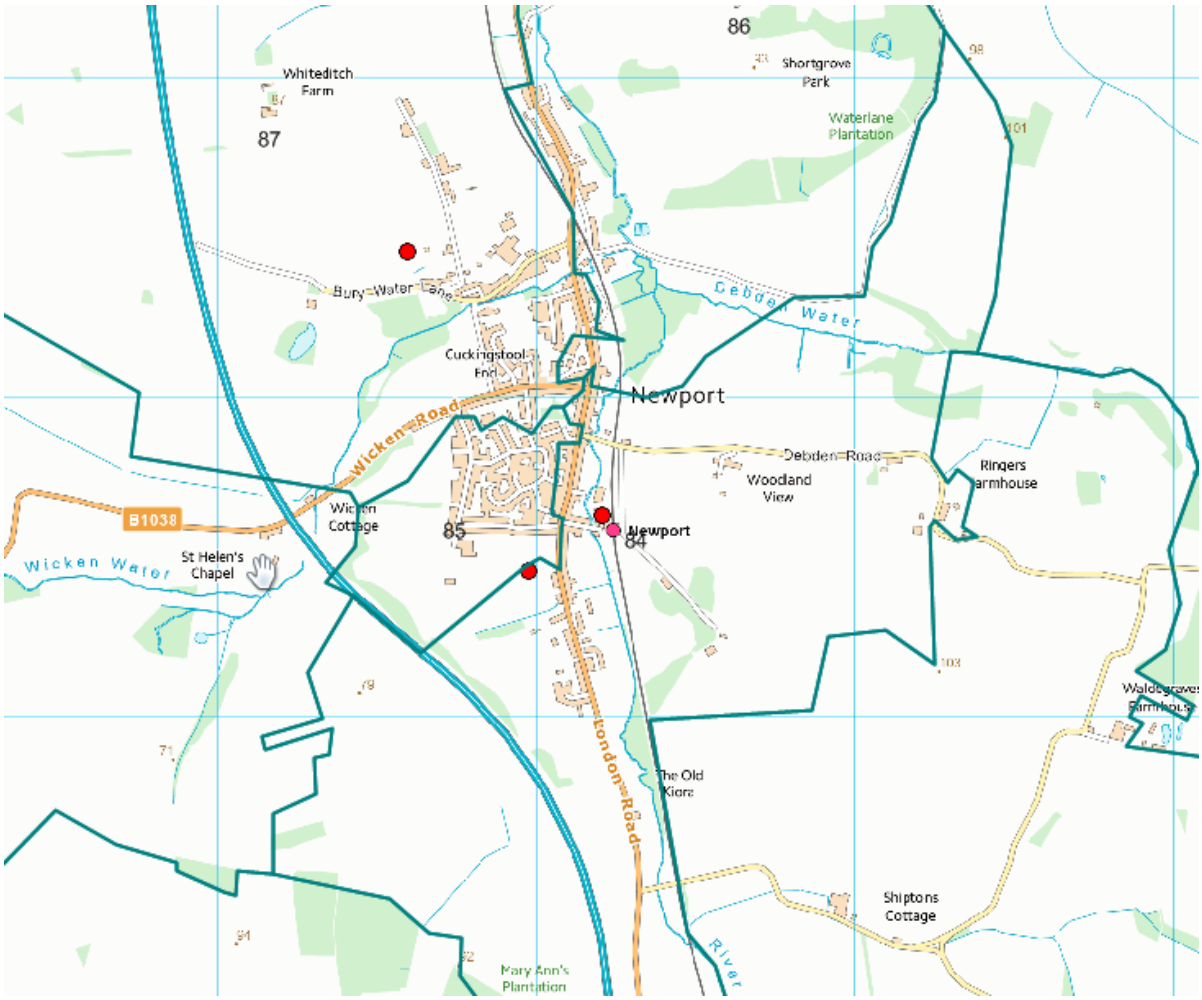
Saffron Walden Zoning



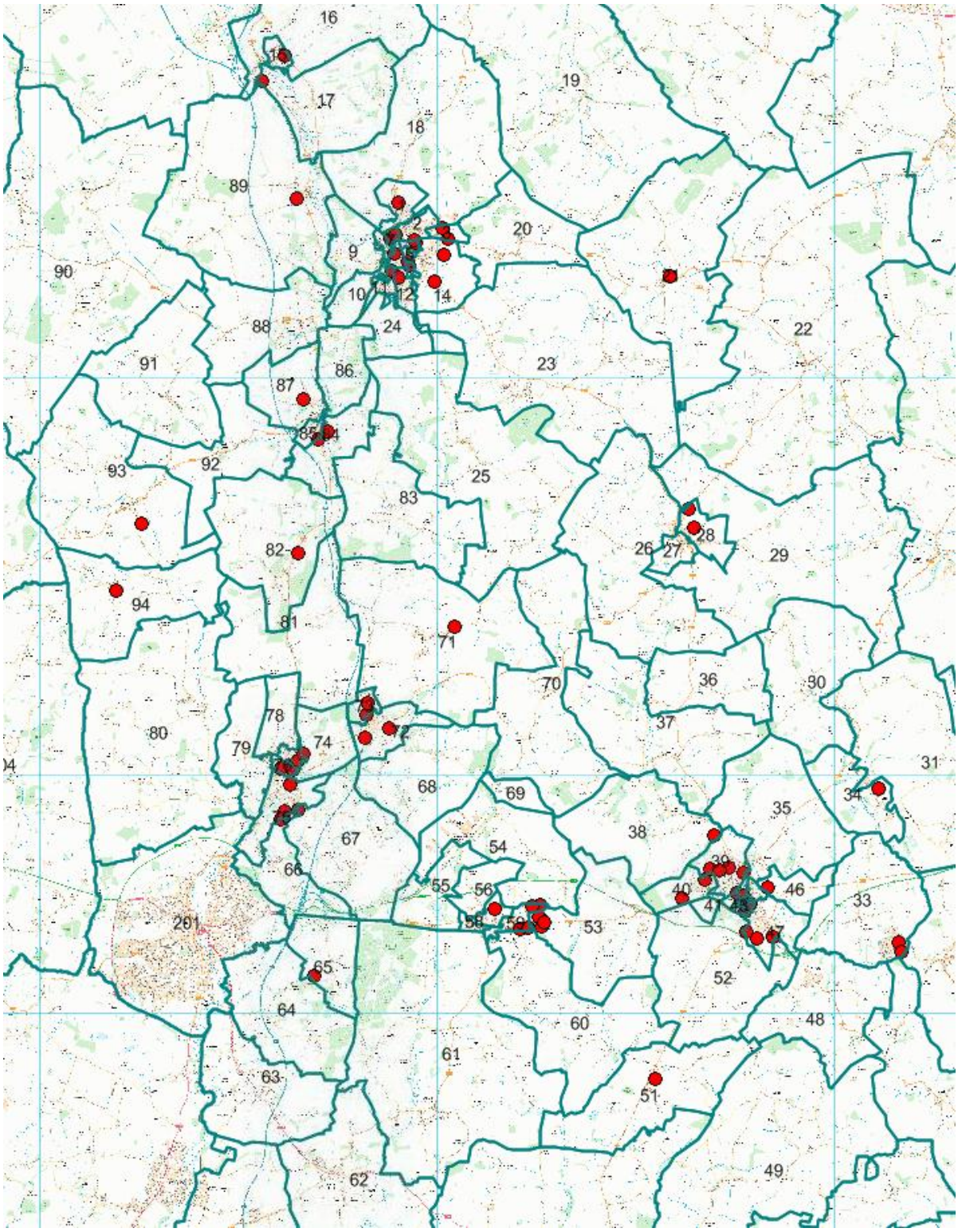
Great Dunmow Zoning



Newport Zoning

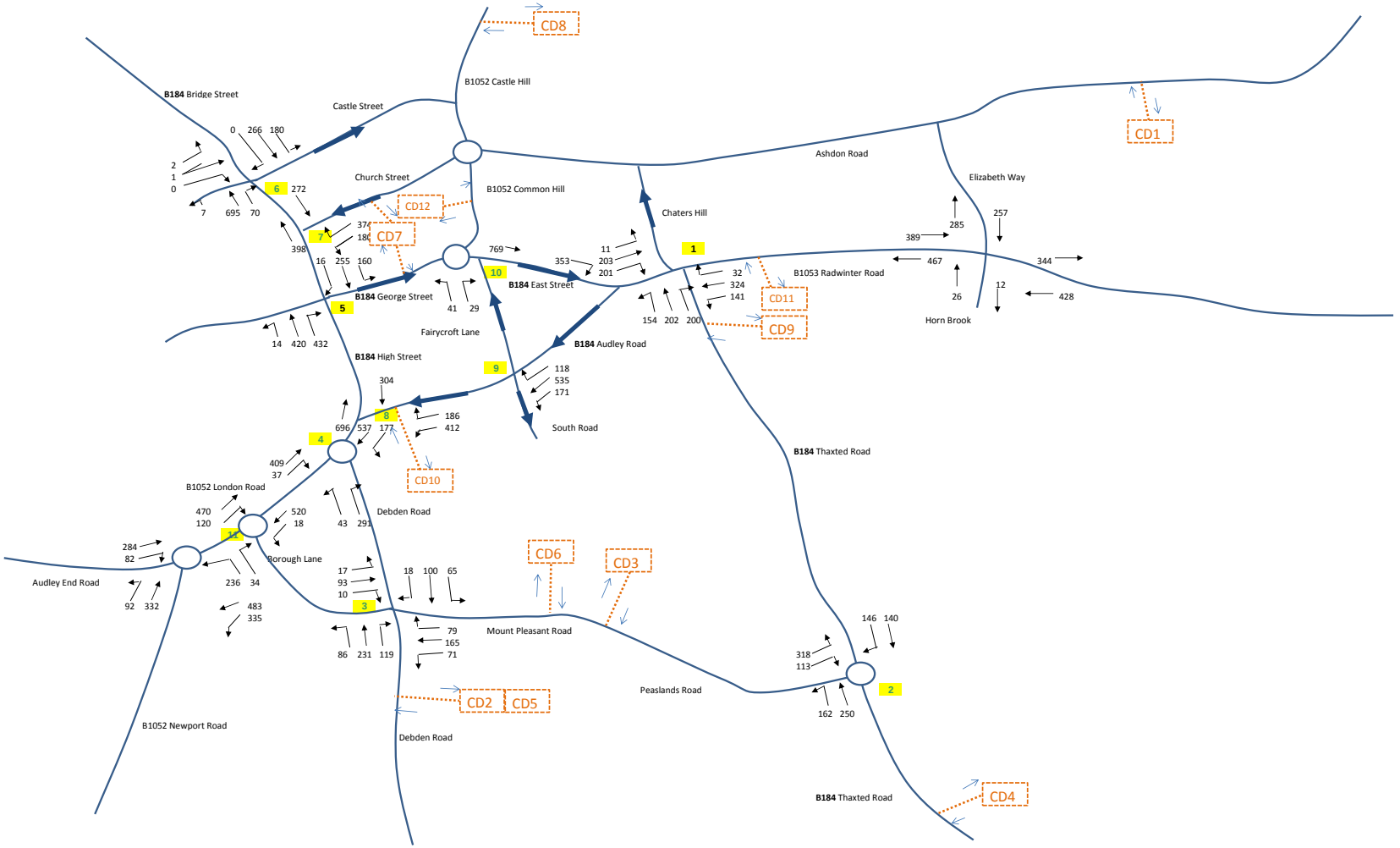


Uttlesford Zoning

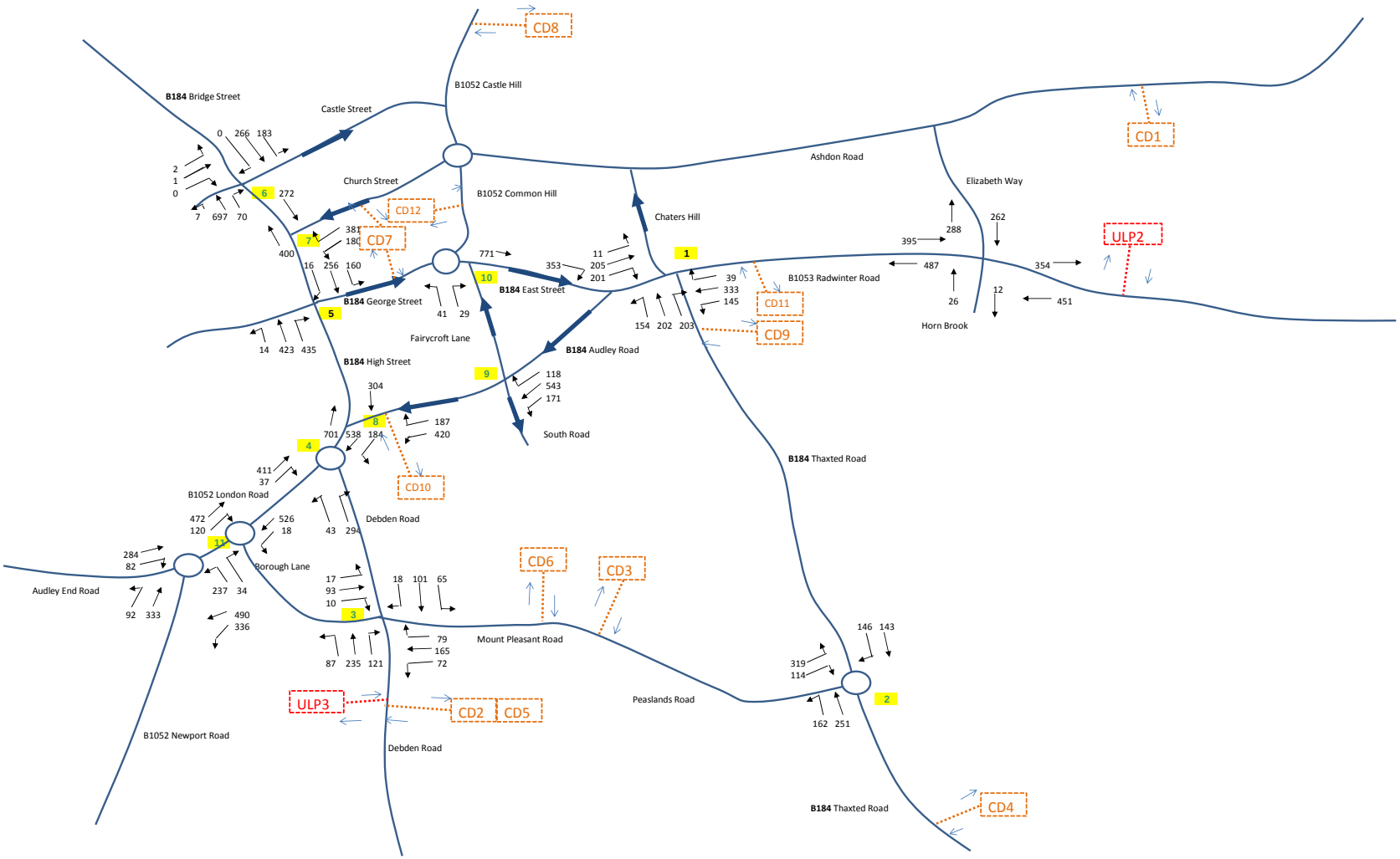


Appendix E

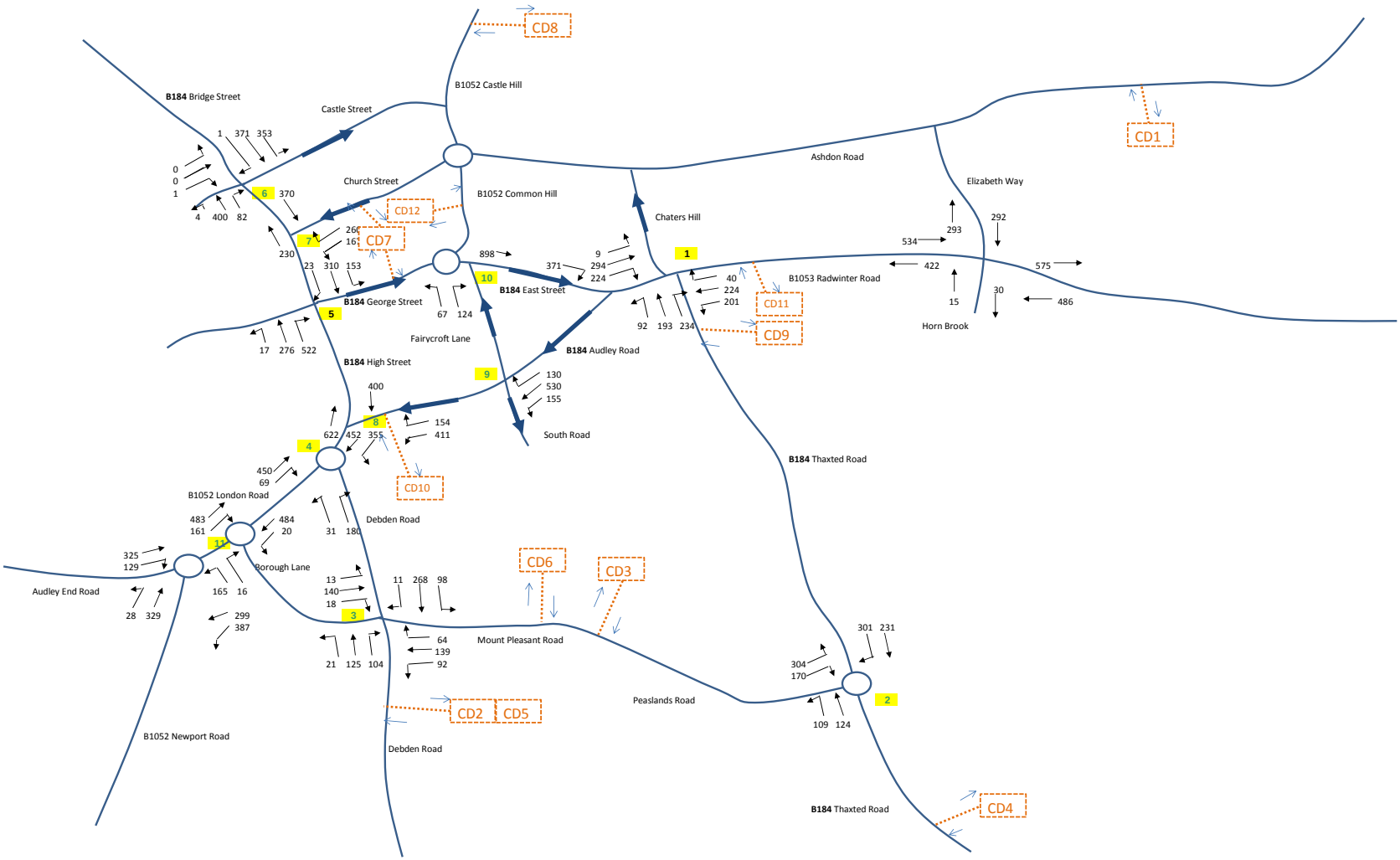
2018 Traffic Flow Diagrams



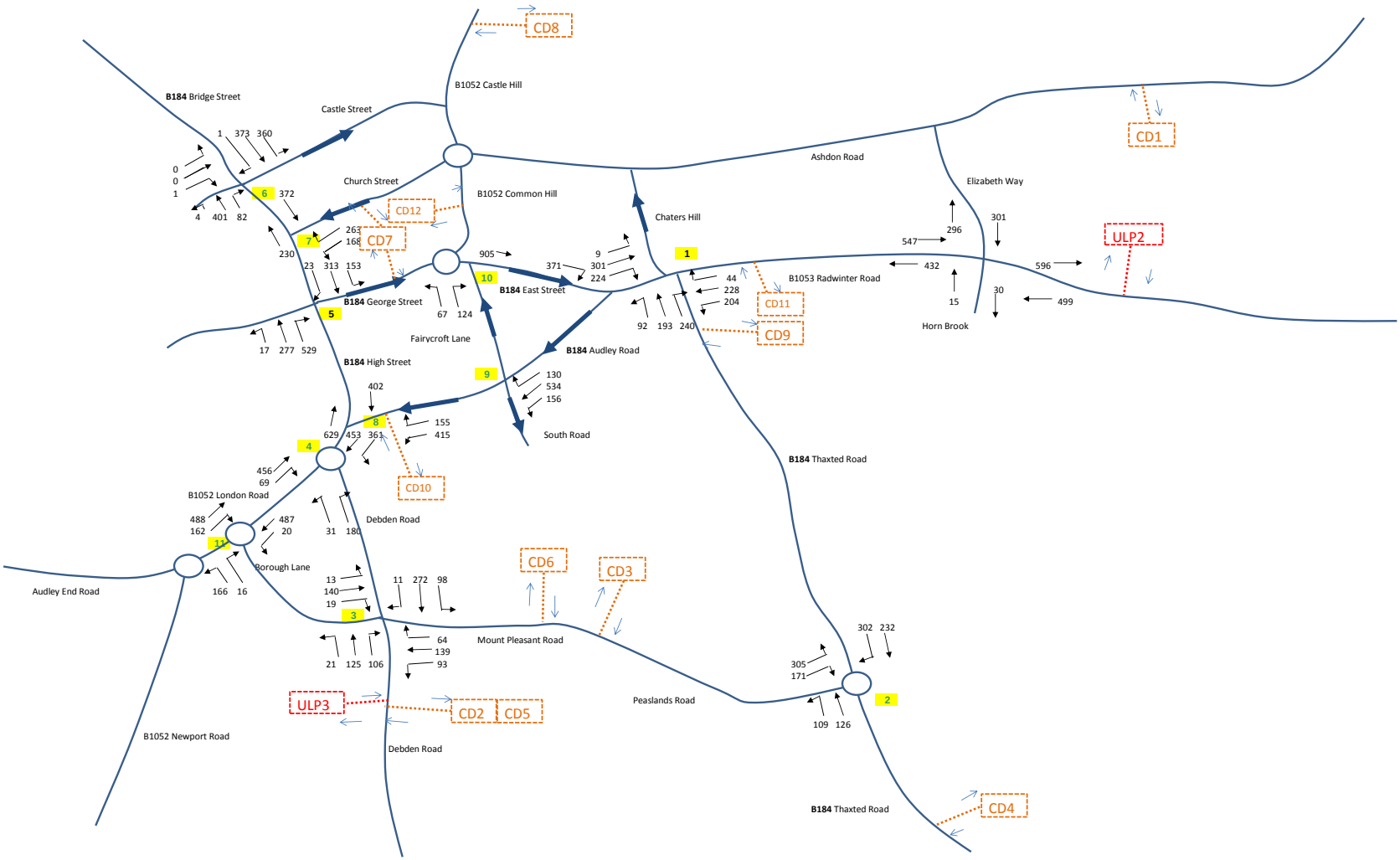
Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed Development AM Peak (08:00-09:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure E1**



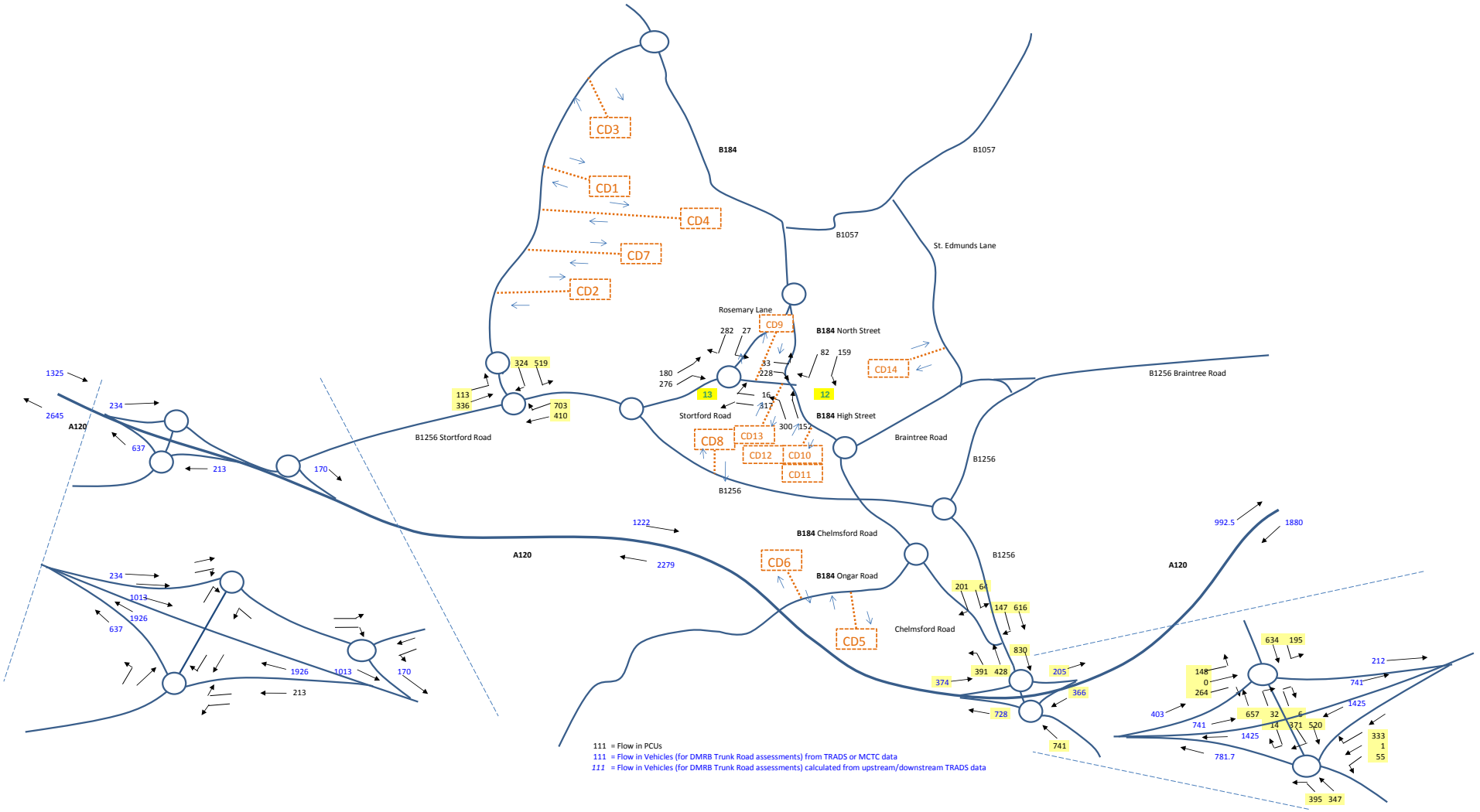
Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed + ULP Development AM Peak (08:00-09:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure E2**



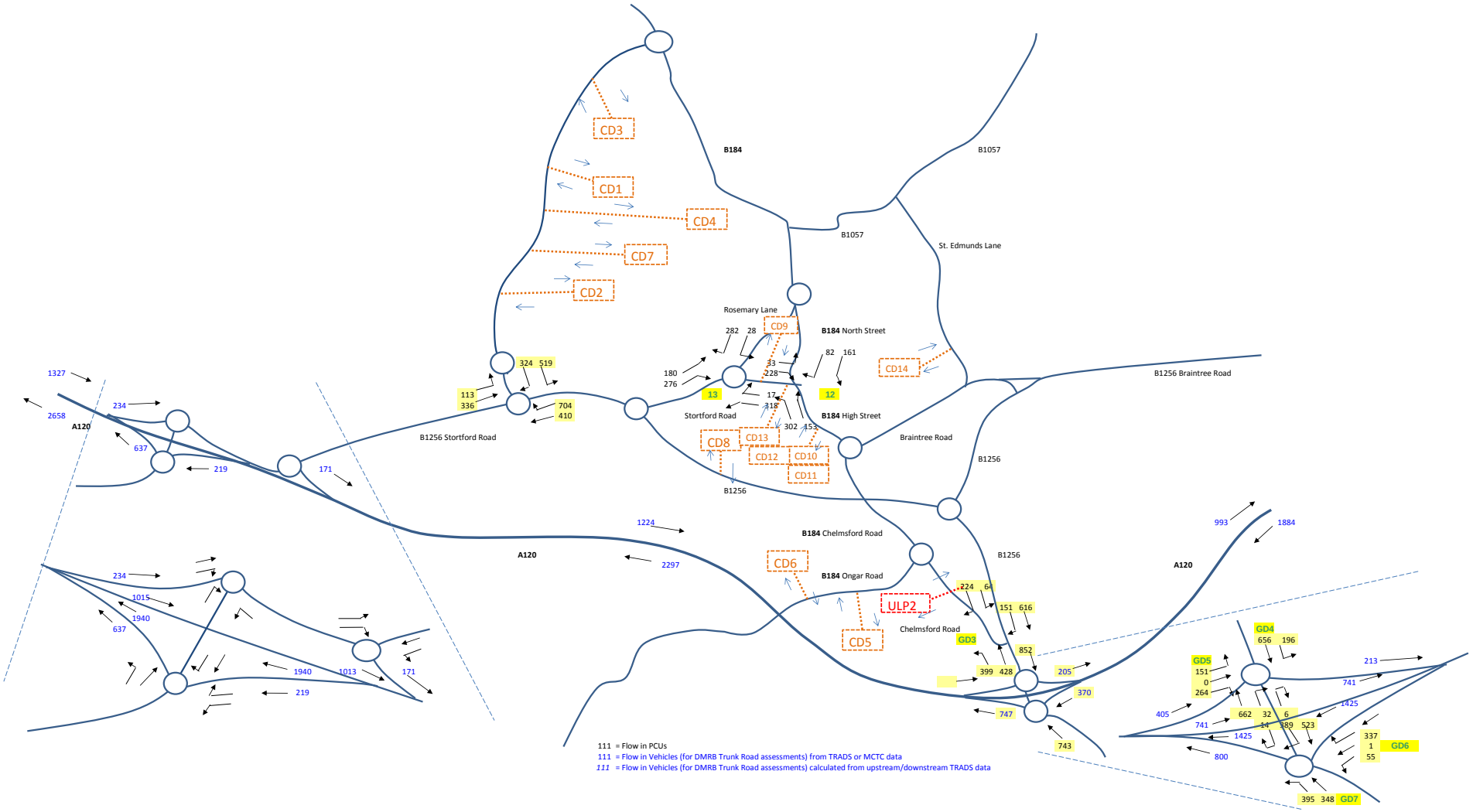
Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed Development PM Peak (17:00-18:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure E3**



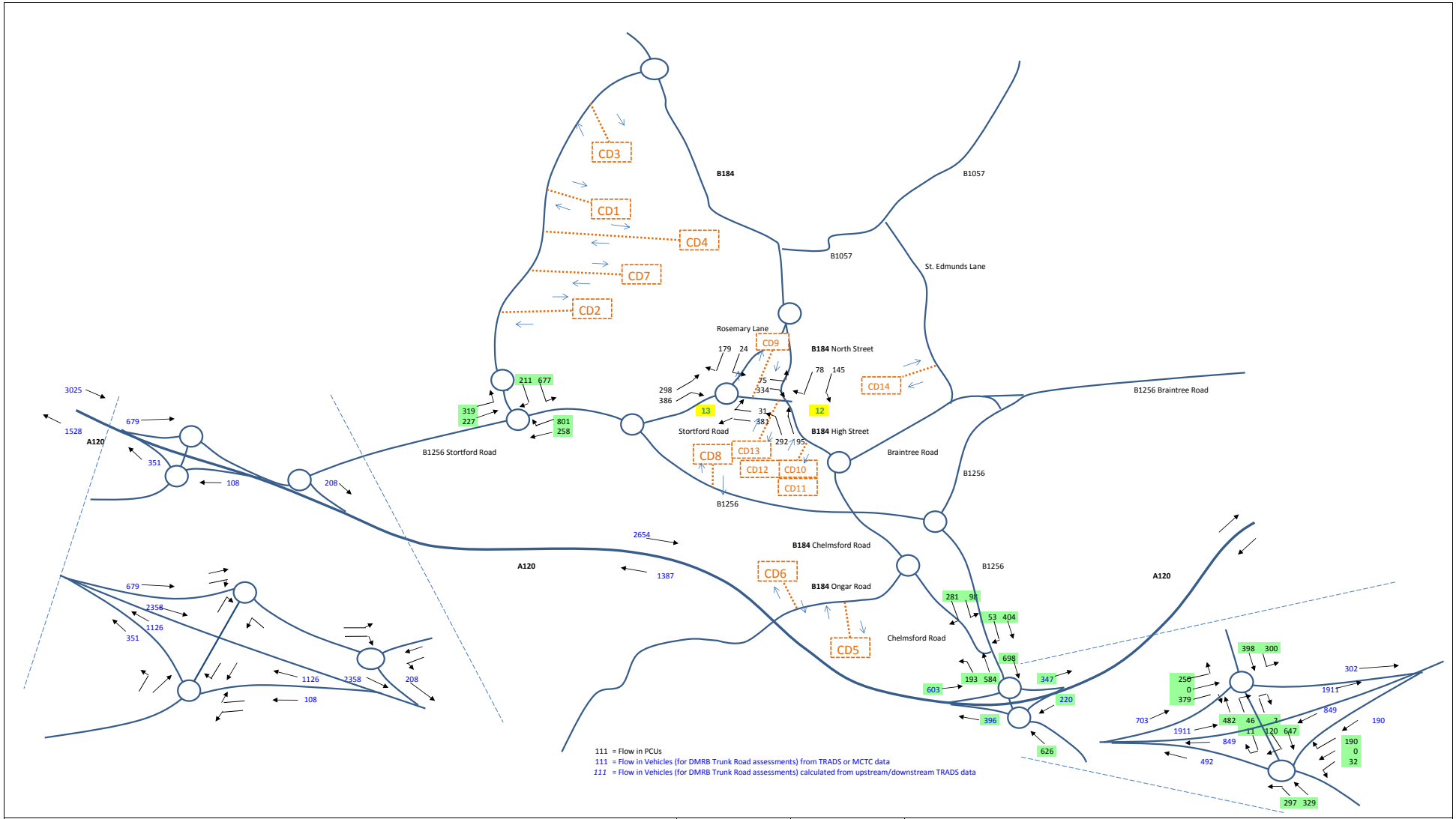
Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed + ULP Development PM Peak (17:00-18:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure E4**



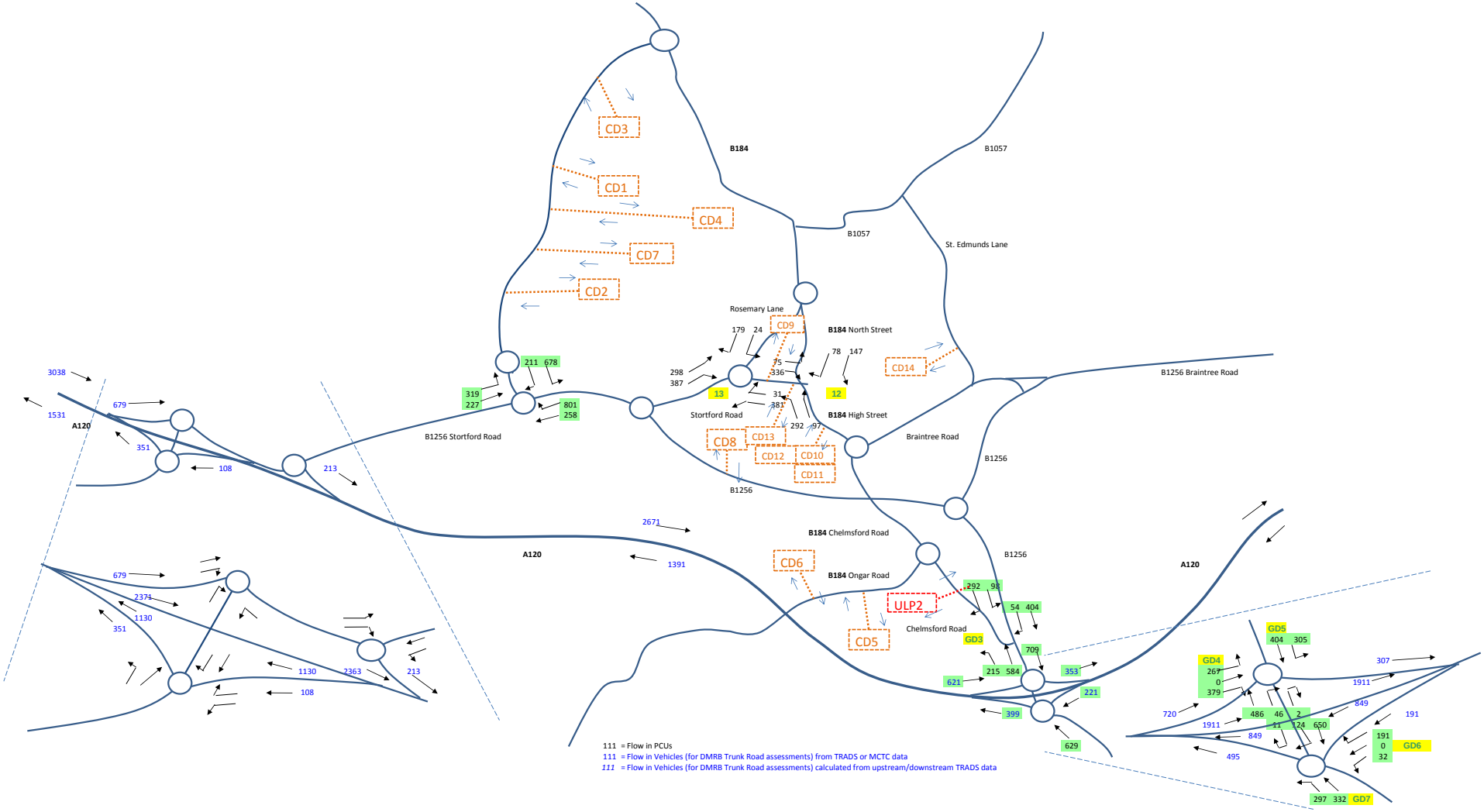
Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed Development AM Peak (08:00-09:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure E5**



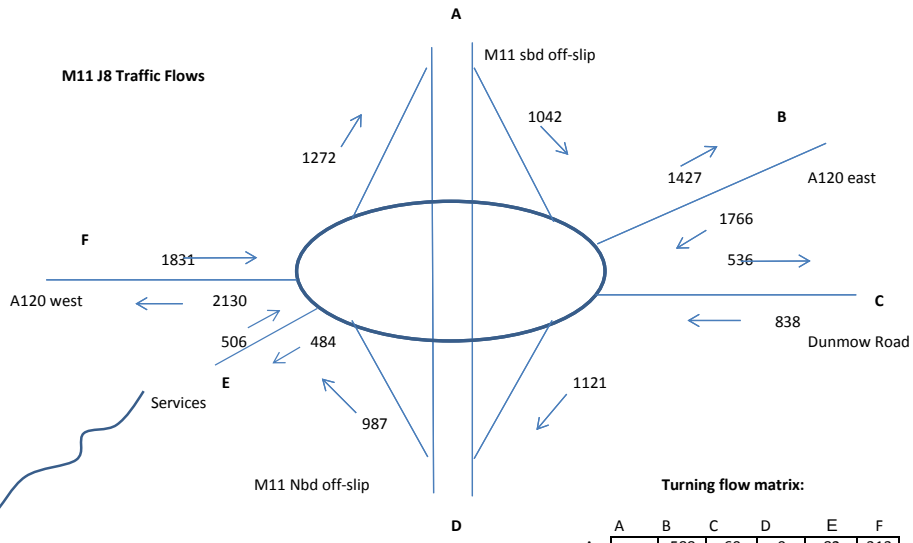
Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed + ULP Development AM Peak (08:00-09:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure E6**



Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed Development PM Peak (17:00-18:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure E7**



Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed + ULP Development PM Peak (17:00-18:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure E8**

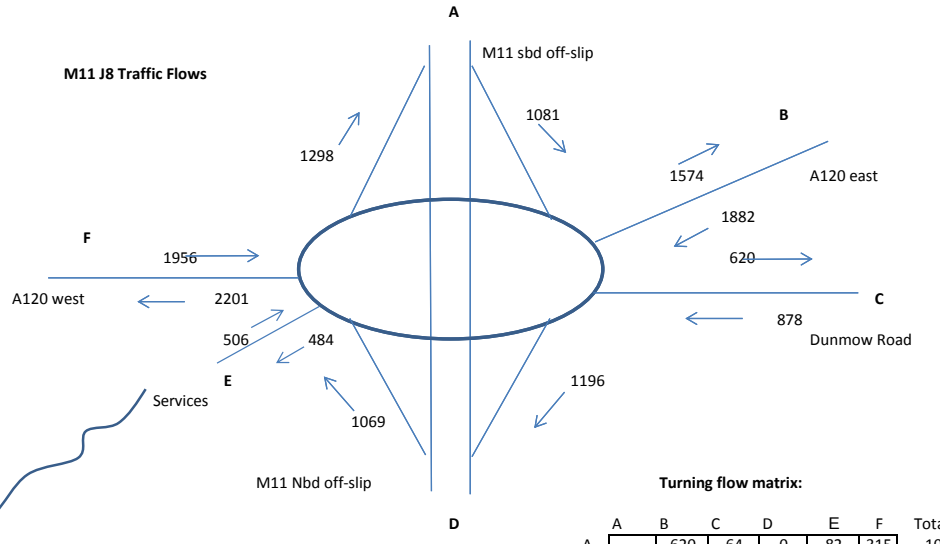


Turning flow matrix:

	A	B	C	D	E	F	Total
A		588	60	0	82	313	1042
B	615		106	123	104	819	1766
C	110	64		240	62	362	838
D	0	113	75		223	576	987
E	201	80	41	125		60	506
F	347	583	254	634	14		1831
	1272	1427	536	1121	484	2130	

Total of matrix = **6,970**

Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed Development AM Peak (08:00-09:00) Traffic Flows at key links in Uttlesford
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure E9**

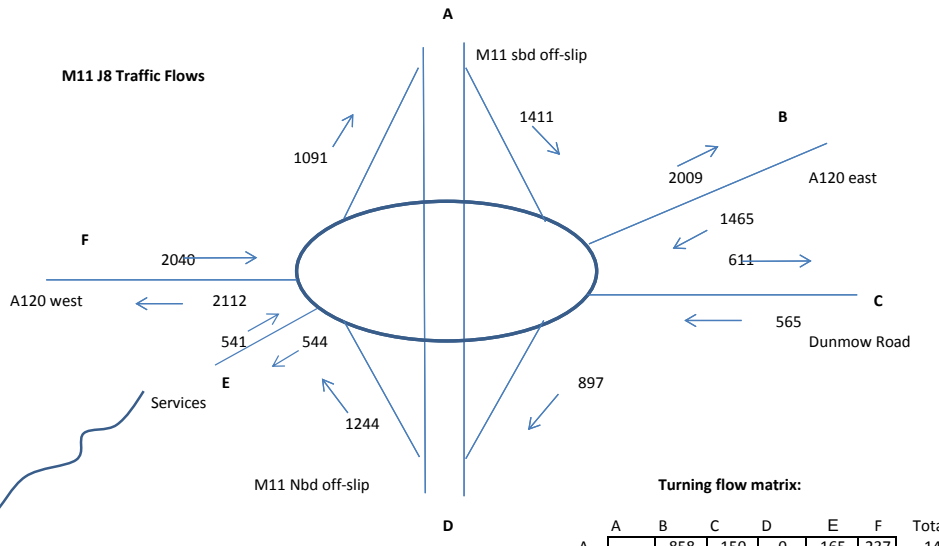


Turning flow matrix:

	A	B	C	D	E	F	Total
A		620	64	0	82	315	1081
B	639		122	178	104	840	1882
C	111	64		253	62	388	878
D	0	147	101		223	598	1069
E	201	80	41	125		60	506
F	347	664	291	641	14		1956
	1298	1574	620	1196	484	###	

Total of matrix = **7,373**

Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed + ULP Development AM Peak (08:00-09:00) Traffic Flows at key links in Uttlesford
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure E10**

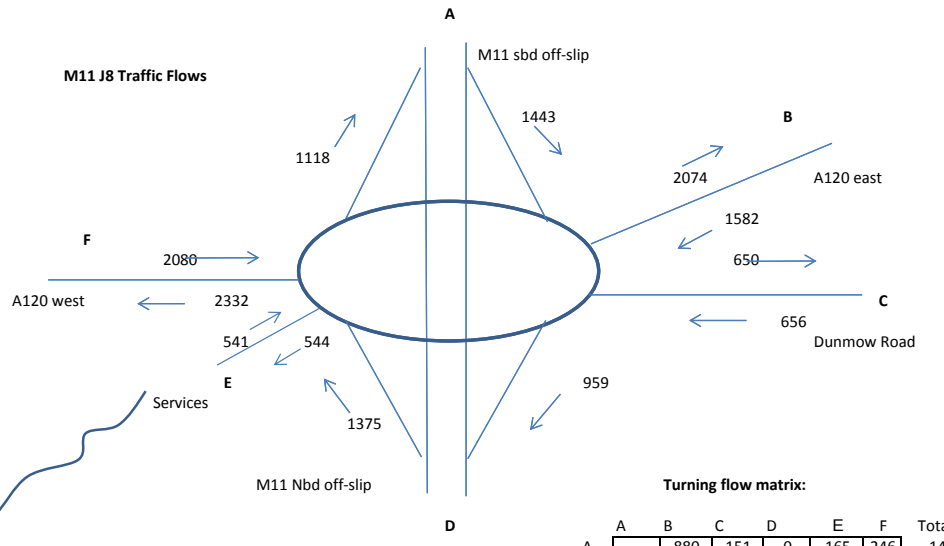


Turning flow matrix:

	A	B	C	D	E	F	Total
A		858	150	0	165	237	1411
B	549		85	49	51	730	1465
C	53	23		142	52	295	565
D	0	113	91		235	804	1244
E	244	137	34	80		46	541
F	245	878	251	626	40		2040
	1091	2009	611	897	544	###	

Total of matrix = **7,265**

Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed Development PM Peak (17:00-18:00) Traffic Flows at key links in Uttlesford
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure E11**



Turning flow matrix:

	A	B	C	D	E	F	Total
A		880	151	0	165	246	1443
B	573		88	80	51	790	1582
C	57	23		171	52	353	656
D	0	139	105		235	896	1375
E	244	137	34	80		46	541
F	245	895	272	628	40		2080
	1118	2074	650	959	544	###	

Total of matrix = **7,677**

Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 Base + Committed + ULP Development PM Peak (17:00-18:00) Traffic Flows at key links in Uttlesford
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure E12**

Likely numbers of trips to switch to Woodside Way in AM peak from town centre once open (based on 2009 figures):

..\(4) Reports\Associated work files\Great Dunmow Study - Final Technical Paper.pdf

Direction	Flow
Southbound:	**288**
Northbound:	**268**

Origin proportions (assumed) for this traffic:

2004 Southbound AM traffic at The Causeway/North Street count site:

Heading to B184 North Street	=	333 =	**0.4941**	**142.3**
Heading to The Downs & Rosemary Lane	=	341 =	**0.5059**	**145.7**

2004 Northbound AM traffic at The Causeway/North Street count site:

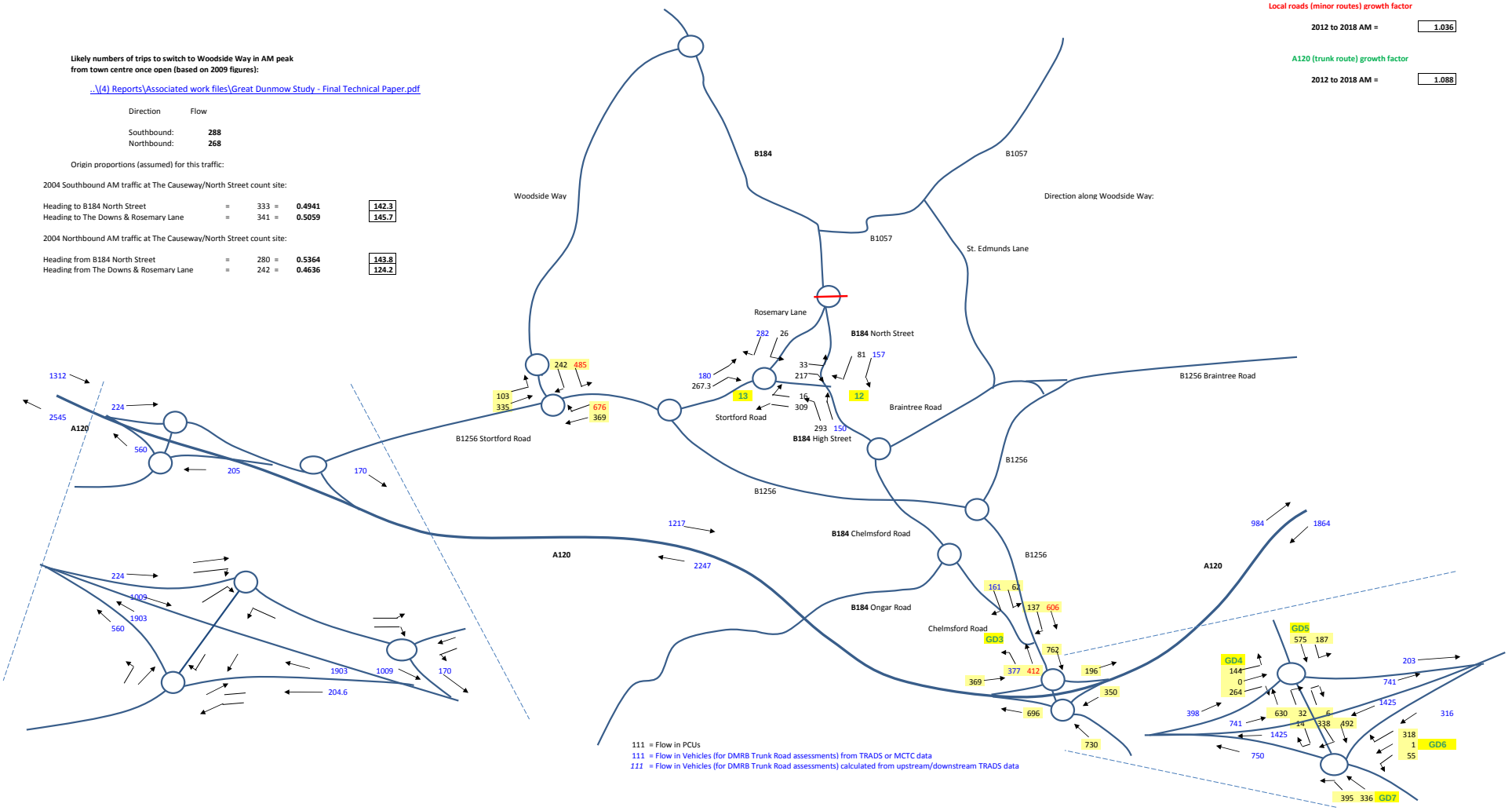
Heading from B184 North Street	=	280 =	**0.5364**	**143.8**
Heading from The Downs & Rosemary Lane	=	242 =	**0.4636**	**124.2**

Local roads (minor routes) growth factor

2012 to 2018 AM = **1.036**

A120 (trunk route) growth factor

2012 to 2018 AM = **1.088**



Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 AM Peak (08:00-09:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure E13**

Likely numbers of trips to switch to Woodside Way in PM peak from town centre once open (based on 2009 figures):

..\(4) Reports\Associated work files\Great Dunmow Study - Final Technical Paper.pdf

Direction	Flow
Southbound:	**182**
Northbound:	**330**

2004 Southbound PM traffic at The Causeway/North Street count site:

Heading to B184 North Street	=	211 =	**0.5109**	**93**
Heading to The Downs & Rosemary Lane	=	202 =	**0.4891**	**89**

2004 Northbound PM traffic at The Causeway/North Street count site:

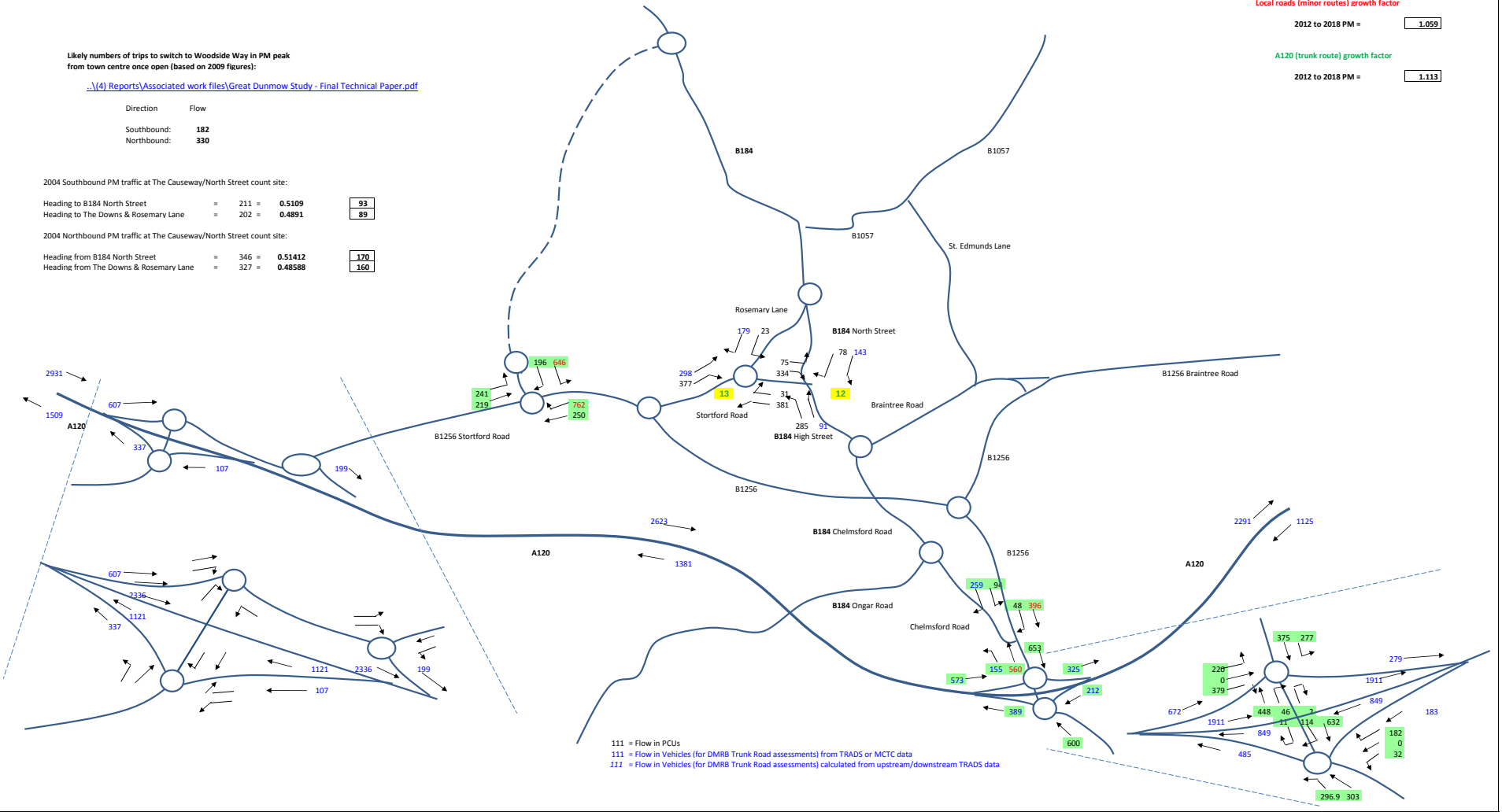
Heading from B184 North Street	=	346 =	**0.51412**	**170**
Heading from The Downs & Rosemary Lane	=	327 =	**0.48588**	**160**

Local roads (minor routes) growth factor

2012 to 2018 PM = **1.059**

A120 (trunk route) growth factor

2012 to 2018 PM = **1.113**

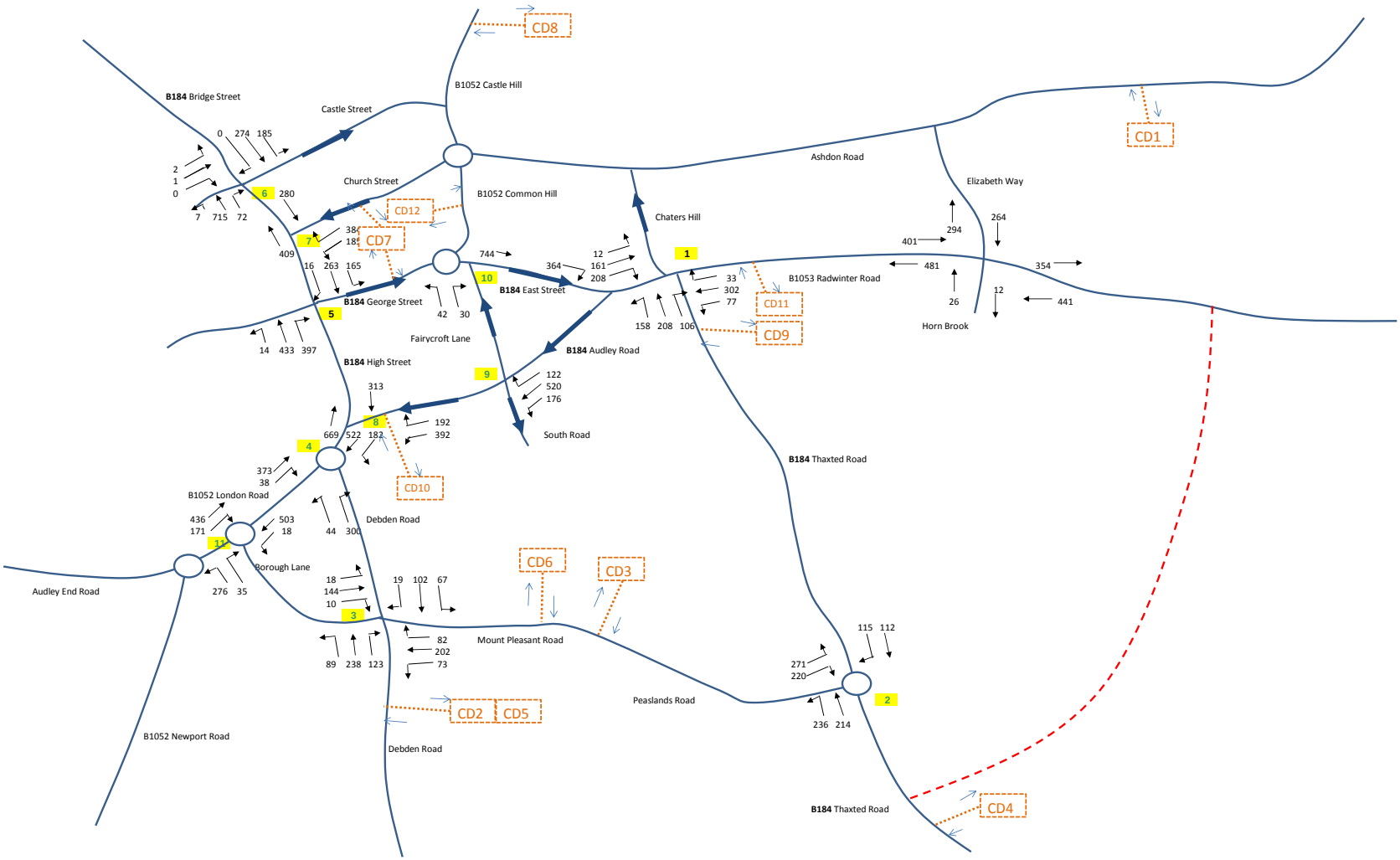


111 = Flow in PCUs
111 = Flow in Vehicles (for DMRB Trunk Road assessments) from TRADS or MCTC data
111 = Flow in Vehicles (for DMRB Trunk Road assessments) calculated from upstream/downstream TRADS data

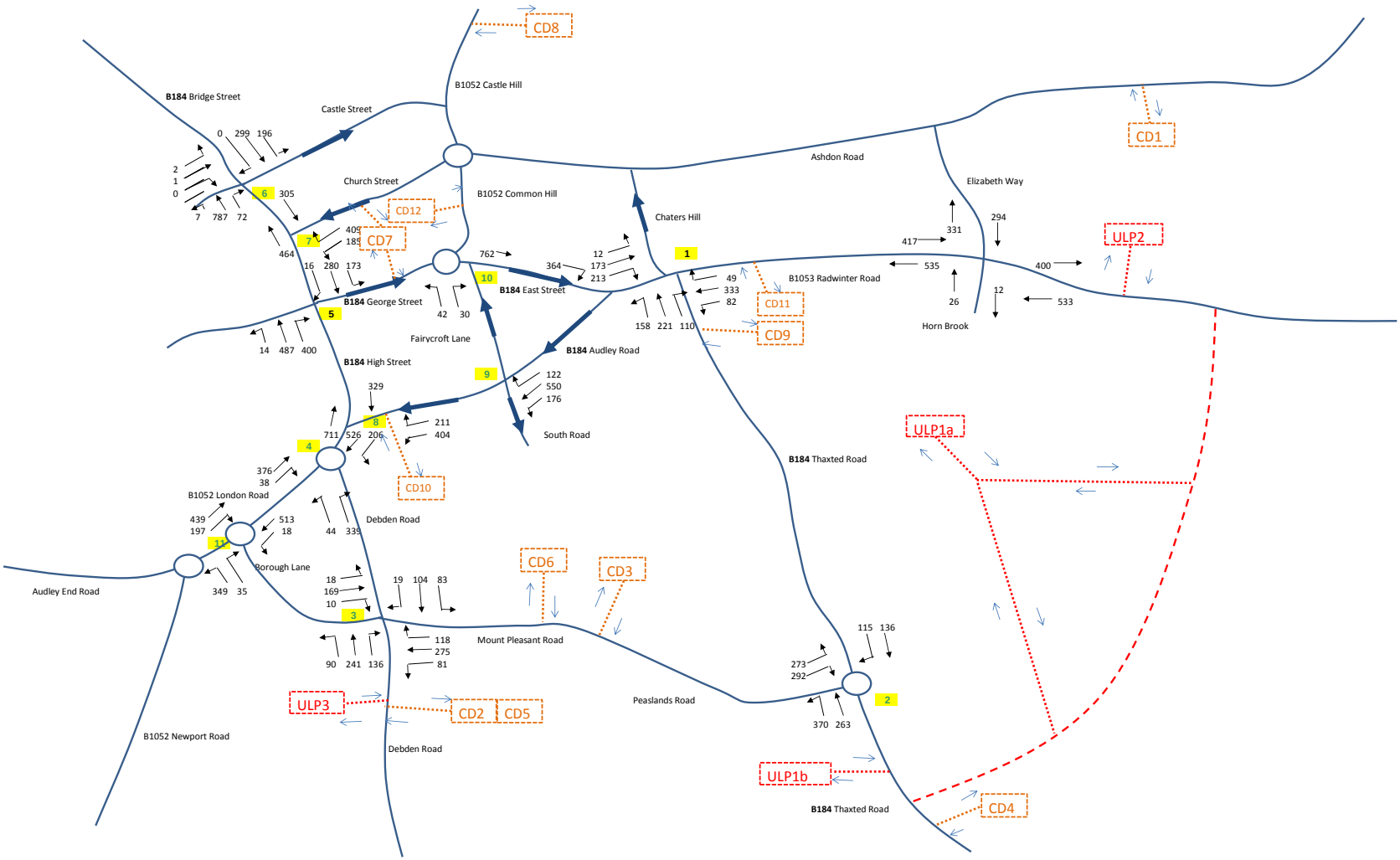
Uttlesford Local Plan Support	Sep-12	Not to Scale	2018 PM Peak (17:00-18:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure E14**

Appendix F

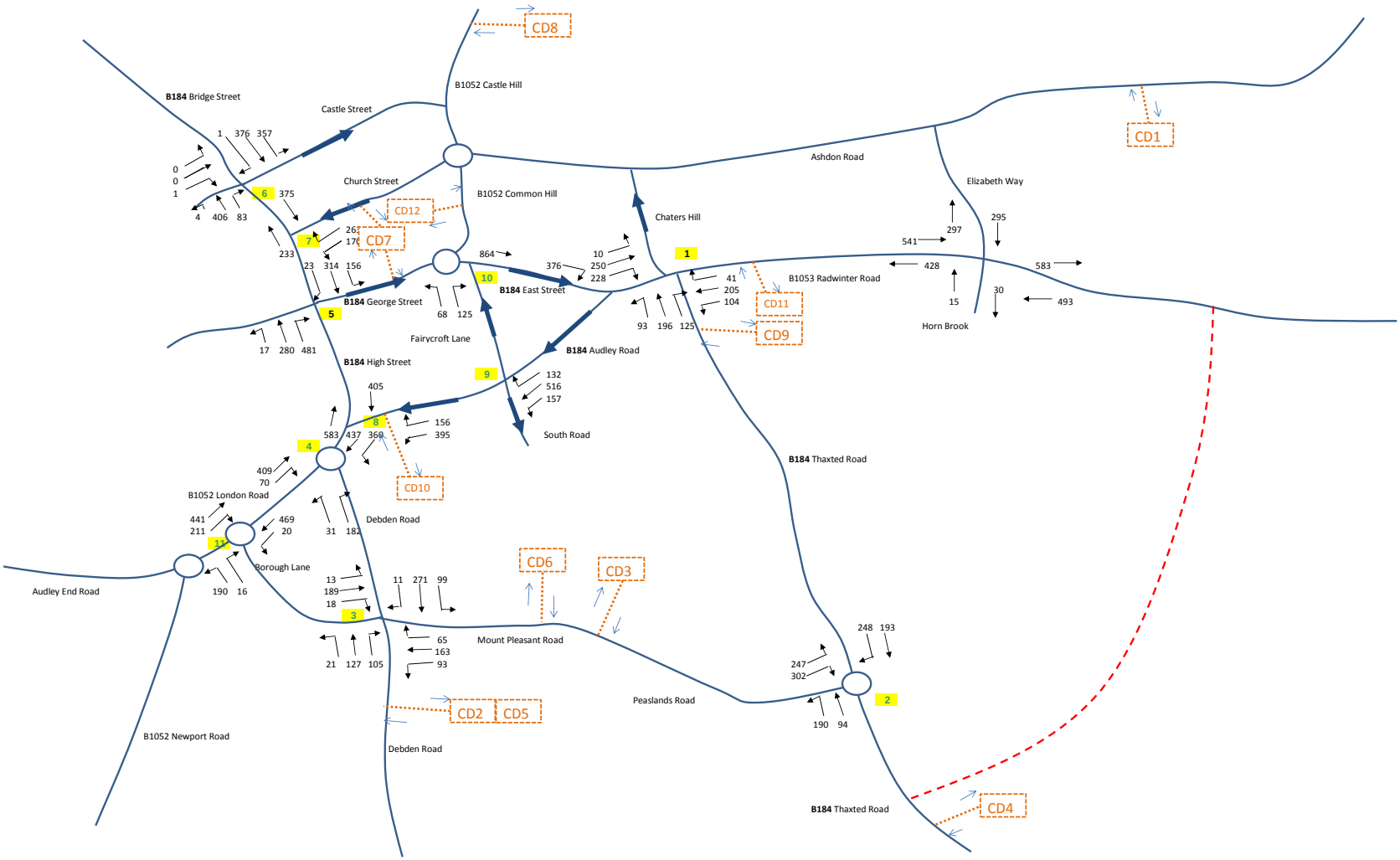
2026 Traffic Flow Diagrams



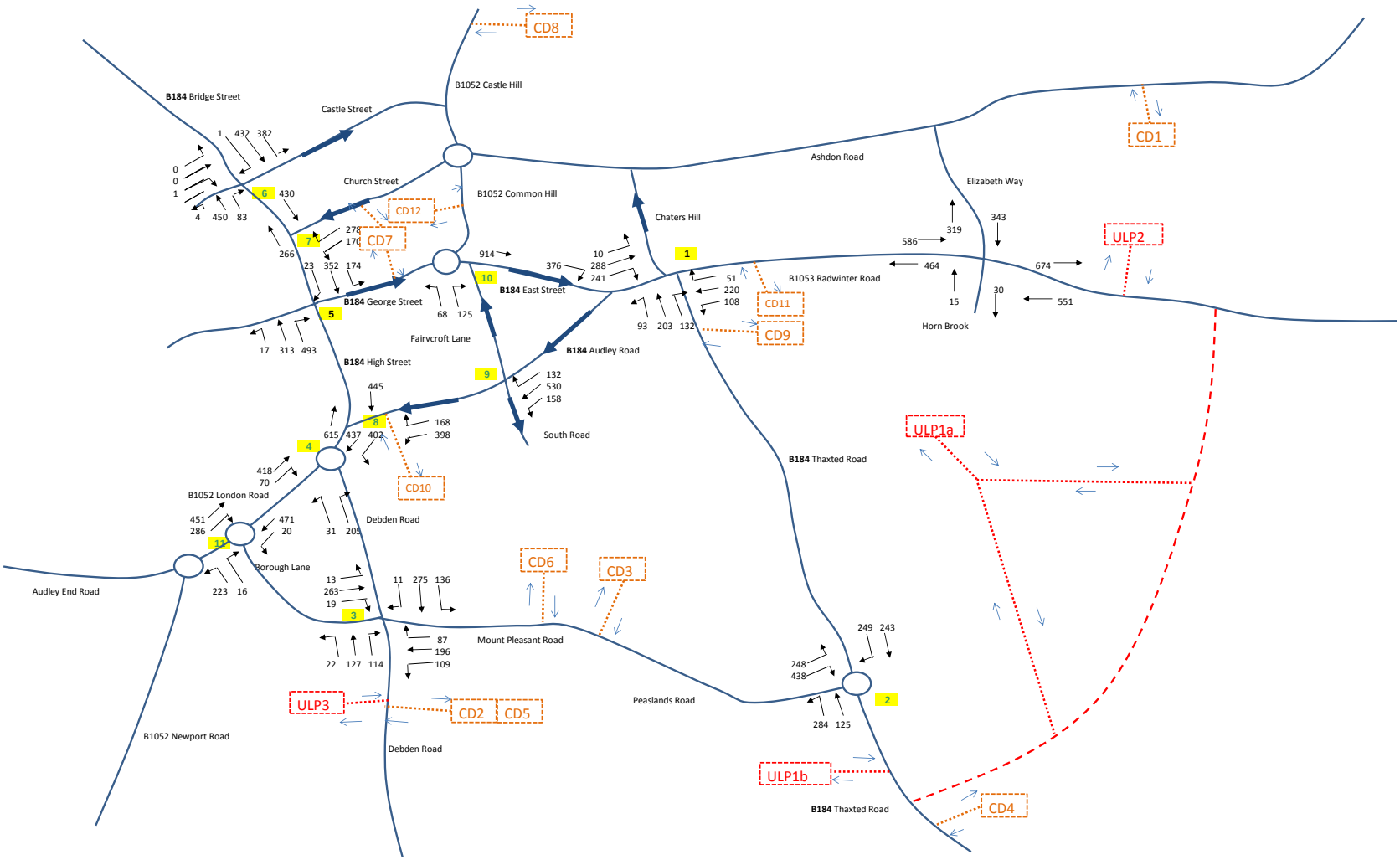
Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed Development AM Peak (08:00-09:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure F1**



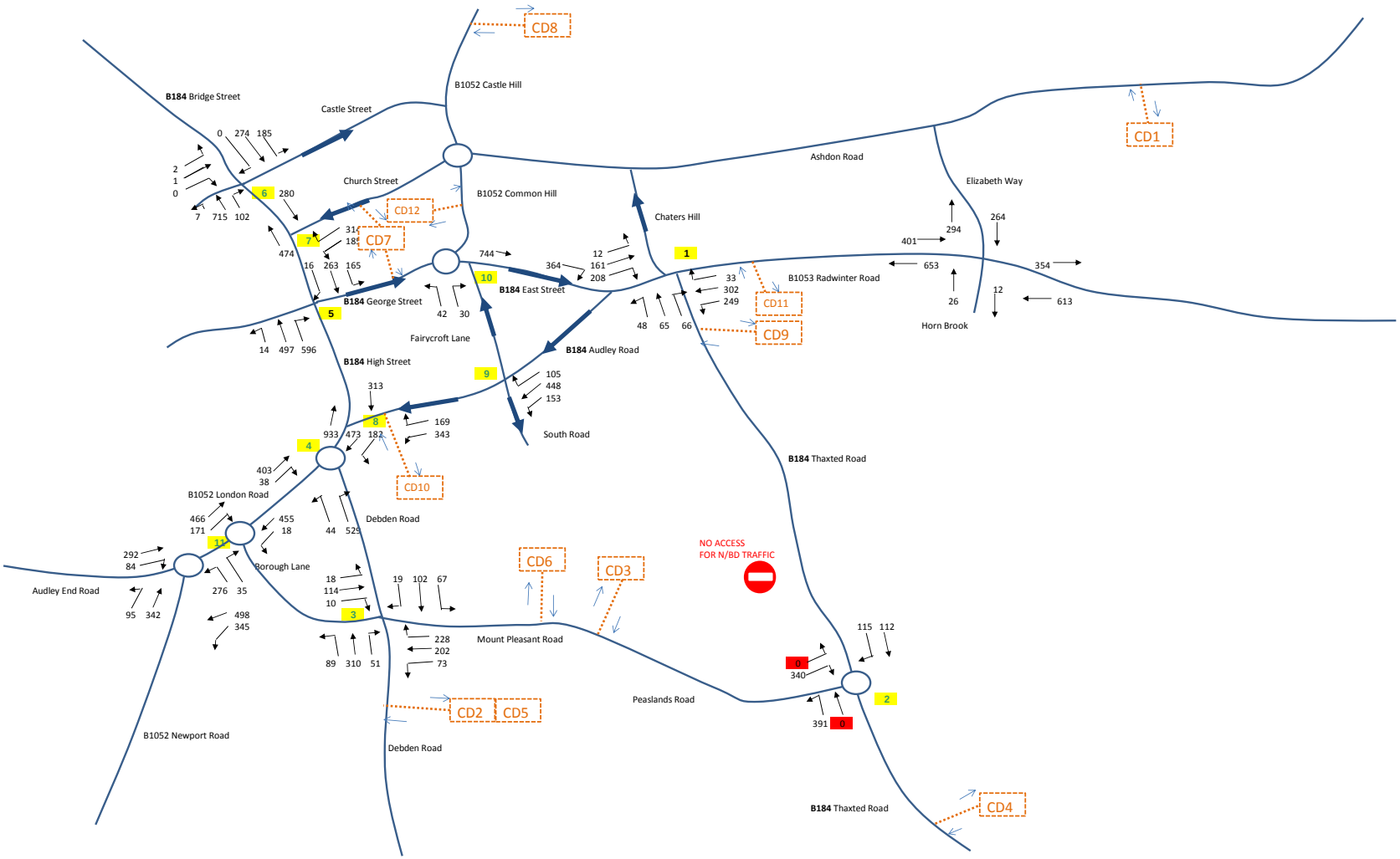
Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed + ULP Development AM Peak (08:00-09:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure F2**



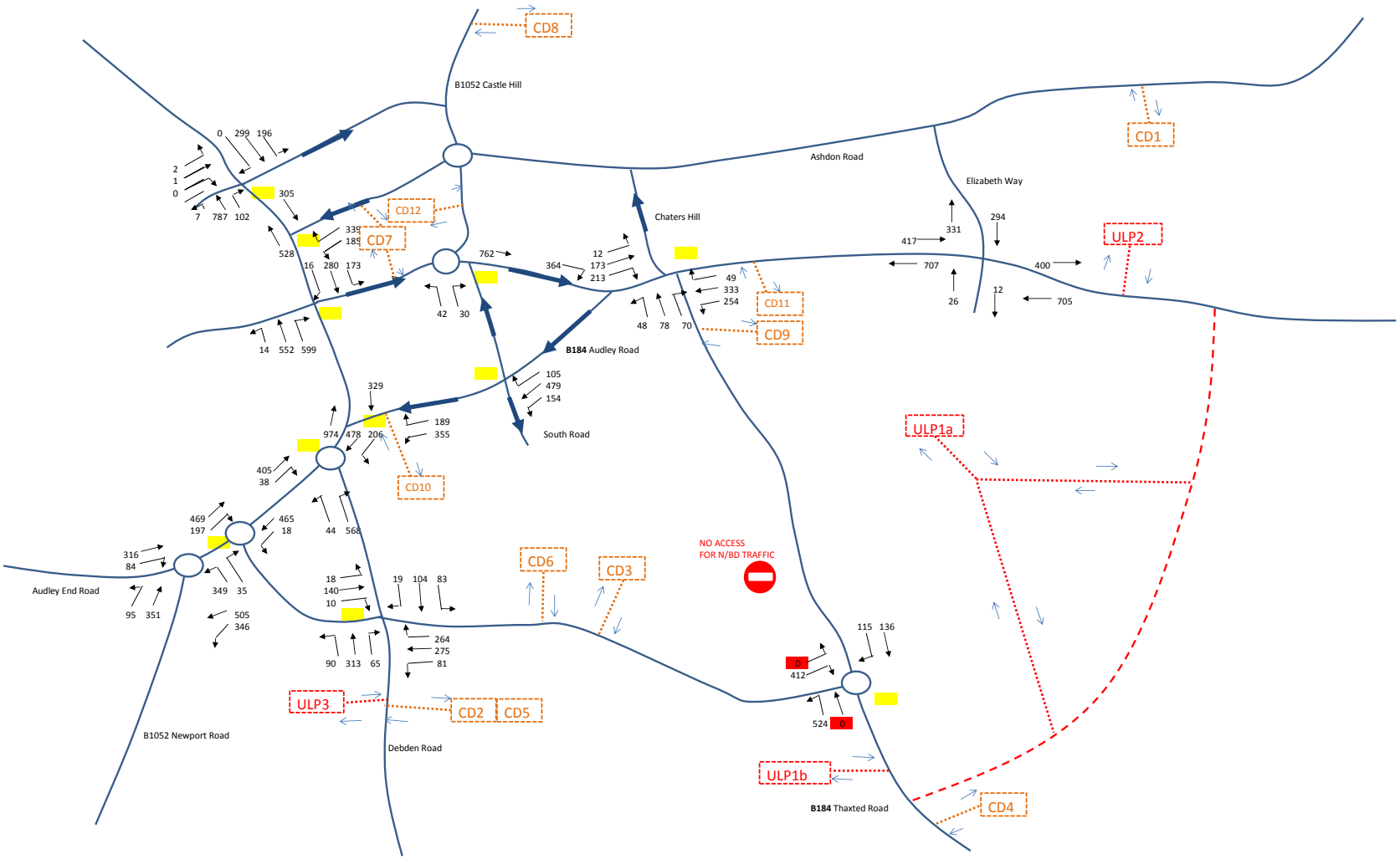
Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed Development PM Peak (17:00-18:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure F3**



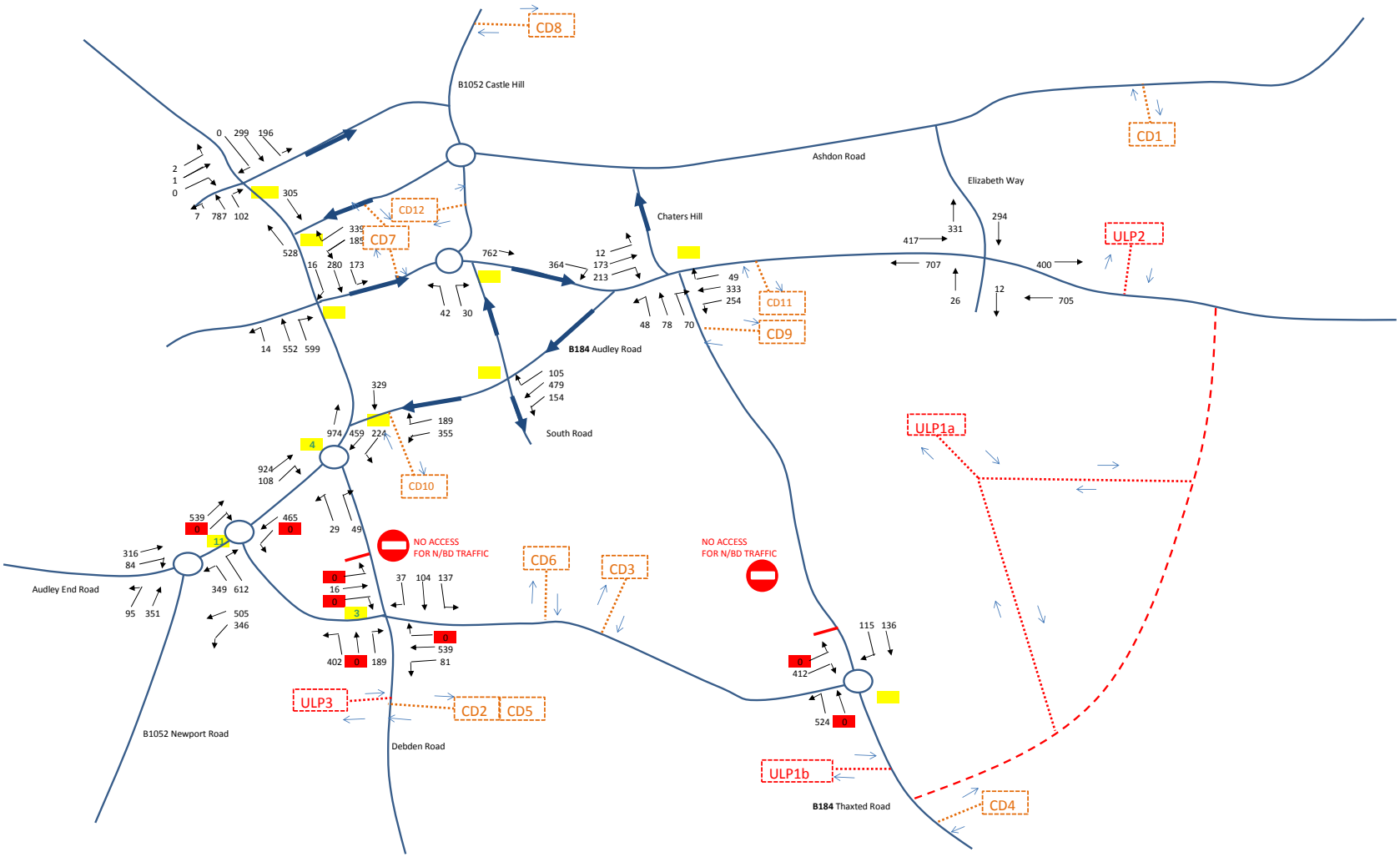
Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed + ULP Development PM Peak (17:00-18:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure F4**



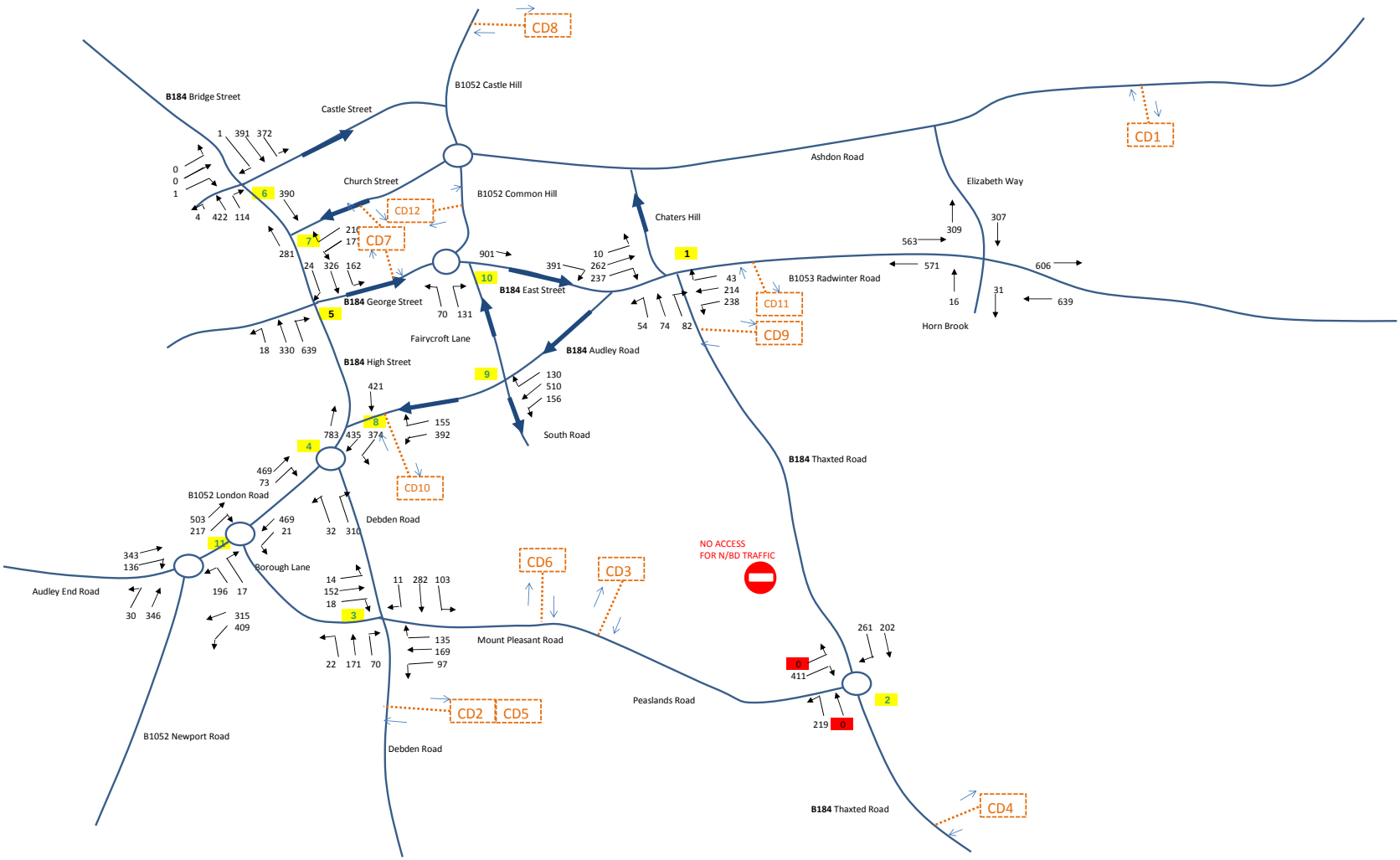
Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed Development AM Peak (08:00-09:00) Traffic Flows at key junctions in Saffron Walden - with No Entry sign on Thaxted Road northbound north of Peaslands Road
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure F5**



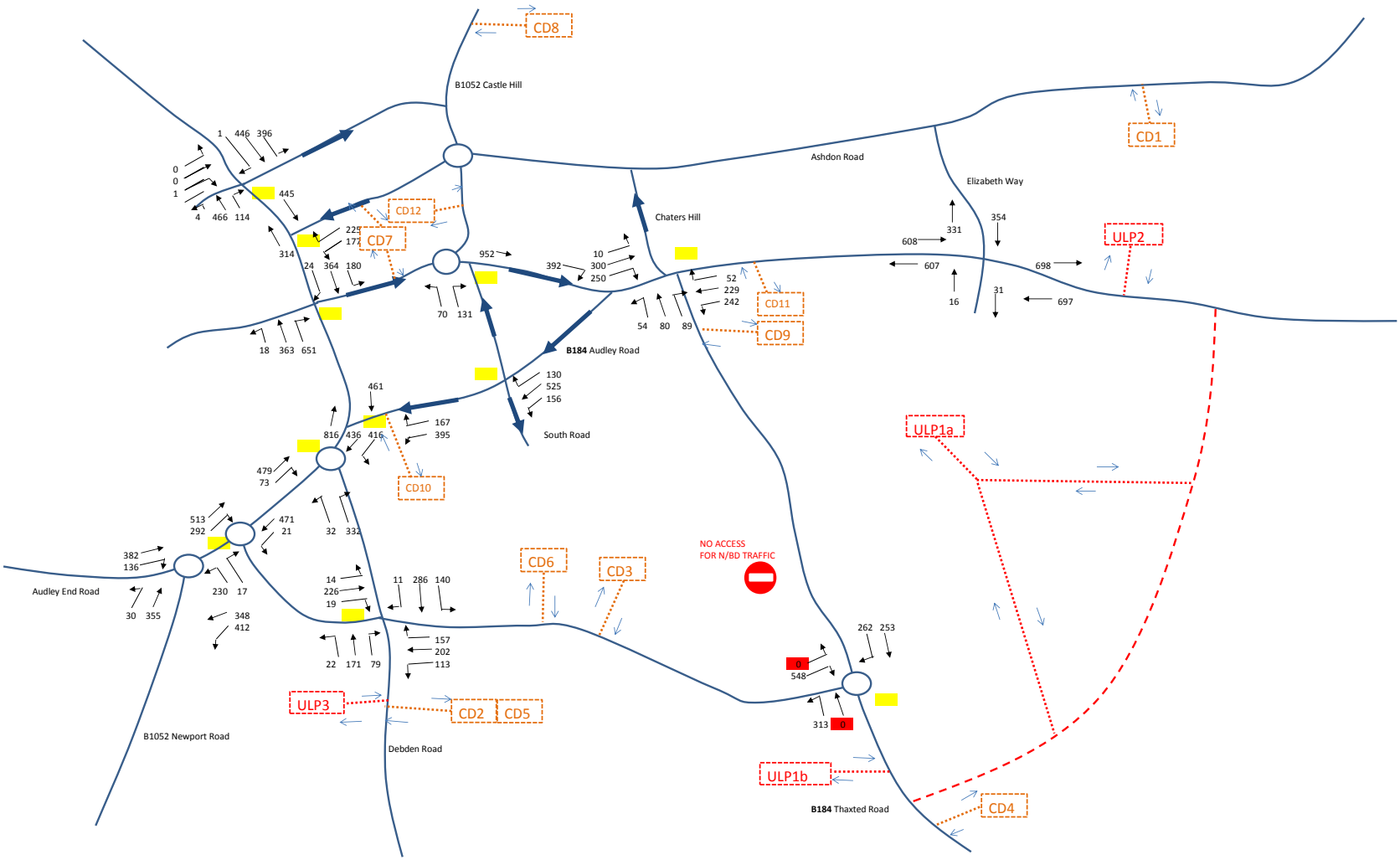
Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed + ULP Development + Thaxted Road northbound closure AM Peak (08:00-09:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure F6**



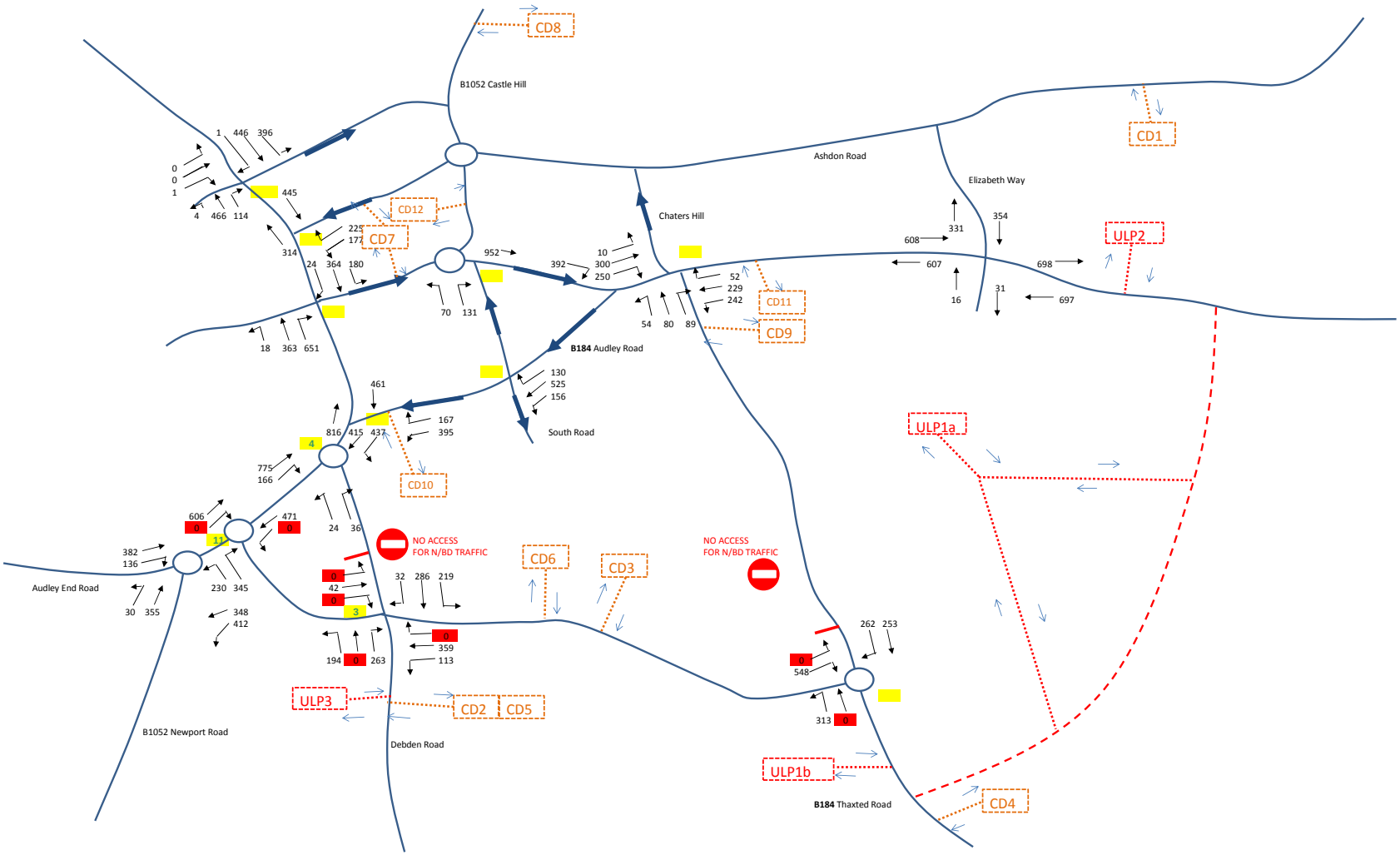
Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed + ULP Development + Thaxted Road & Debden Road northbound closures AM Peak (08:00-09:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure F7**



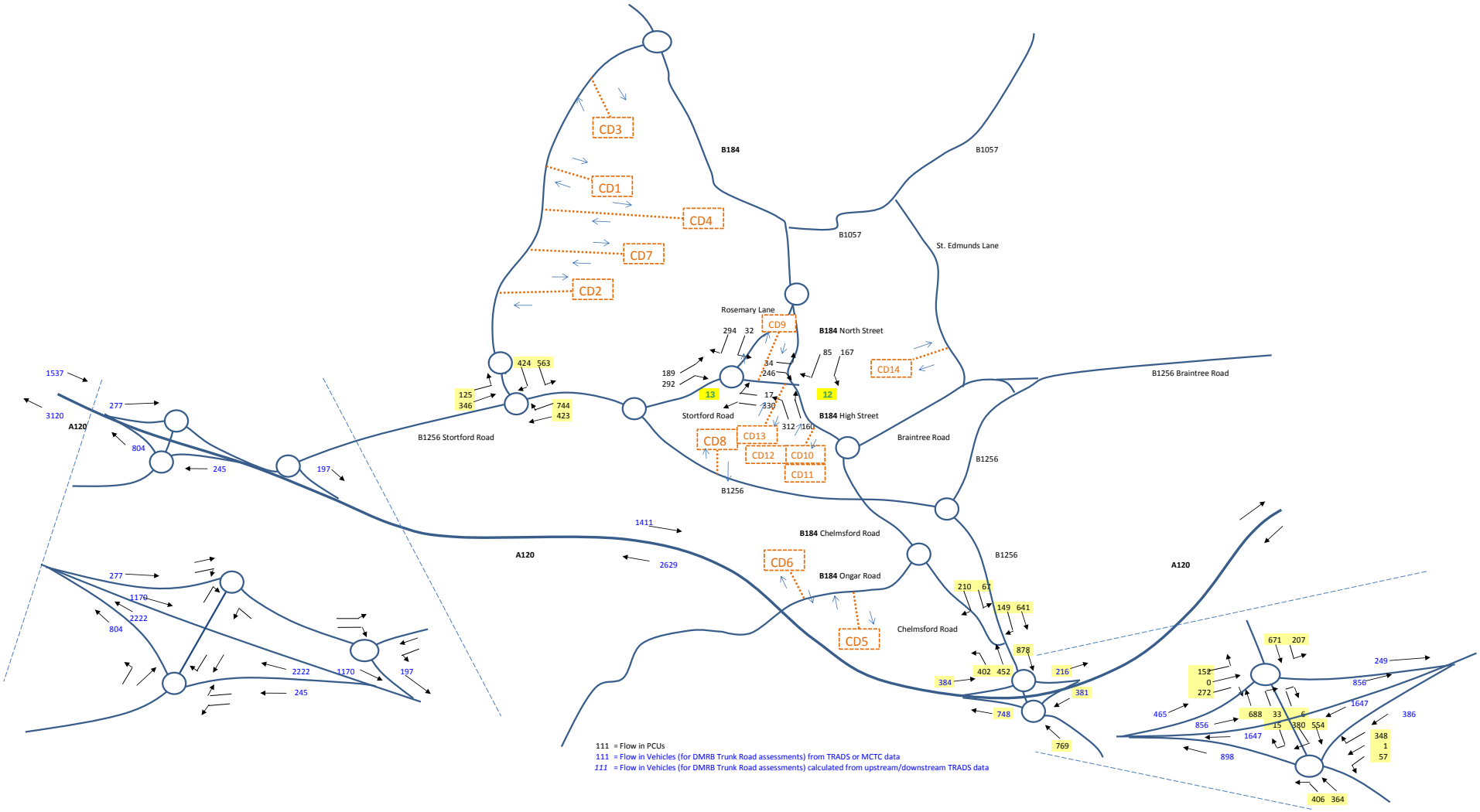
Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed Development PM Peak (17:00-18:00) Traffic Flows at key junctions in Saffron Walden - with No Entry sign on Thaxted Road northbound north of Peaslands Road
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure F8**



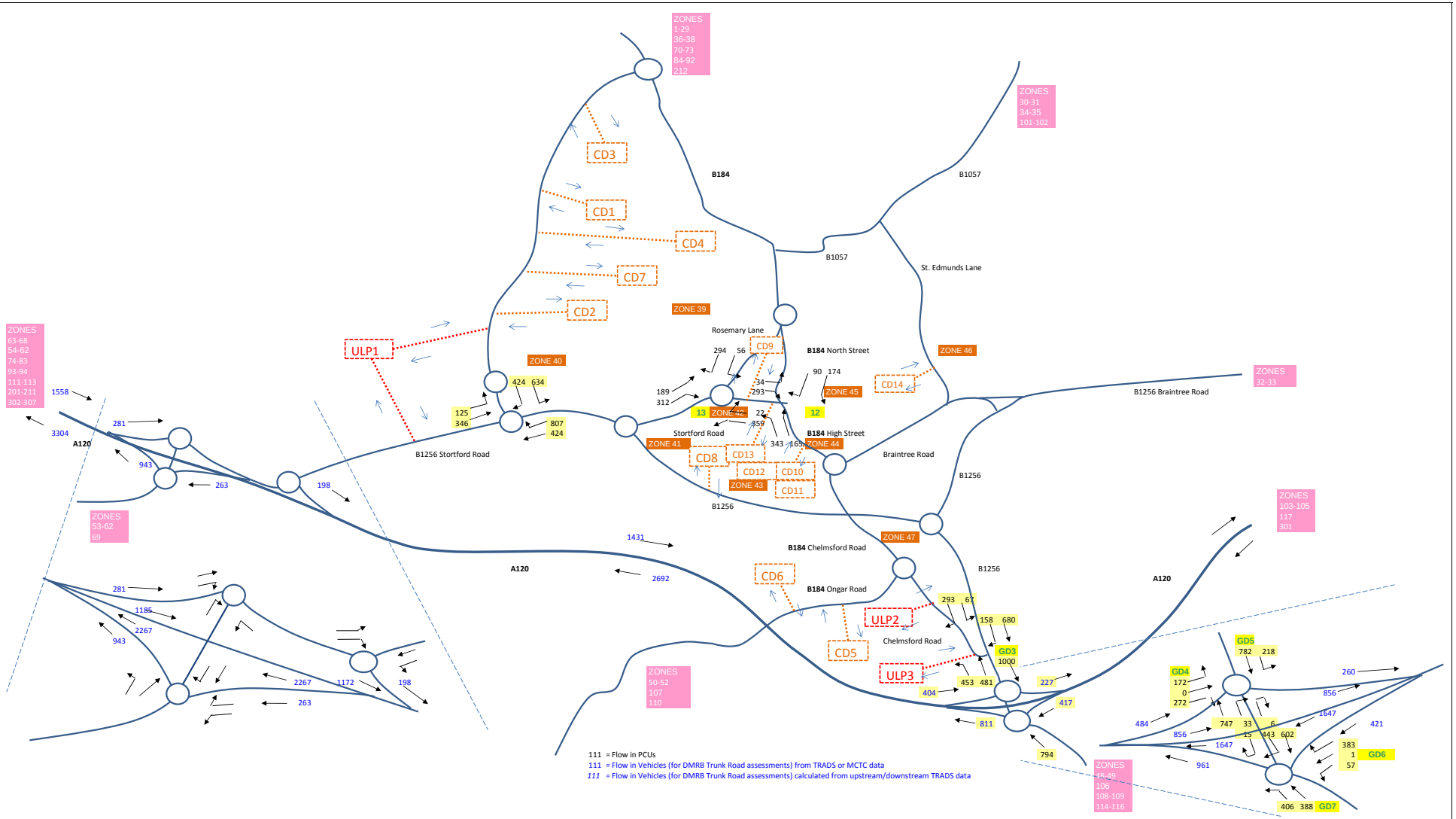
Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed + ULP Development + Thaxted Road northbound closure PM Peak (17:00-18:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure F9**



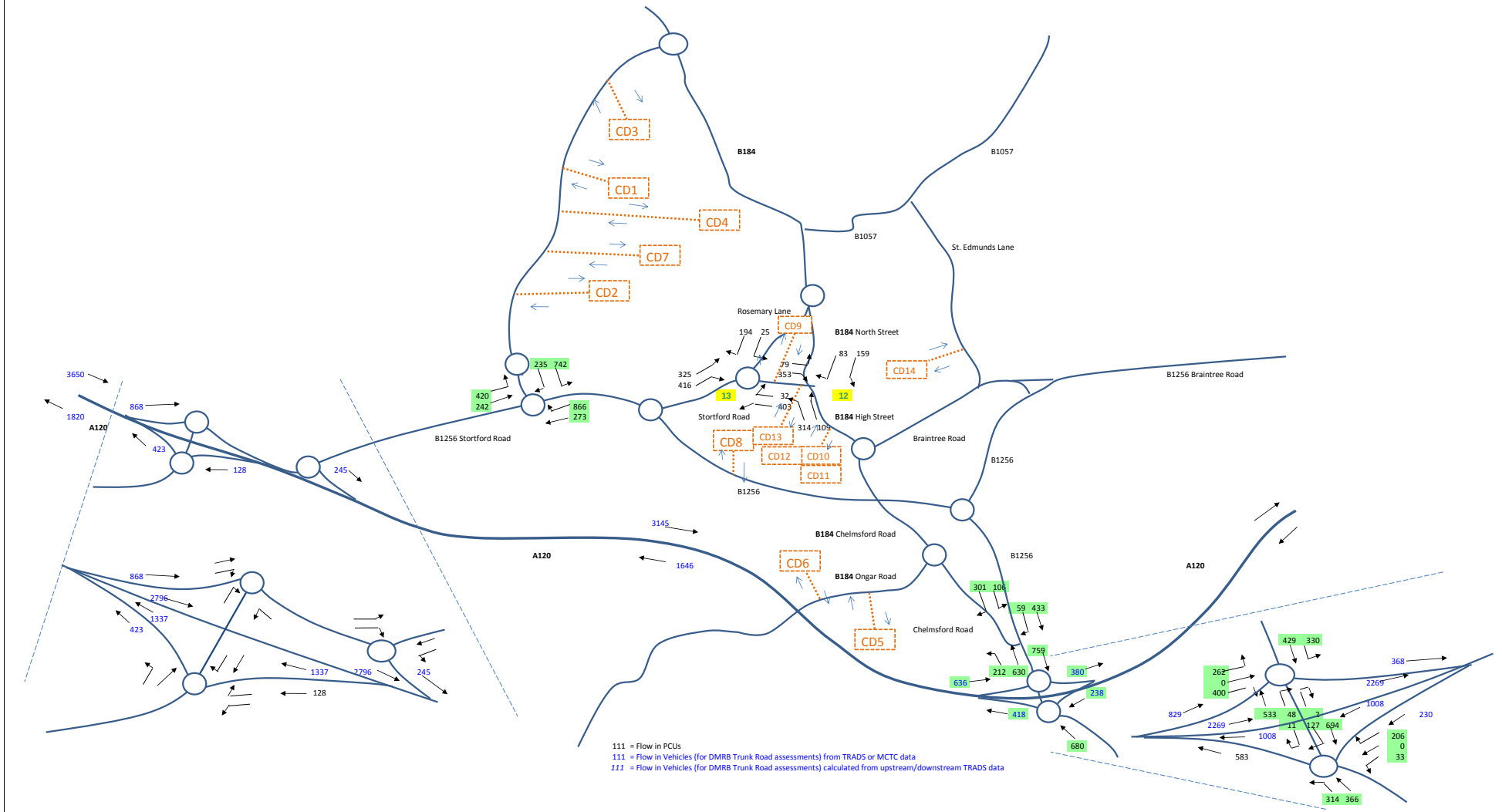
Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed + ULP Development + Thaxted Road & Debden Road northbound closures PM Peak (17:00-18:00) Traffic Flows at key junctions in Saffron Walden
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure F10**



Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed Development AM Peak (08:00-09:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council / Essex County Council / Essex Highways	Made By: MS	Checked By:	**Figure F11**

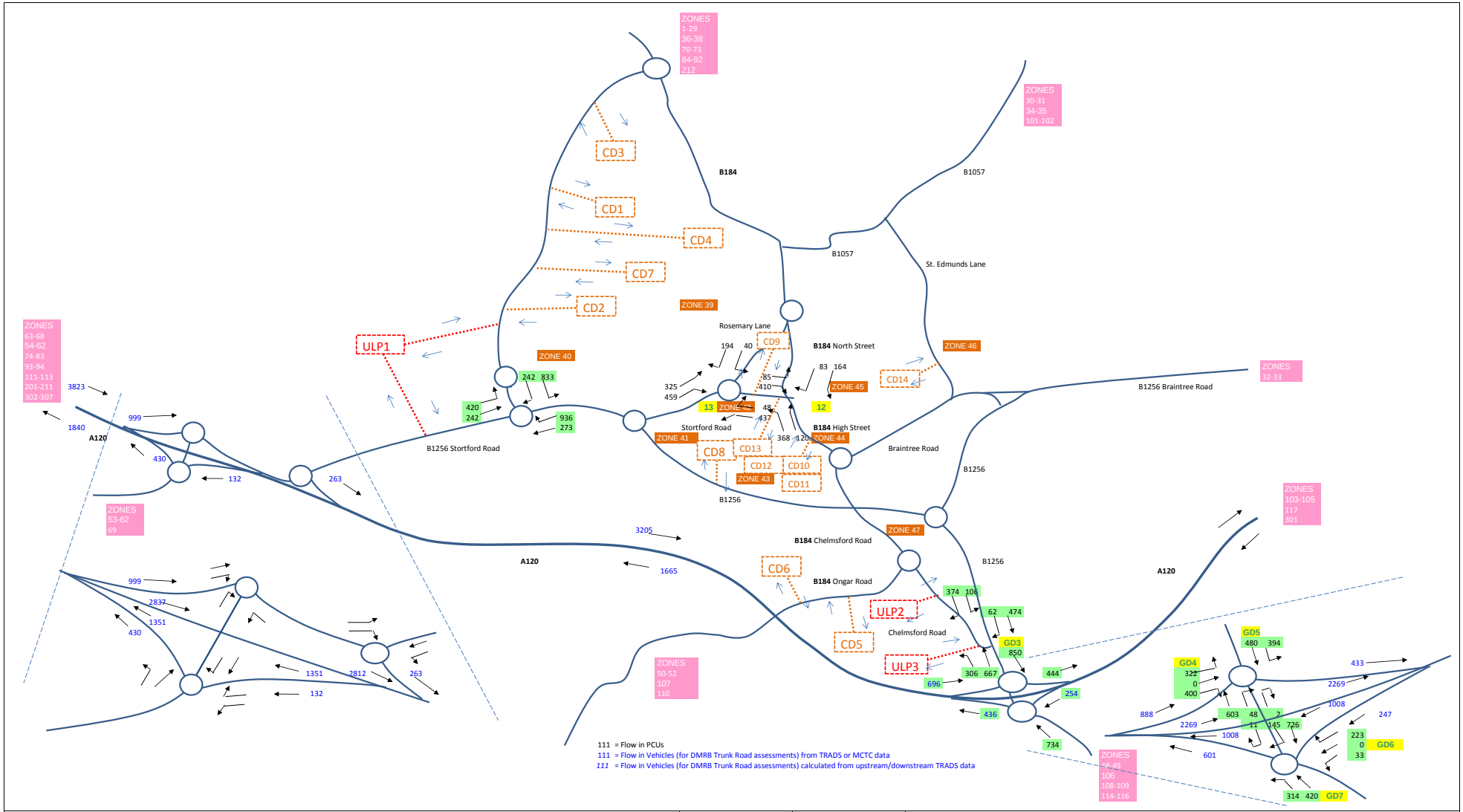


Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed + ULP Development AM Peak (08:00-09:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure F12**

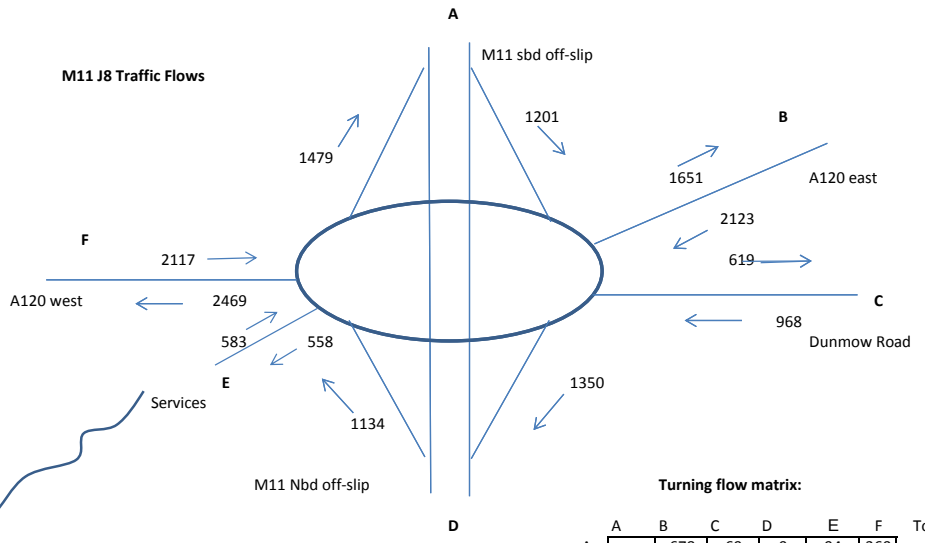


111 = Flow in PCUs
111 = Flow in Vehicles (for DMRB Trunk Road assessments) from TRADS or MCTC data
111 = Flow in Vehicles (for DMRB Trunk Road assessments) calculated from upstream/downstream TRADS data

Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed Development PM Peak (17:00-18:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure F13**



Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed + ULP Development PM Peak (17:00-18:00) Traffic Flows at key junctions in Great Dunmow
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure F14**

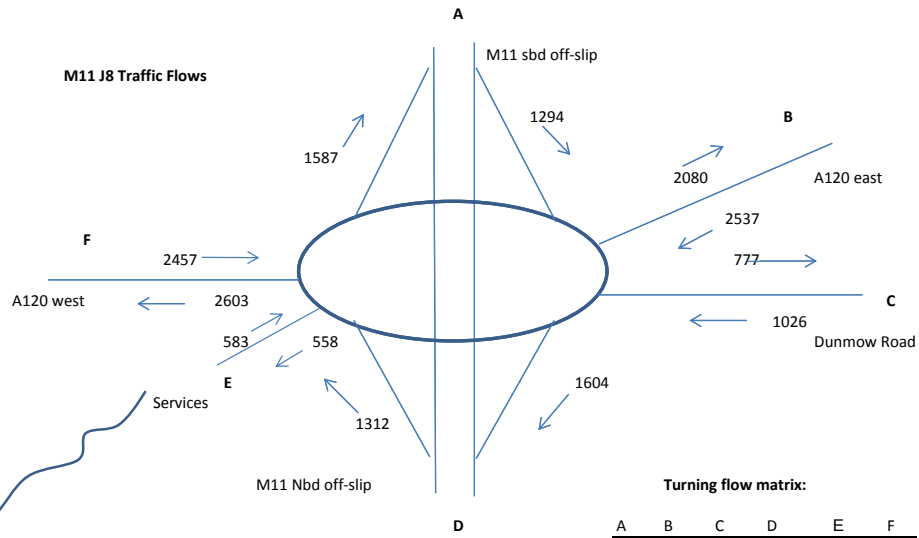


Turning flow matrix:

	A	B	C	D	E	F	Total
A		678	69	0	94	360	1201
B	721		123	200	120	960	2123
C	127	74		276	72	419	968
D	0	131	87		256	661	1134
E	231	92	48	143		69	583
F	401	676	293	731	16		2117
	1479	1651	619	1350	558	###	

Total of matrix = **8,126**

Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed Development AM Peak (08:00-09:00) Traffic Flows at key links in Uttlesford
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure F15**

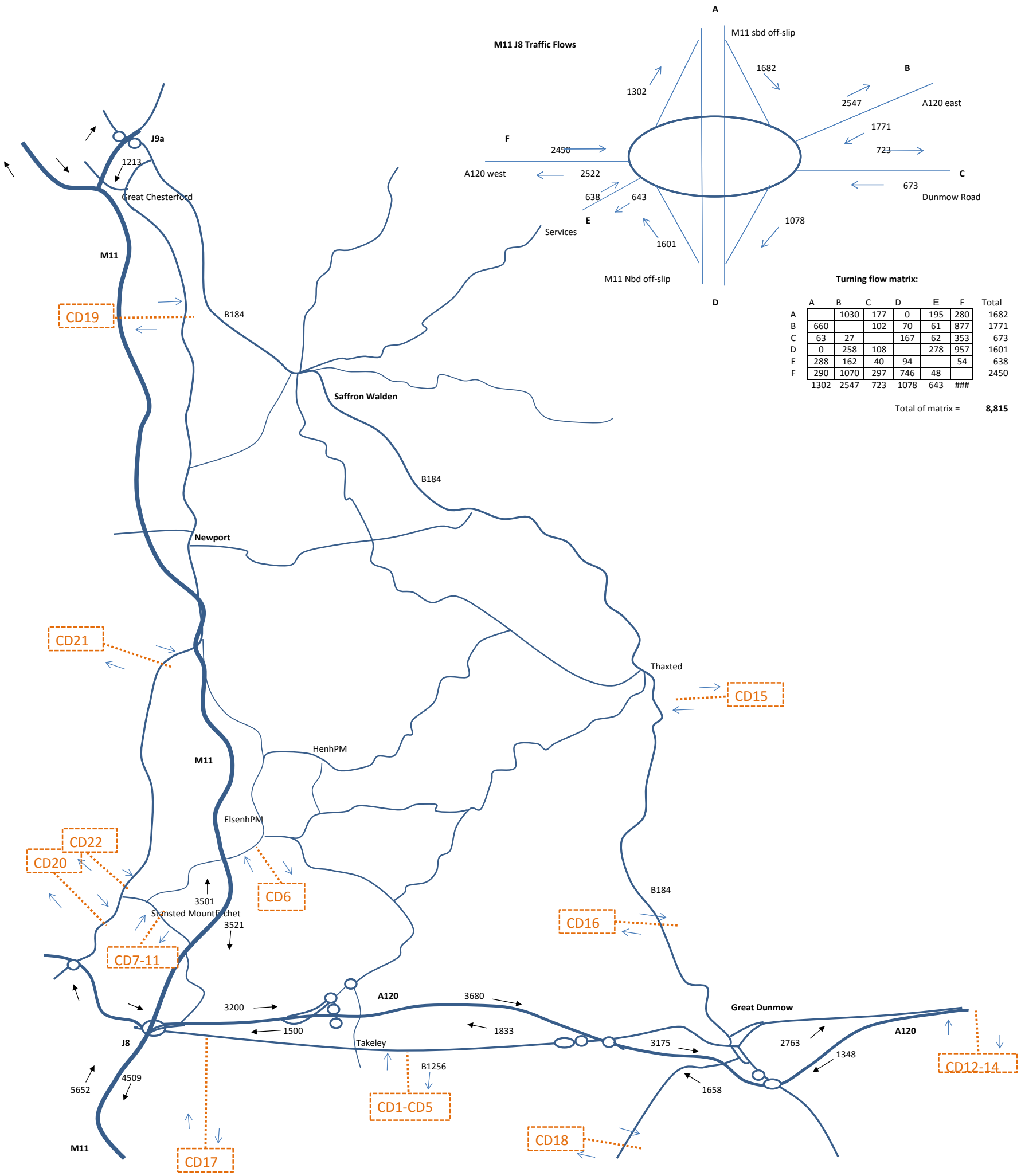


Turning flow matrix:

	A	B	C	D	E	F	Total
A		755	80	0	94	366	1294
B	827		150	413	120	1028	2537
C	129	75		297	72	454	1026
D	0	235	134		256	686	1312
E	231	92	48	143		69	583
F	401	924	365	751	16		2457
	1587	2080	777	1604	558	2603	

Total of matrix = **9,209**

Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed + ULP Development AM Peak (08:00-09:00) Traffic Flows at key links in Uttlesford
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure F16**

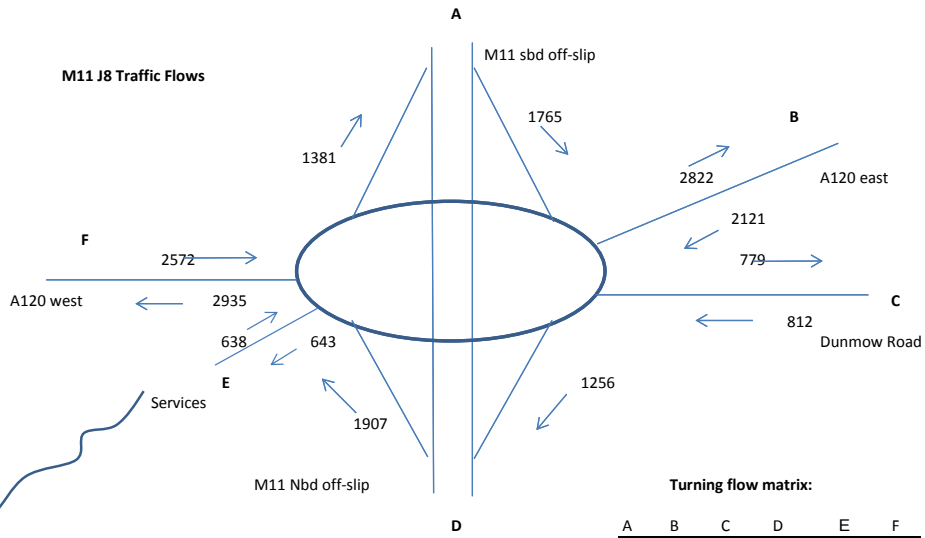


Turning flow matrix:

	A	B	C	D	E	F	Total
A		1030	177	0	195	280	1682
B	660		102	70	61	877	1771
C	63	27		167	62	353	673
D	0	258	108		278	957	1601
E	288	162	40	94		54	638
F	290	1070	297	746	48		2450
	1302	2547	723	1078	643	###	

Total of matrix = **8,815**

Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed Development PM Peak (17:00-18:00) Traffic Flows at key links in Uttlesford
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure F17**



Turning flow matrix:

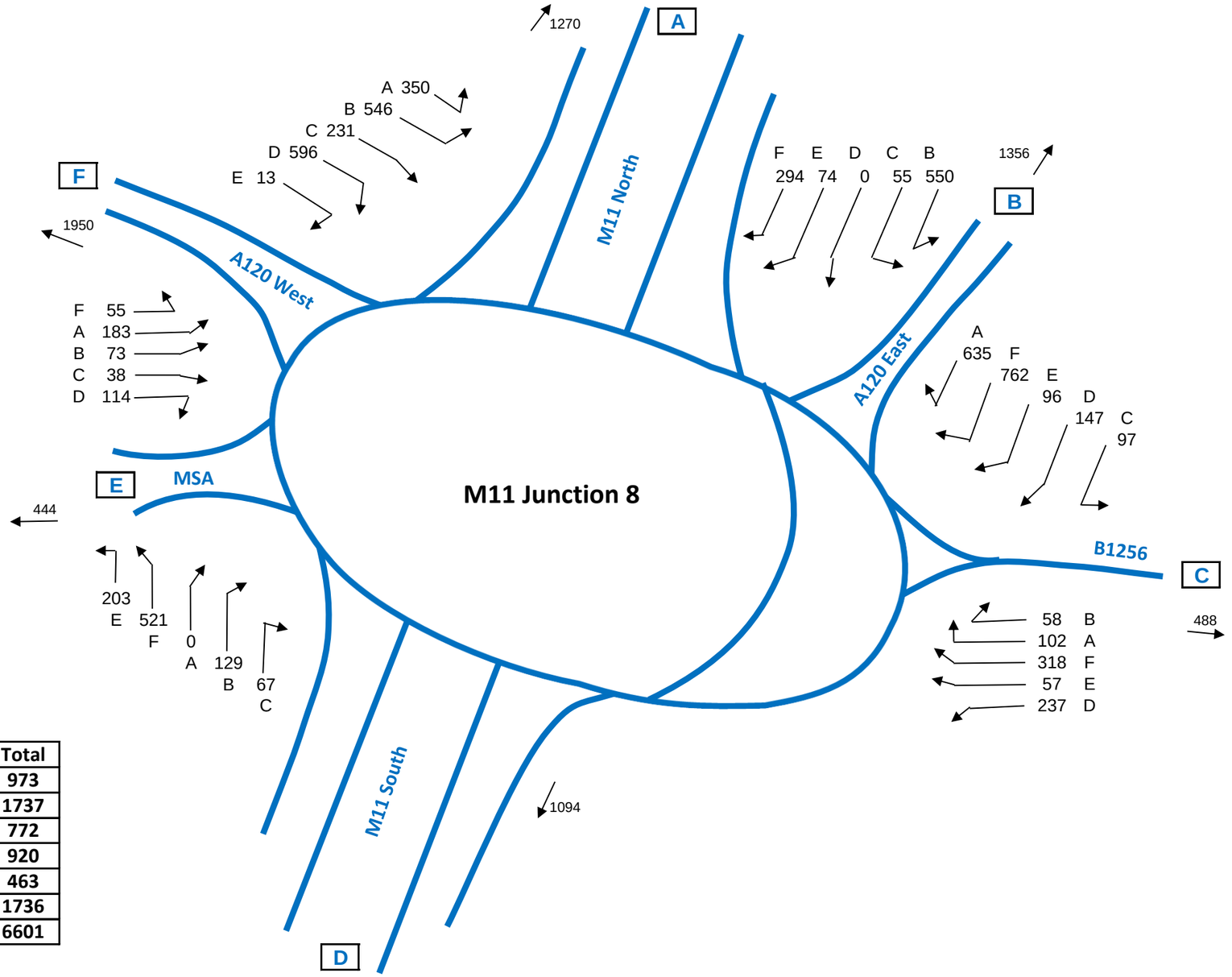
	A	B	C	D	E	F	Total
A	0	1078	178	0	195	314	1765
B	732		110	157	61	1061	2121
C	70	27		220	62	433	812
D	0	430	126		278	1073	1907
E	288	162	40	94		54	638
F	290	1124	325	785	48		2572
	1381	2822	779	1256	643	2935	

Total of matrix = **9,815**

Uttlesford Local Plan Support	Sep-12	Not to Scale	2026 Base + Committed + ULP Development PM Peak (17:00-18:00) Traffic Flows at key links in Uttlesford
Uttlesford District Council · Essex County Council · Essex Highways	Made By: MS	Checked By:	**Figure F18**

Appendix G

M11 Junction 8



	aa	bb	cc	dd	ee	ff	Total
aa	0	550	55	0	74	294	**973**
bb	635	0	97	147	96	762	**1737**
cc	102	58	0	237	57	318	**772**
dd	0	129	67	0	203	521	**920**
ee	183	73	38	114	0	55	**463**
ff	350	546	231	596	13	0	**1736**
Total	**1270**	**1356**	**488**	**1094**	**444**	**1950**	**6601**

Uttlesford District Council

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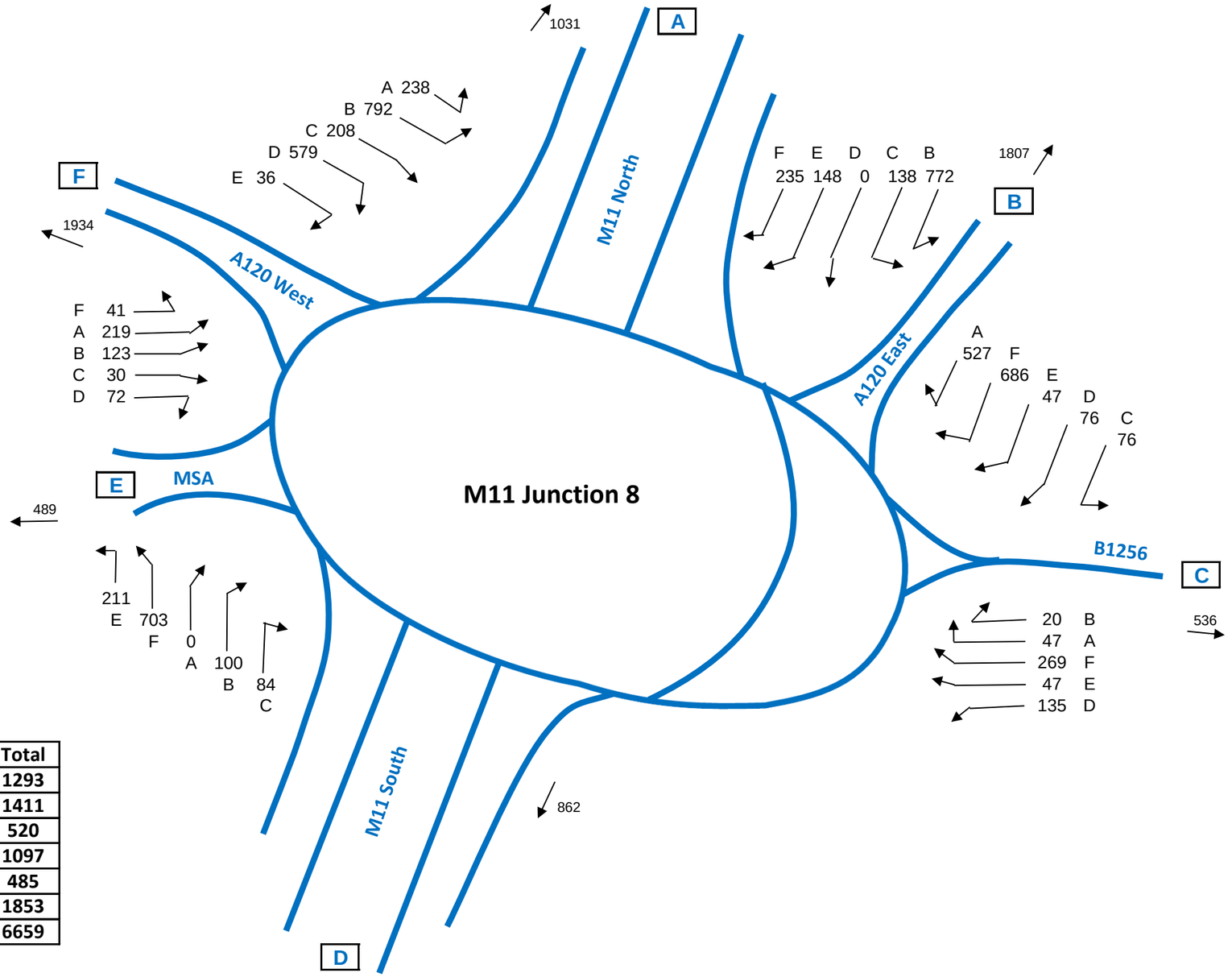
Drawn By: WY	Appendix: G	Uttlesford Local Plan Support
Checked By: MS	Oct-13	**M11 Junction 8** **2018 Base +Committed Development AM**



	aa	bb	cc	dd	ee	ff	Total
aa	0	772	138	0	148	235	**1293**
bb	527	0	76	76	47	686	**1411**
cc	47	20	0	135	47	269	**520**
dd	0	100	84	0	211	703	**1097**
ee	219	123	30	72	0	41	**485**
ff	238	792	208	579	36	0	**1853**
Total	**1031**	**1807**	**536**	**862**	**489**	**1934**	**6659**

Uttlesford District Council

Essex Highways

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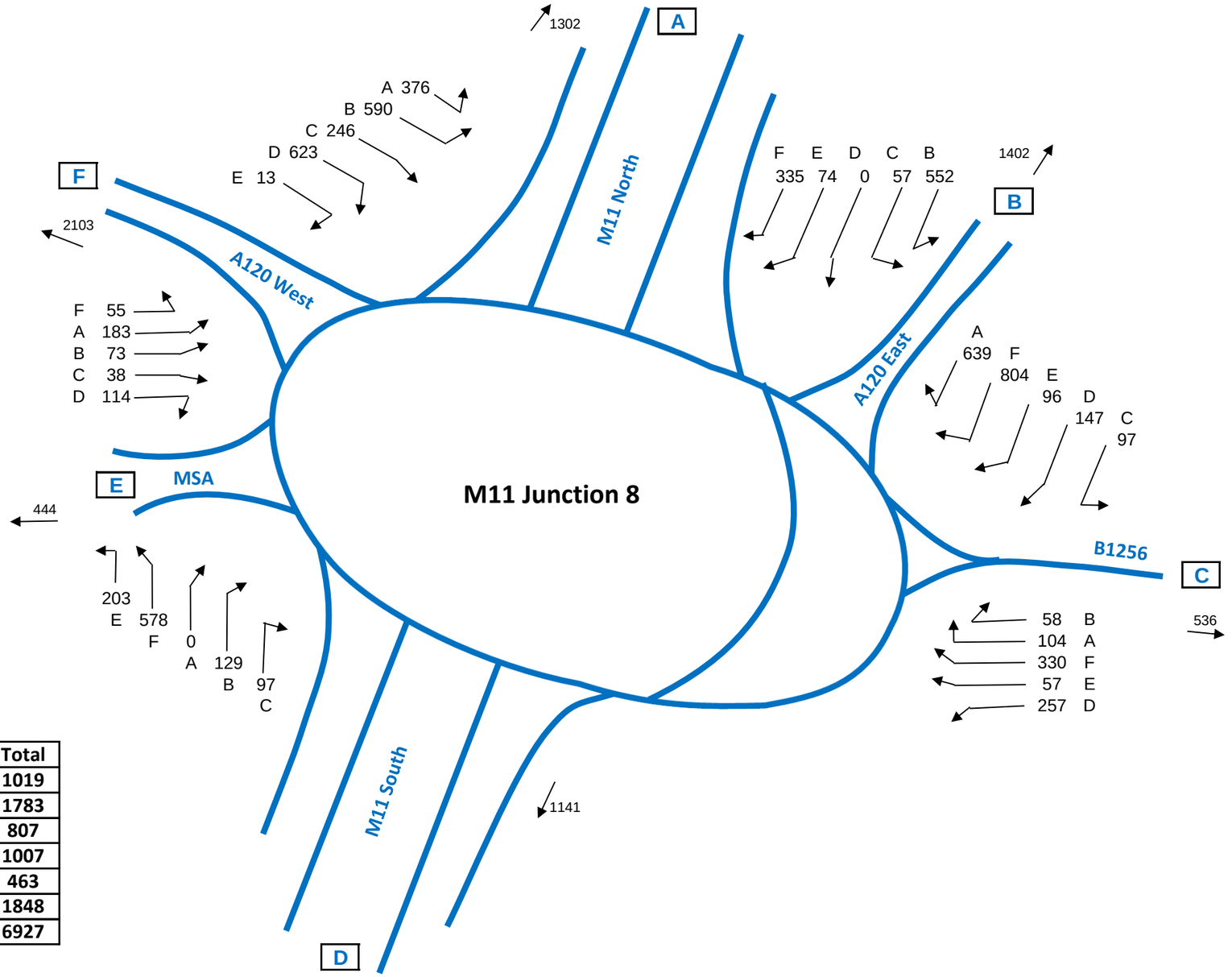
Drawn By: WY	Appendix: G	Uttlesford Local Plan Support
Checked By: MS	Oct-13	**M11 Junction 8** **2018 Base + Committed Development PM**



	aa	bb	cc	dd	ee	ff	Total
aa	0	552	57	0	74	335	**1019**
bb	639	0	97	147	96	804	**1783**
cc	104	58	0	257	57	330	**807**
dd	0	129	97	0	203	578	**1007**
ee	183	73	38	114	0	55	**463**
ff	376	590	246	623	13	0	**1848**
Total	**1302**	**1402**	**536**	**1141**	**444**	**2103**	**6927**

Uttlesford District Council

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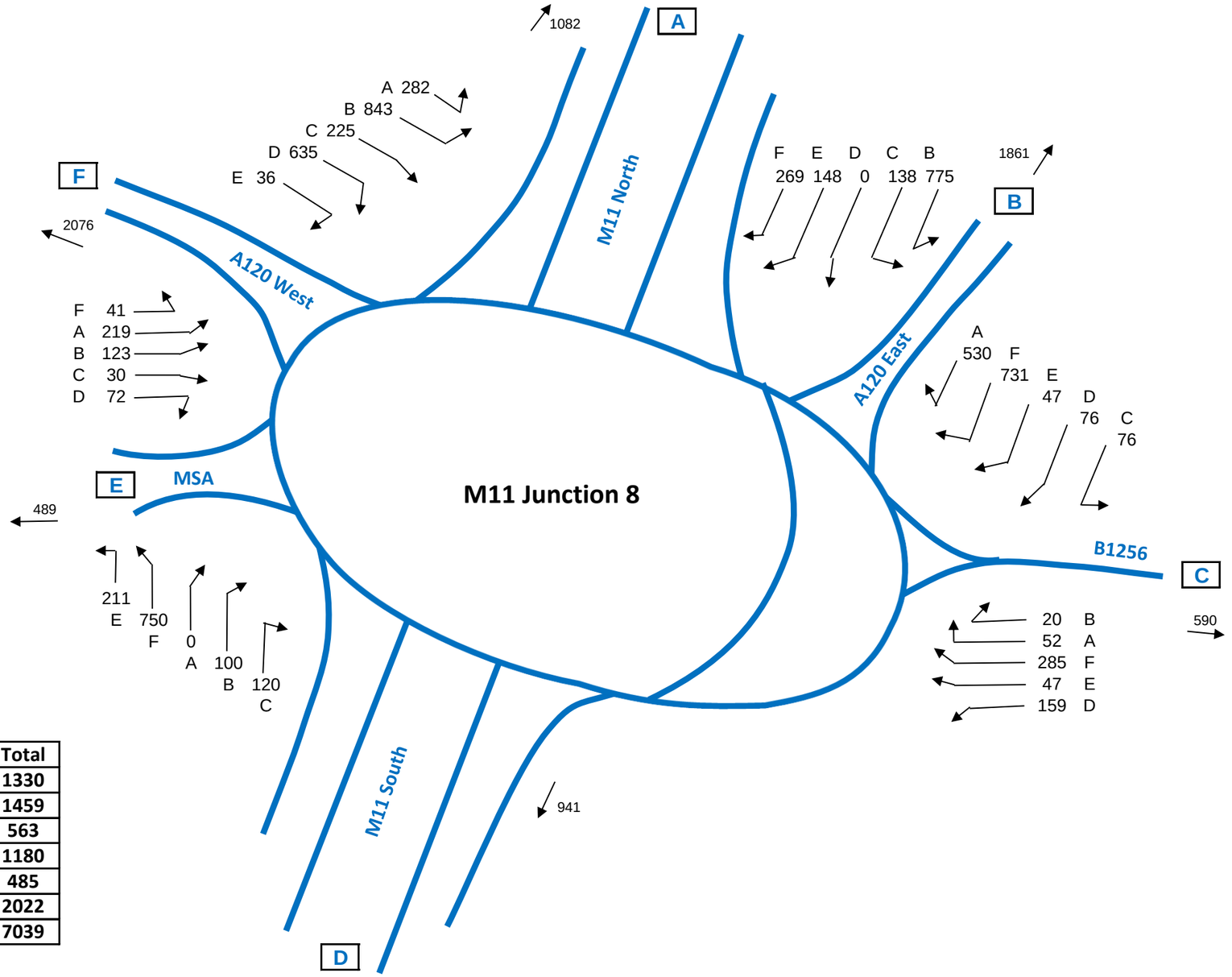
Drawn By: WY	Appendix: G	Uttlesford Local Plan Support
Checked By: MS	Oct-13	**M11 Junction 8 2018 Base + Committed Development + ULP Development AM**



	aa	bb	cc	dd	ee	ff	Total
aa	0	775	138	0	148	269	**1330**
bb	530	0	76	76	47	731	**1459**
cc	52	20	0	159	47	285	**563**
dd	0	100	120	0	211	750	**1180**
ee	219	123	30	72	0	41	**485**
ff	282	843	225	635	36	0	**2022**
Total	**1082**	**1861**	**590**	**941**	**489**	**2076**	**7039**

Uttlesford District Council

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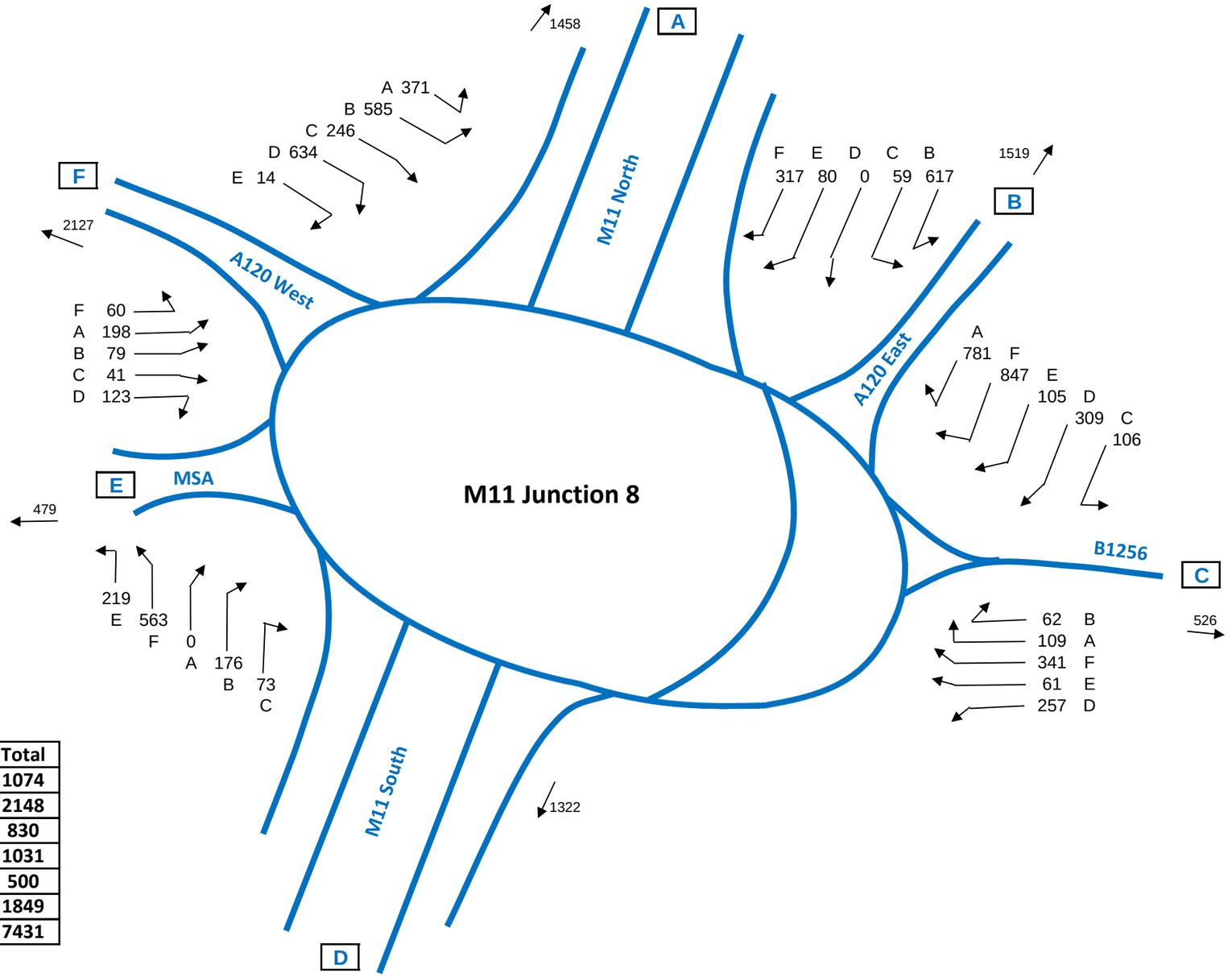
Drawn By: WY	Appendix: G	Uttlesford Local Plan Support
Checked By: MS	Oct-13	**M11 Junction 8 2018 Base + Committed Development + ULP Development PM**



	aa	bb	cc	dd	ee	ff	Total
aa	0	617	59	0	80	317	**1074**
bb	781	0	106	309	105	847	**2148**
cc	109	62	0	257	61	341	**830**
dd	0	176	73	0	219	563	**1031**
ee	198	79	41	123	0	60	**500**
ff	371	585	246	634	14	0	**1849**
Total	**1458**	**1519**	**526**	**1322**	**479**	**2127**	**7431**

Uttlesford District Council

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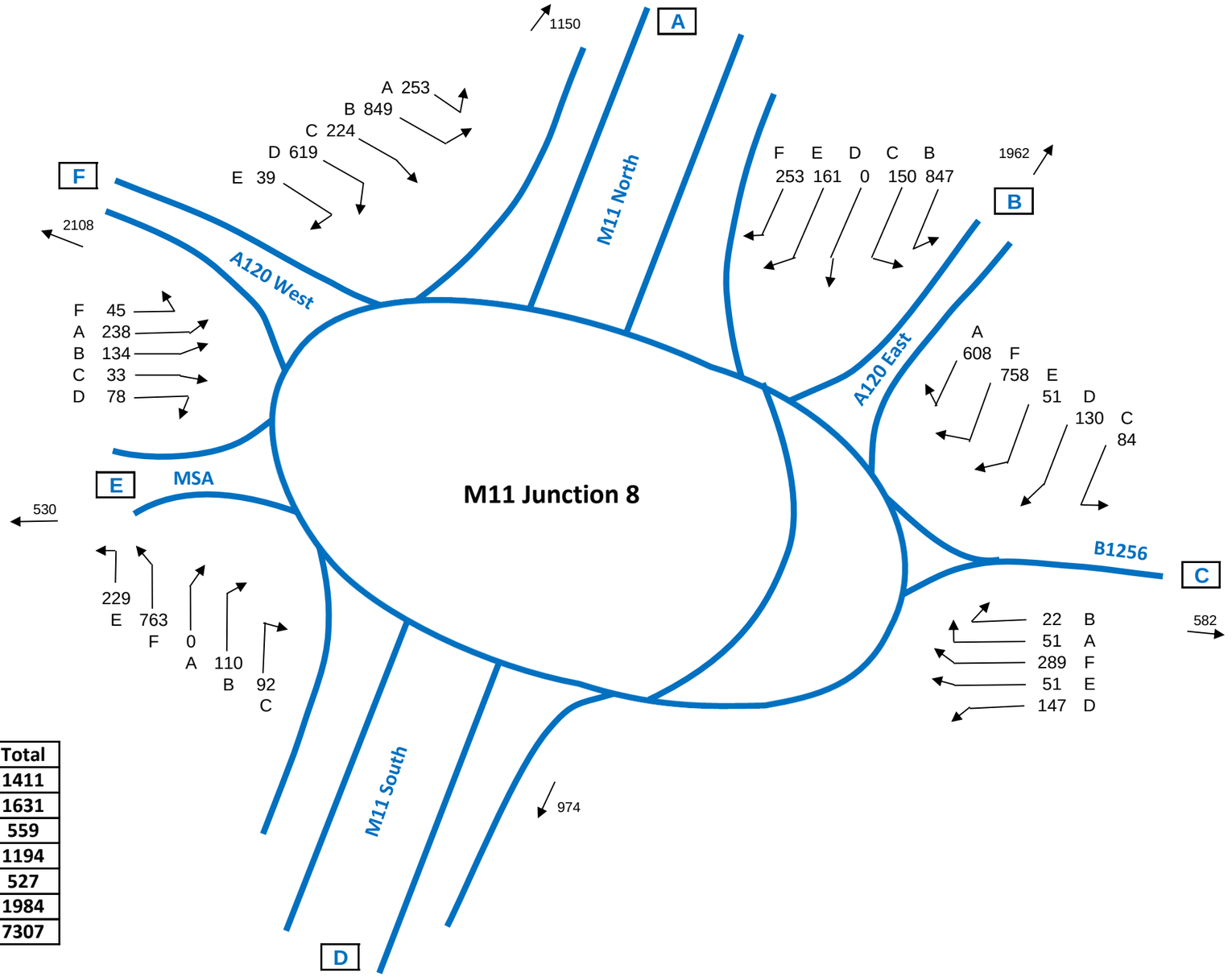
Drawn By: WY	Appendix: G	Uttlesford Local Plan Support
Checked By: MS	Oct-13	**M11 Junction 8** **2026 Base + Committed Development**



	aa	bb	cc	dd	ee	ff	Total
aa	0	847	150	0	161	253	**1411**
bb	608	0	84	130	51	758	**1631**
cc	51	22	0	147	51	289	**559**
dd	0	110	92	0	229	763	**1194**
ee	238	134	33	78	0	45	**527**
ff	253	849	224	619	39	0	**1984**
Total	**1150**	**1962**	**582**	**974**	**530**	**2108**	**7307**

Uttlesford District Council

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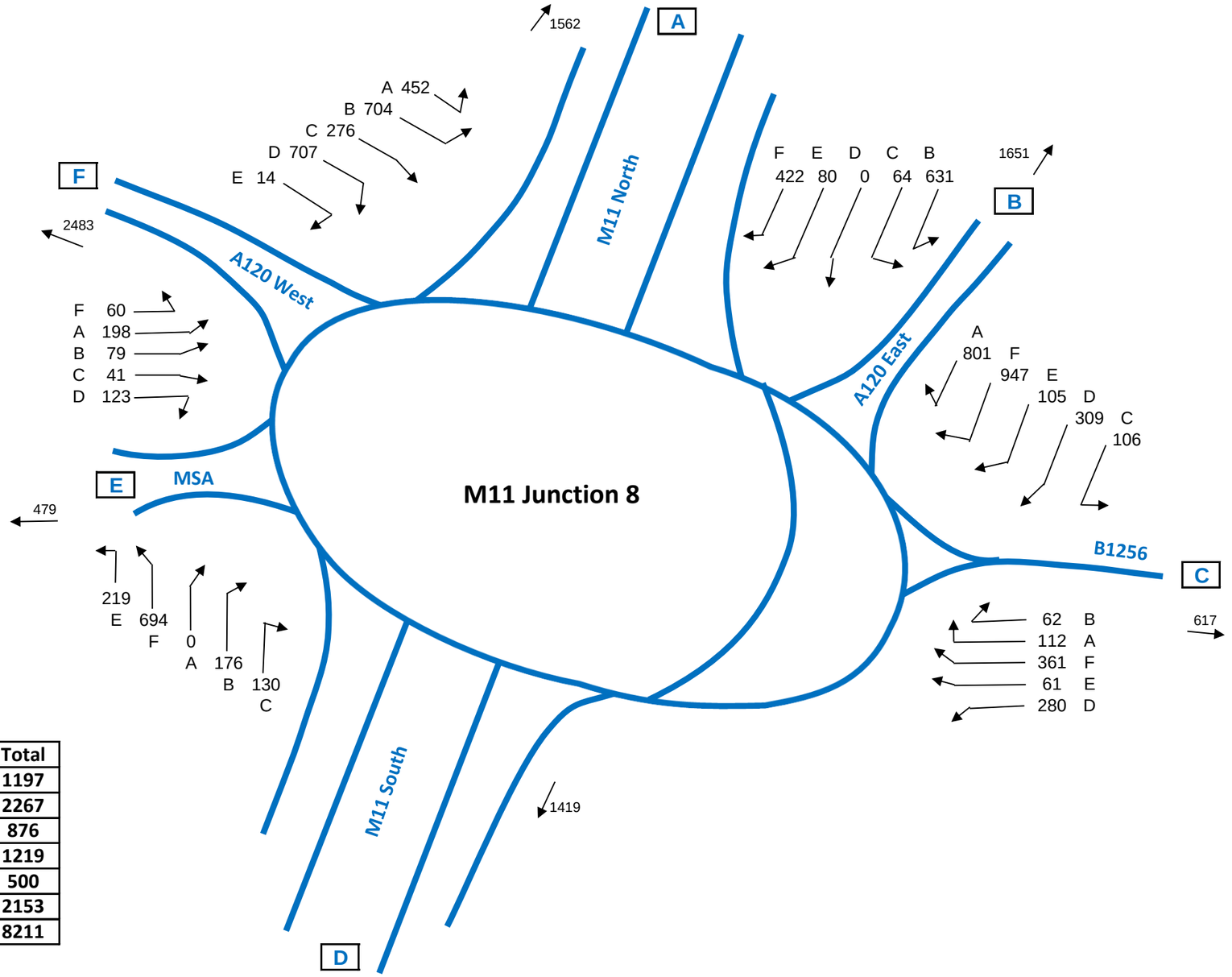
Drawn By: WY	Appendix: G	Uttlesford Local Plan Support
Checked By: MS	Oct-13	**M11 Junction 8** **2026 Base + Committed Development PM**



	aa	bb	cc	dd	ee	ff	Total
aa	0	631	64	0	80	422	**1197**
bb	801	0	106	309	105	947	**2267**
cc	112	62	0	280	61	361	**876**
dd	0	176	130	0	219	694	**1219**
ee	198	79	41	123	0	60	**500**
ff	452	704	276	707	14	0	**2153**
Total	**1562**	**1651**	**617**	**1419**	**479**	**2483**	**8211**

Uttlesford District Council

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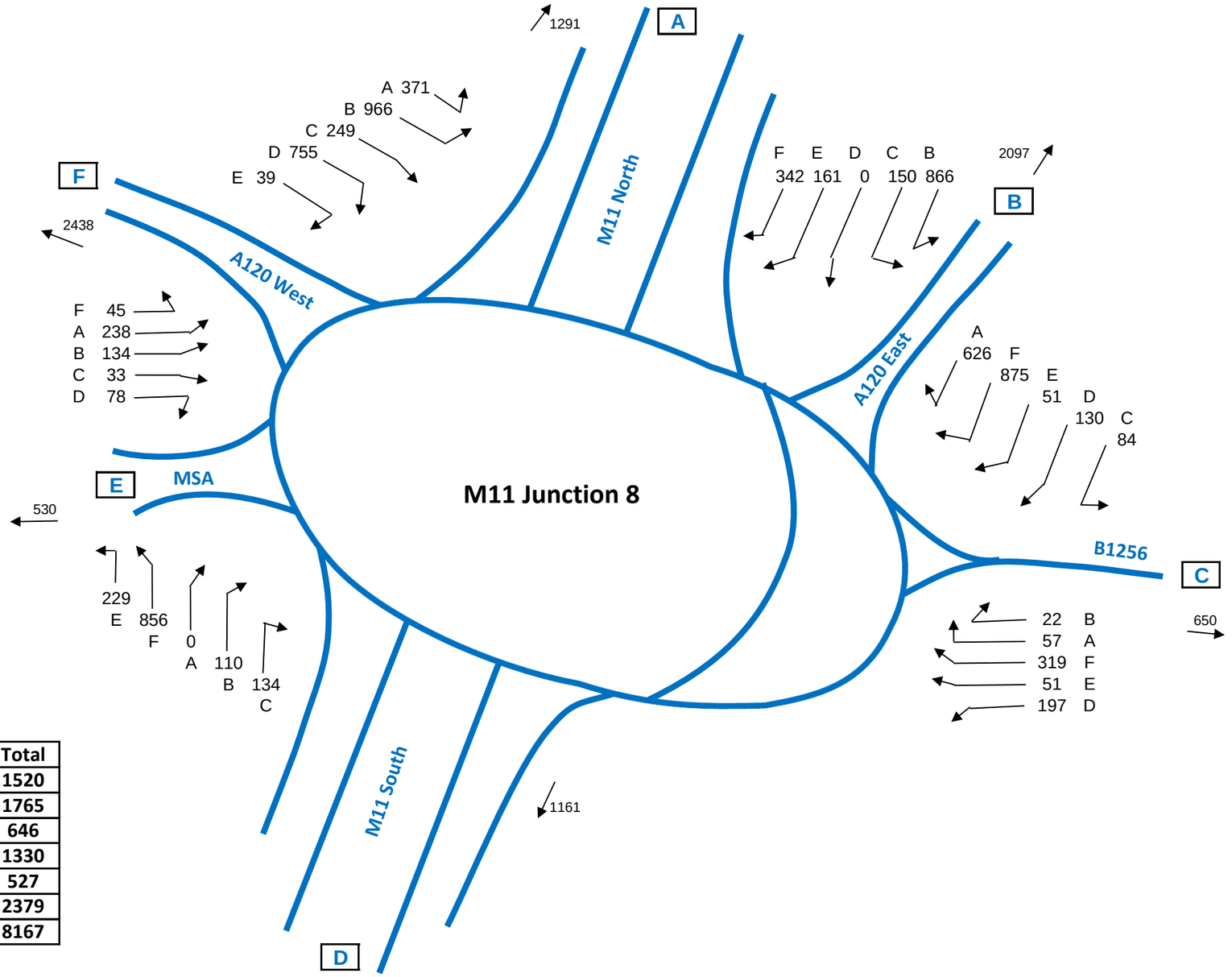
Drawn By: WY	Appendix: G	Uttlesford Local Plan Support
Checked By: MS	Oct-13	**M11 Junction 8 2026 Base + Committed Development + ULP Development AM**



	aa	bb	cc	dd	ee	ff	Total
aa	0	866	150	0	161	342	**1520**
bb	626	0	84	130	51	875	**1765**
cc	57	22	0	197	51	319	**646**
dd	0	110	134	0	229	856	**1330**
ee	238	134	33	78	0	45	**527**
ff	371	966	249	755	39	0	**2379**
Total	**1291**	**2097**	**650**	**1161**	**530**	**2438**	**8167**

Uttlesford District Council

Essex Highways

Ringway Jacobs working in partnership with Essex County Council

Drawn By: WY	Appendix: G	Uttlesford Local Plan Support
Checked By: MS	Oct-13	**M11 Junction 8 2026 Base + Committed Development + ULP Development PM**

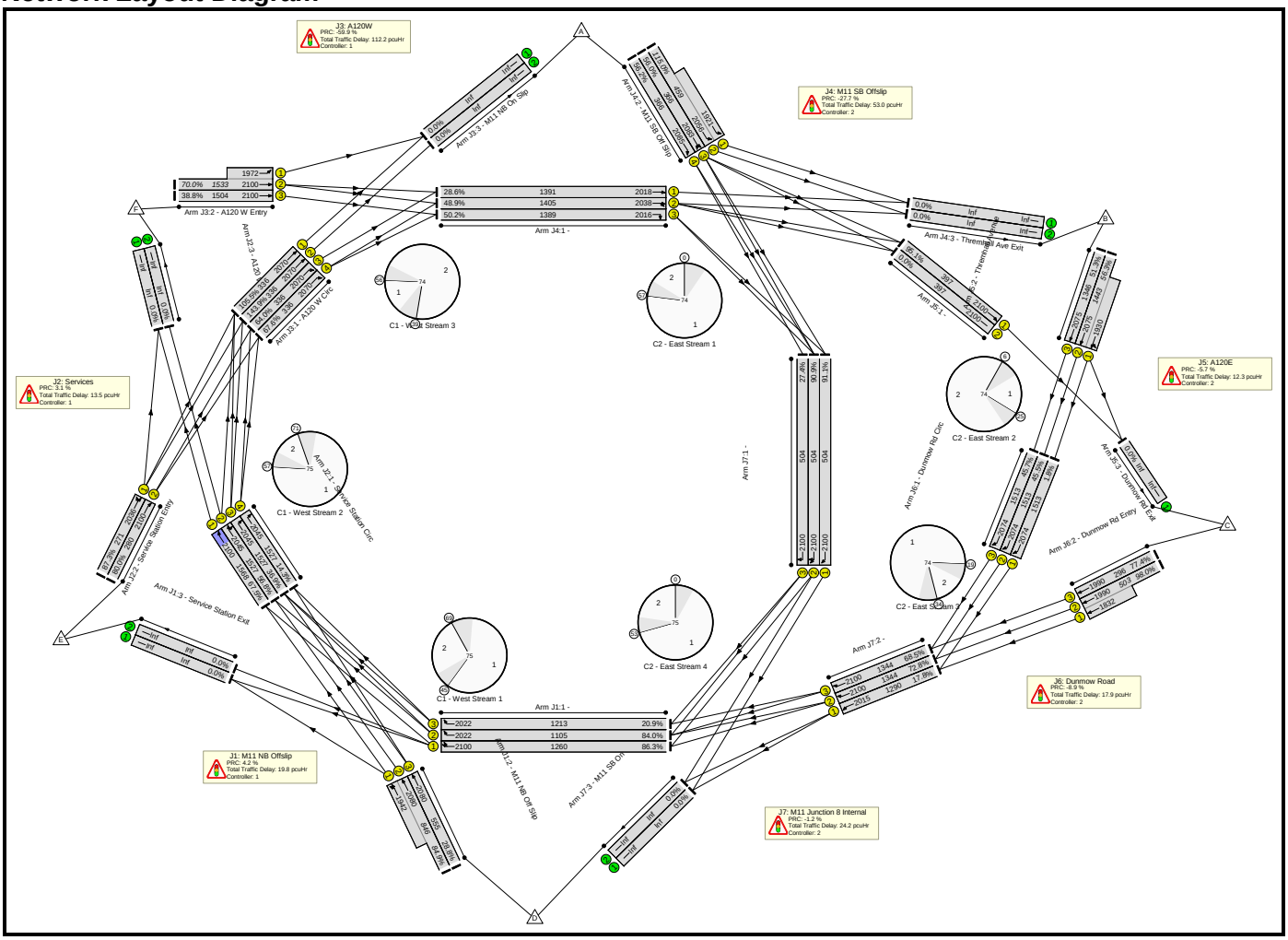
Basic Results Summary

User and Project Details

Project:	**M11 Junction 8**
Title:	**M11 Junction 8 Model**
Location:	M11 J8 Essex
File name:	121129 M11 J8 Network - Existing Base.lsg3x
Author:	ukbxm011
Company:	WSP UK
Address:	66-68 Hills Road, Cambridge
Notes:	Based on May 2012 surveys.

Scenario 1: 'AM Existing' (FG1: '2012 AM Existing', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**143.9%**	**0**	**0**	**0**	**252.9**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**86.3%**	**0**	**0**	**0**	**19.8**	-	-
1/1	Ahead Right	U	C1:A		1	44	-	1088	2100	1260	86.3%	-	-	-	5.5	18.3	13.8
1/2	Right	U	C1:A		1	44	-	929	2022	1105	84.0%	-	-	-	5.0	19.2	11.1
1/3	Right	U	C1:A		1	44	-	253	2022	1213	20.9%	-	-	-	0.6	7.9	1.7
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	19	-	718	2080:1942	846	84.9%	-	-	-	7.6	38.3	10.6
2/3	M11 NB Off Slip Ahead	U	C1:B		1	19	-	160	2080	555	28.8%	-	-	-	1.2	26.4	2.8
J2: Services	-	-	-		-	-	-	-	-	-	**87.3%**	**0**	**0**	**0**	**13.5**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	55	-	1059	2100	1568	67.5%	-	-	-	1.8	6.2	5.8
1/2	Service Station Circ Ahead Right	U	C1:C		1	55	-	867	2045	1527	56.8%	-	-	-	1.9	8.0	6.3
1/3	Service Station Circ Right	U	C1:C		1	55	-	563	2045	1527	36.9%	-	-	-	0.3	1.9	0.3
1/4	Service Station Circ Right	U	C1:C		1	55	-	218	2045	1527	14.3%	-	-	-	0.6	9.7	2.4
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	9	-	237	2036	271	87.3%	-	-	-	5.0	76.5	7.7
2/2	Service Station Entry Ahead	U	C1:D		1	9	-	224	2100	280	80.0%	-	-	-	3.8	61.7	6.4
J3: A120W	-	-	-		-	-	-	-	-	-	**143.9%**	**0**	**0**	**0**	**112.2**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	11	-	354	2070	336	105.5%	-	-	-	18.6	188.9	22.7

Basic Results Summary

1/2	A120 W Circ Ahead	U	C1:E		1	11	-	483	2070	336	143.9%	-	-	-	84.3	628.7	89.2
1/3	A120 W Circ Right	U	C1:E		1	11	-	215	2070	336	64.0%	-	-	-	2.6	43.7	5.0
1/4	A120 W Circ Right	U	C1:E		1	11	-	227	2070	336	67.6%	-	-	-	2.9	45.4	5.4
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	52	-	1074	2100:1972	1533	70.0%	-	-	-	2.8	9.4	10.5
2/3	A120 W Entry Ahead	U	C1:F		1	52	-	584	2100	1504	38.8%	-	-	-	1.0	6.1	5.0
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**	**0**	**0**	**0**	**53.0**	**-**	**-**
1/1	Ahead	U	C2:A		1	50	-	398	2018	1391	28.6%	-	-	-	1.4	12.8	5.7
1/2	Ahead Ahead2	U	C2:A		1	50	-	687	2038	1405	48.9%	-	-	-	1.5	8.0	9.2
1/3	Right	U	C2:A		1	50	-	697	2016	1389	50.2%	-	-	-	1.9	9.8	9.6
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	12	-	528	2056:1921	459	115.0%	-	-	-	43.7	297.9	46.9
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	12	-	205	2083	366	56.0%	-	-	-	2.2	39.0	4.4
2/4	M11 SB Off Slip Ahead	U	C2:B		1	12	-	206	2085	366	56.2%	-	-	-	2.2	39.1	4.5
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.1%**	**0**	**0**	**0**	**12.3**	**-**	**-**
1/1	Ahead	U	C2:C		1	13	-	378	2100	397	95.1%	-	-	-	8.4	79.7	13.3
1/2		U	C2:C		1	13	-	0	2100	397	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	50	-	812	2075:1930	1443	56.3%	-	-	-	2.1	9.2	7.9
2/3	Thremhall Avenue Ahead	U	C2:D		1	50	-	691	2075	1346	51.3%	-	-	-	1.8	9.6	7.8
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.0%**	**0**	**0**	**0**	**17.9**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	53	-	27	2074	1513	1.8%	-	-	-	0.0	2.7	0.2
1/2	Dunmow Rd Circ Right	U	C2:E		1	53	-	689	2074	1513	45.5%	-	-	-	0.6	3.1	8.1

Basic Results Summary

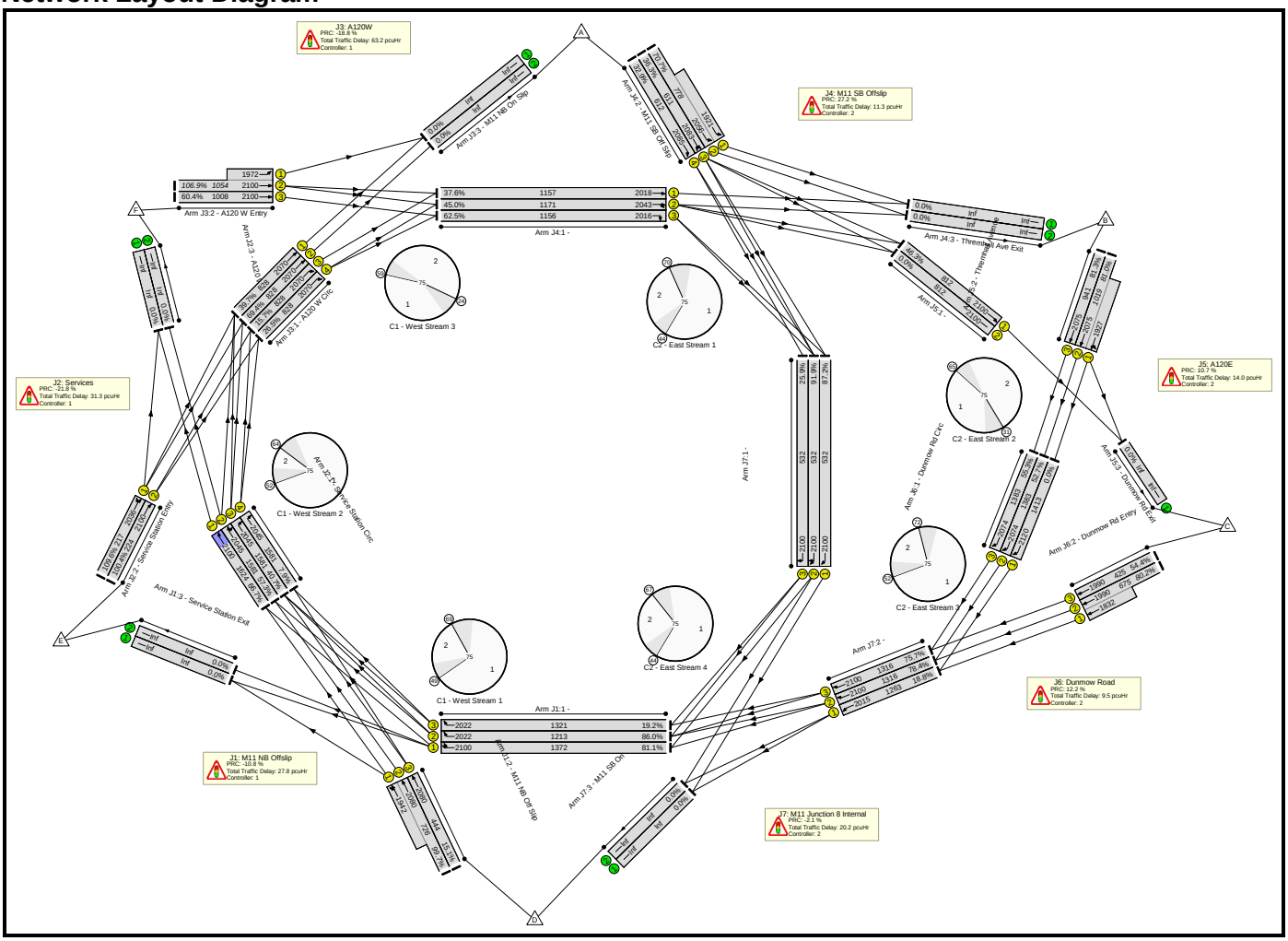
1/3	Dunmow Rd Circ Right	U	C2:E		1	53	-	691	2074	1513	45.7%	-	-	-	0.6	3.1	8.1
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	10	-	493	1990:1832	503	98.0%	-	-	-	13.1	95.9	14.8
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	10	-	229	1990	296	77.4%	-	-	-	3.6	56.0	6.2
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.1%**	**0**	**0**	**0**	**24.2**	**-**	**-**
1/1	Right	U	C2:H		1	17	-	459	2100	504	91.1%	-	-	-	7.8	61.3	13.5
1/2	Right Right2	U	C2:H		1	17	-	458	2100	504	90.9%	-	-	-	7.7	60.8	13.4
1/3	Right	U	C2:H		1	17	-	138	2100	504	27.4%	-	-	-	1.1	28.1	2.5
2/1	Ahead	U	C2:G		1	47	-	230	2015	1290	17.8%	-	-	-	0.5	7.2	2.0
2/2	Ahead	U	C2:G		1	47	-	979	2100	1344	72.8%	-	-	-	3.8	14.0	14.9
2/3	Ahead	U	C2:G		1	47	-	920	2100	1344	68.5%	-	-	-	3.3	12.9	13.3

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	19.83	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	13.53	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-59.9	Total Delay for Signalled Lanes (pcuHr):	112.19	Cycle Time (s): 74
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	-27.7	Total Delay for Signalled Lanes (pcuHr):	52.97	Cycle Time (s): 74
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	-5.7	Total Delay for Signalled Lanes (pcuHr):	12.29	Cycle Time (s): 74
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	17.90	Cycle Time (s): 74
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-1.2	Total Delay for Signalled Lanes (pcuHr):	24.19	Cycle Time (s): 75
	PRC Over All Lanes (%):	-59.9	Total Delay Over All Lanes(pcuHr):	252.89	

Basic Results Summary

Scenario 2: '2018 AM Base + Committed' (FG2: '2018 AM Base + Committed', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**109.6%**	**0**	**0**	**0**	**177.3**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**99.7%**	**0**	**0**	**0**	**27.8**	-	-
1/1	Ahead Right	U	C1:A		1	48	-	1113	2100	1372	81.1%	-	-	-	3.9	12.7	12.1
1/2	Right	U	C1:A		1	48	-	1043	2022	1213	86.0%	-	-	-	4.4	15.4	13.2
1/3	Right	U	C1:A		1	48	-	253	2022	1321	19.2%	-	-	-	0.3	3.7	0.6
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	15	-	724	2080:1942	726	99.7%	-	-	-	18.6	92.7	21.4
2/3	M11 NB Off Slip Ahead	U	C1:B		1	15	-	67	2080	444	15.1%	-	-	-	0.5	28.8	1.2
J2: Services	-	-	-		-	-	-	-	-	-	**109.6%**	**0**	**0**	**0**	**31.3**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	1083	2100	1624	66.7%	-	-	-	1.7	5.7	6.7
1/2	Service Station Circ Ahead Right	U	C1:C		1	57	-	906	2045	1581	57.3%	-	-	-	1.6	6.5	7.7
1/3	Service Station Circ Right	U	C1:C		1	57	-	643	2045	1581	40.7%	-	-	-	0.6	3.4	1.6
1/4	Service Station Circ Right	U	C1:C		1	57	-	125	2045	1581	7.9%	-	-	-	0.2	5.6	1.3
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	238	2036	217	109.6%	-	-	-	17.2	260.7	19.9
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	225	2100	224	100.4%	-	-	-	9.9	158.0	12.5
J3: A120W	-	-	-		-	-	-	-	-	-	**106.9%**	**0**	**0**	**0**	**63.2**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	29	-	344	2070	828	39.7%	-	-	-	2.4	26.3	5.2

Basic Results Summary

1/2	A120 W Circ Ahead	U	C1:E		1	29	-	576	2070	828	69.4%	-	-	-	2.3	14.5	6.6
1/3	A120 W Circ Right	U	C1:E		1	29	-	130	2070	828	15.7%	-	-	-	0.9	26.2	2.5
1/4	A120 W Circ Right	U	C1:E		1	29	-	220	2070	828	26.5%	-	-	-	2.5	40.8	4.7
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	35	-	1127	2100:1972	1054	106.9%	-	-	-	51.8	165.6	66.5
2/3	A120 W Entry Ahead	U	C1:F		1	35	-	609	2100	1008	60.4%	-	-	-	3.2	18.8	9.9
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**	**0**	**0**	**0**	**11.3**	**-**	**-**
1/1	Ahead	U	C2:A		1	42	-	456	2018	1157	37.6%	-	-	-	0.8	6.9	1.8
1/2	Ahead Ahead2	U	C2:A		1	42	-	557	2043	1171	45.0%	-	-	-	1.2	7.9	2.9
1/3	Right	U	C2:A		1	42	-	723	2016	1156	62.5%	-	-	-	1.7	8.3	11.6
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	21	-	550	2056:1921	778	70.7%	-	-	-	4.6	30.4	8.3
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	21	-	222	2083	611	36.3%	-	-	-	1.6	25.6	3.9
2/4	M11 SB Off Slip Ahead	U	C2:B		1	21	-	201	2085	612	32.9%	-	-	-	1.4	25.1	3.5
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.3%**	**0**	**0**	**0**	**14.0**	**-**	**-**
1/1	Ahead	U	C2:C		1	28	-	391	2100	812	46.3%	-	-	-	2.3	21.8	7.0
1/2		U	C2:C		1	28	-	0	2100	812	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	36	-	825	2075:1927	1019	81.0%	-	-	-	5.9	25.6	15.4
2/3	Thremhall Avenue Ahead	U	C2:D		1	36	-	765	2075	941	81.3%	-	-	-	5.9	27.8	15.7
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.2%**	**0**	**0**	**0**	**9.5**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	49	-	0	2120	1413	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	49	-	728	2074	1383	52.7%	-	-	-	0.6	2.8	5.2

Basic Results Summary

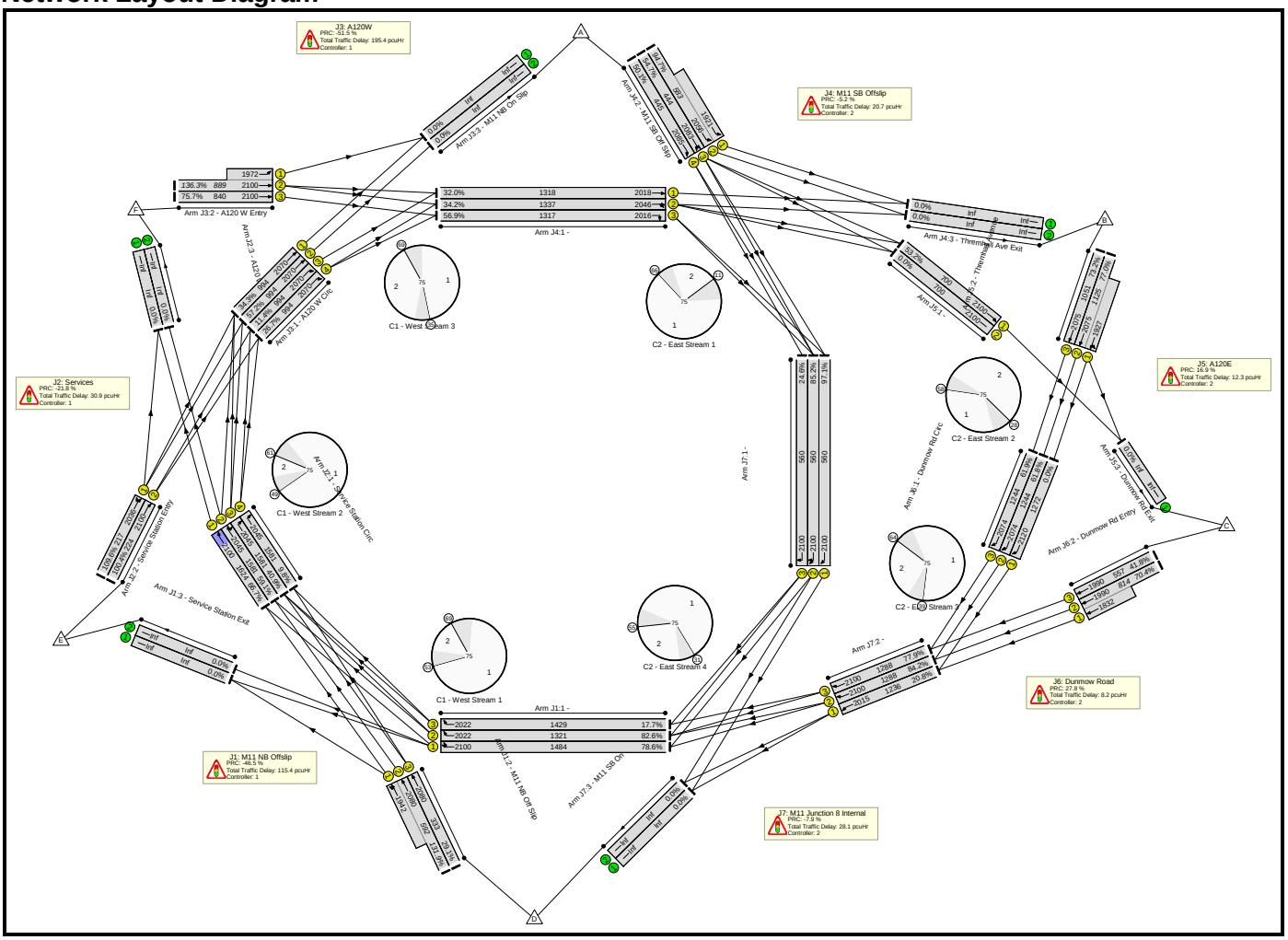
1/3	Dunmow Rd Circ Right	U	C2:E		1	49	-	765	2074	1383	55.3%	-	-	-	0.6	2.9	5.8
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	15	-	541	1990:1832	675	80.2%	-	-	-	6.0	40.2	7.8
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	15	-	231	1990	425	54.4%	-	-	-	2.3	35.5	4.8
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.9%**	**0**	**0**	**0**	**20.2**	**-**	**-**
1/1	Right	U	C2:H		1	18	-	464	2100	532	87.2%	-	-	-	6.4	49.3	12.7
1/2	Right Right2	U	C2:H		1	18	-	489	2100	532	91.9%	-	-	-	7.9	58.2	12.5
1/3	Right	U	C2:H		1	18	-	138	2100	532	25.9%	-	-	-	0.9	22.6	1.2
2/1	Ahead	U	C2:G		1	46	-	237	2015	1263	18.8%	-	-	-	0.4	6.4	4.7
2/2	Ahead	U	C2:G		1	46	-	1032	2100	1316	78.4%	-	-	-	2.5	8.9	8.6
2/3	Ahead	U	C2:G		1	46	-	996	2100	1316	75.7%	-	-	-	2.2	7.8	6.7

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-10.8	Total Delay for Signalled Lanes (pcuHr):	27.80	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-21.8	Total Delay for Signalled Lanes (pcuHr):	31.27	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-18.8	Total Delay for Signalled Lanes (pcuHr):	63.16	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	27.2	Total Delay for Signalled Lanes (pcuHr):	11.28	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	10.7	Total Delay for Signalled Lanes (pcuHr):	14.03	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	9.49	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-2.1	Total Delay for Signalled Lanes (pcuHr):	20.24	Cycle Time (s):	75
	PRC Over All Lanes (%):	-21.8	Total Delay Over All Lanes(pcuHr):	177.28		

Basic Results Summary

Scenario 3: '2018 AM Base + Committed + ULP' (FG3: '2018 AM Base + Committed + ULP', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**136.3%**	**0**	**0**	**0**	**411.0**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**131.9%**	**0**	**0**	**0**	**115.4**	-	-
1/1	Ahead Right	U	C1:A		1	52	-	1166	2100	1484	78.6%	-	-	-	3.7	11.5	14.2
1/2	Right	U	C1:A		1	52	-	1091	2022	1321	82.6%	-	-	-	3.3	10.9	16.4
1/3	Right	U	C1:A		1	52	-	253	2022	1429	17.7%	-	-	-	0.1	1.7	0.4
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	11	-	781	2080:1942	592	131.9%	-	-	-	107.3	494.8	111.0
2/3	M11 NB Off Slip Ahead	U	C1:B		1	11	-	97	2080	333	29.1%	-	-	-	1.0	35.4	2.0
J2: Services	-	-	-		-	-	-	-	-	-	**109.6%**	**0**	**0**	**0**	**30.9**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	1136	2100	1624	66.7%	-	-	-	1.5	4.8	5.5
1/2	Service Station Circ Ahead Right	U	C1:C		1	57	-	1007	2045	1581	59.1%	-	-	-	1.7	6.6	9.4
1/3	Service Station Circ Right	U	C1:C		1	57	-	647	2045	1581	40.9%	-	-	-	0.5	2.7	1.1
1/4	Service Station Circ Right	U	C1:C		1	57	-	155	2045	1581	9.8%	-	-	-	0.1	2.6	1.8
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	238	2036	217	109.6%	-	-	-	17.3	260.9	19.9
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	225	2100	224	100.4%	-	-	-	9.9	158.0	12.5
J3: A120W	-	-	-		-	-	-	-	-	-	**136.3%**	**0**	**0**	**0**	**195.4**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	35	-	357	2070	994	34.3%	-	-	-	1.9	19.7	5.8

Basic Results Summary

1/2	A120 W Circ Ahead	U	C1:E		1	35	-	569	2070	994	57.2%	-	-	-	3.9	24.6	8.0
1/3	A120 W Circ Right	U	C1:E		1	35	-	114	2070	994	11.4%	-	-	-	0.3	8.8	1.4
1/4	A120 W Circ Right	U	C1:E		1	35	-	266	2070	994	26.7%	-	-	-	0.9	12.9	5.5
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	29	-	1212	2100:1972	889	136.3%	-	-	-	183.5	545.0	197.9
2/3	A120 W Entry Ahead	U	C1:F		1	29	-	636	2100	840	75.7%	-	-	-	5.0	28.1	12.8
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.7%**	**0**	**0**	**0**	**20.7**	**-**	**-**
1/1	Ahead	U	C2:A		1	48	-	534	2018	1318	32.0%	-	-	-	1.4	11.6	5.0
1/2	Ahead Ahead2	U	C2:A		1	48	-	568	2046	1337	34.2%	-	-	-	1.5	11.6	6.5
1/3	Right	U	C2:A		1	48	-	750	2016	1317	56.9%	-	-	-	2.8	13.5	8.4
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	15	-	552	2056:1921	583	94.7%	-	-	-	10.6	69.2	14.2
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	15	-	243	2083	444	54.7%	-	-	-	2.4	35.2	5.1
2/4	M11 SB Off Slip Ahead	U	C2:B		1	15	-	223	2085	445	50.1%	-	-	-	2.1	34.1	4.6
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.0%**	**0**	**0**	**0**	**12.3**	**-**	**-**
1/1	Ahead	U	C2:C		1	24	-	438	2100	700	53.2%	-	-	-	2.8	27.2	8.3
1/2		U	C2:C		1	24	-	0	2100	700	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	40	-	866	2075:1927	1125	77.0%	-	-	-	5.0	20.7	14.4
2/3	Thremhall Avenue Ahead	U	C2:D		1	40	-	770	2075	1051	73.2%	-	-	-	4.5	20.9	13.8
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.4%**	**0**	**0**	**0**	**8.2**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	44	-	0	2120	1272	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	44	-	769	2074	1244	61.8%	-	-	-	0.8	3.8	4.8

Basic Results Summary

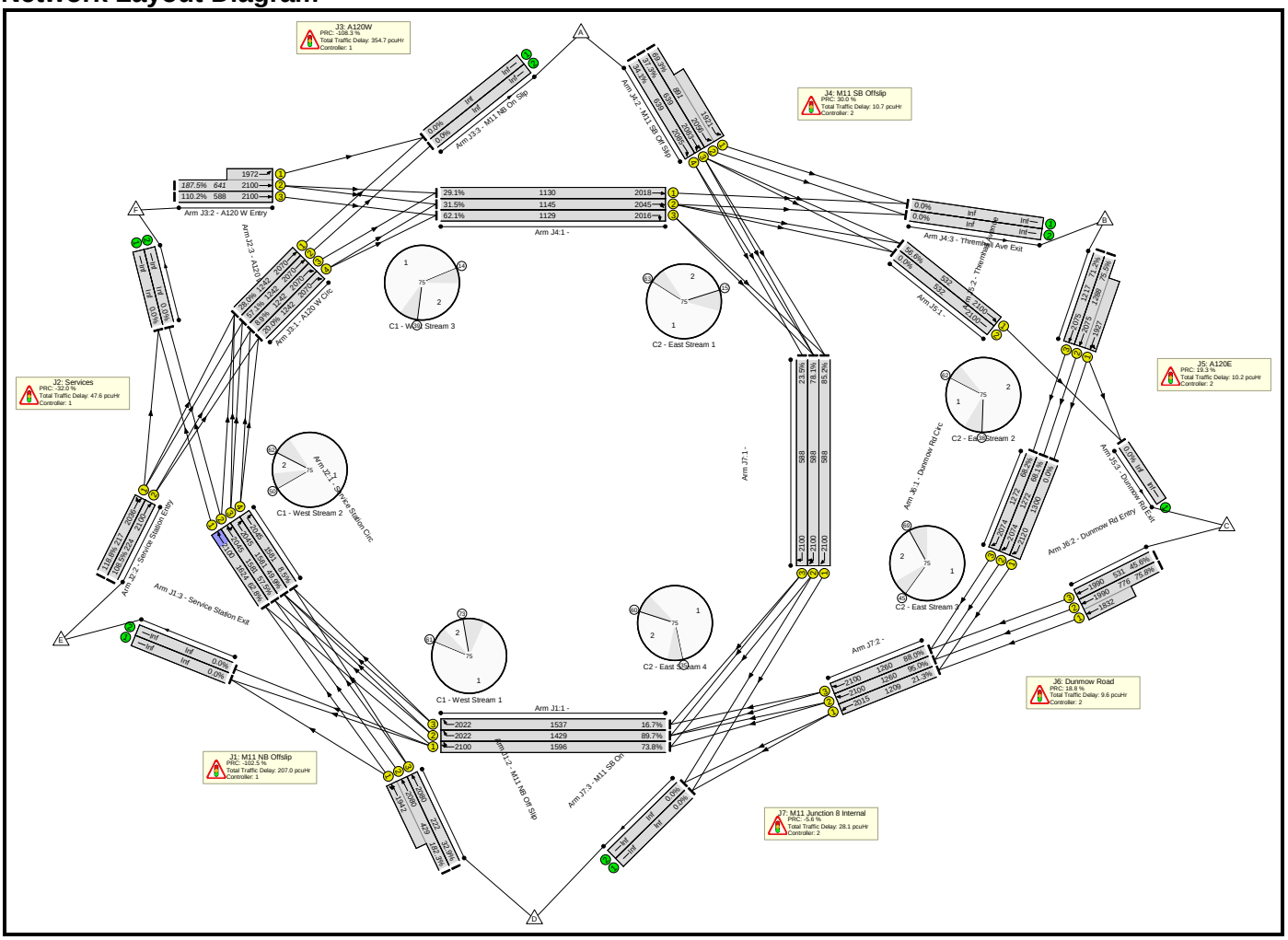
1/3	Dunmow Rd Circ Right	U	C2:E		1	44	-	770	2074	1244	61.9%	-	-	-	0.8	3.8	4.8
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	20	-	573	1990:1832	814	70.4%	-	-	-	4.8	30.3	6.8
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	20	-	233	1990	557	41.8%	-	-	-	1.8	27.6	4.3
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**	**0**	**0**	**0**	**28.1**	**-**	**-**
1/1	Right	U	C2:H		1	19	-	544	2100	560	97.1%	-	-	-	12.3	81.3	19.6
1/2	Right Right2	U	C2:H		1	19	-	477	2100	560	85.2%	-	-	-	6.3	47.9	12.6
1/3	Right	U	C2:H		1	19	-	138	2100	560	24.6%	-	-	-	1.1	28.7	3.0
2/1	Ahead	U	C2:G		1	45	-	257	2015	1236	20.8%	-	-	-	0.5	7.0	4.9
2/2	Ahead	U	C2:G		1	45	-	1085	2100	1288	84.2%	-	-	-	4.5	15.0	12.1
2/3	Ahead	U	C2:G		1	45	-	1003	2100	1288	77.9%	-	-	-	3.3	11.9	9.1

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-46.5	Total Delay for Signalled Lanes (pcuHr):	115.43	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-21.8	Total Delay for Signalled Lanes (pcuHr):	30.89	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-51.5	Total Delay for Signalled Lanes (pcuHr):	195.43	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	-5.2	Total Delay for Signalled Lanes (pcuHr):	20.73	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	16.9	Total Delay for Signalled Lanes (pcuHr):	12.25	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	27.8	Total Delay for Signalled Lanes (pcuHr):	8.23	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-7.9	Total Delay for Signalled Lanes (pcuHr):	28.07	Cycle Time (s):	75
	PRC Over All Lanes (%):	-51.5	Total Delay Over All Lanes(pcuHr):	411.03		

Basic Results Summary

Scenario 4: '2026 AM Base + Committed' (FG4: '2026 AM Base + Committed', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**187.5%**	**0**	**0**	**0**	**667.9**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**182.3%**	**0**	**0**	**0**	**207.0**	-	-
1/1	Ahead Right	U	C1:A		1	56	-	1179	2100	1596	73.8%	-	-	-	1.9	5.8	7.3
1/2	Right	U	C1:A		1	56	-	1281	2022	1429	89.7%	-	-	-	5.6	15.9	27.9
1/3	Right	U	C1:A		1	56	-	257	2022	1537	16.7%	-	-	-	0.1	1.5	0.3
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	7	-	782	2080:1942	429	182.3%	-	-	-	198.5	913.8	201.6
2/3	M11 NB Off Slip Ahead	U	C1:B		1	7	-	73	2080	222	32.9%	-	-	-	0.9	43.1	1.6
J2: Services	-	-	-		-	-	-	-	-	-	**118.8%**	**0**	**0**	**0**	**47.6**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	1129	2100	1624	62.8%	-	-	-	1.6	5.5	6.6
1/2	Service Station Circ Ahead Right	U	C1:C		1	57	-	1040	2045	1581	57.5%	-	-	-	1.5	6.0	9.3
1/3	Service Station Circ Right	U	C1:C		1	57	-	789	2045	1581	49.9%	-	-	-	1.1	5.2	3.6
1/4	Service Station Circ Right	U	C1:C		1	57	-	135	2045	1581	8.5%	-	-	-	0.0	1.2	0.0
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	258	2036	217	118.8%	-	-	-	26.7	373.2	29.6
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	243	2100	224	108.5%	-	-	-	16.6	246.1	19.3
J3: A120W	-	-	-		-	-	-	-	-	-	**187.5%**	**0**	**0**	**0**	**354.7**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	44	-	379	2070	1242	28.0%	-	-	-	0.5	5.7	2.5

Basic Results Summary

1/2	A120 W Circ Ahead	U	C1:E		1	44	-	709	2070	1242	57.1%	-	-	-	3.1	15.9	12.7
1/3	A120 W Circ Right	U	C1:E		1	44	-	115	2070	1242	8.9%	-	-	-	0.3	9.1	1.1
1/4	A120 W Circ Right	U	C1:E		1	44	-	263	2070	1242	20.0%	-	-	-	0.2	2.7	0.4
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	20	-	1202	2100:1972	641	187.5%	-	-	-	309.0	925.4	316.8
2/3	A120 W Entry Ahead	U	C1:F		1	20	-	648	2100	588	110.2%	-	-	-	41.5	230.6	49.4
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.3%**	**0**	**0**	**0**	**10.7**	**-**	**-**
1/1	Ahead	U	C2:A		1	41	-	525	2018	1130	29.1%	-	-	-	0.6	6.3	1.6
1/2	Ahead Ahead2	U	C2:A		1	41	-	561	2045	1145	31.5%	-	-	-	0.6	6.4	2.7
1/3	Right	U	C2:A		1	41	-	771	2016	1129	62.1%	-	-	-	1.5	7.6	6.4
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	22	-	617	2056:1921	891	69.3%	-	-	-	4.8	28.3	8.1
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	22	-	238	2083	639	37.3%	-	-	-	1.6	24.8	4.1
2/4	M11 SB Off Slip Ahead	U	C2:B		1	22	-	218	2085	639	34.1%	-	-	-	1.5	24.4	3.8
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.5%**	**0**	**0**	**0**	**10.2**	**-**	**-**
1/1	Ahead	U	C2:C		1	18	-	419	2100	532	56.6%	-	-	-	2.0	24.1	6.1
1/2		U	C2:C		1	18	-	0	2100	532	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	46	-	972	2075:1927	1288	75.5%	-	-	-	4.3	16.1	14.8
2/3	Thremhall Avenue Ahead	U	C2:D		1	46	-	867	2075	1217	71.2%	-	-	-	3.9	16.1	14.0
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.8%**	**0**	**0**	**0**	**9.6**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	45	-	0	2120	1300	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	45	-	866	2074	1272	68.1%	-	-	-	1.1	4.5	5.7

Basic Results Summary

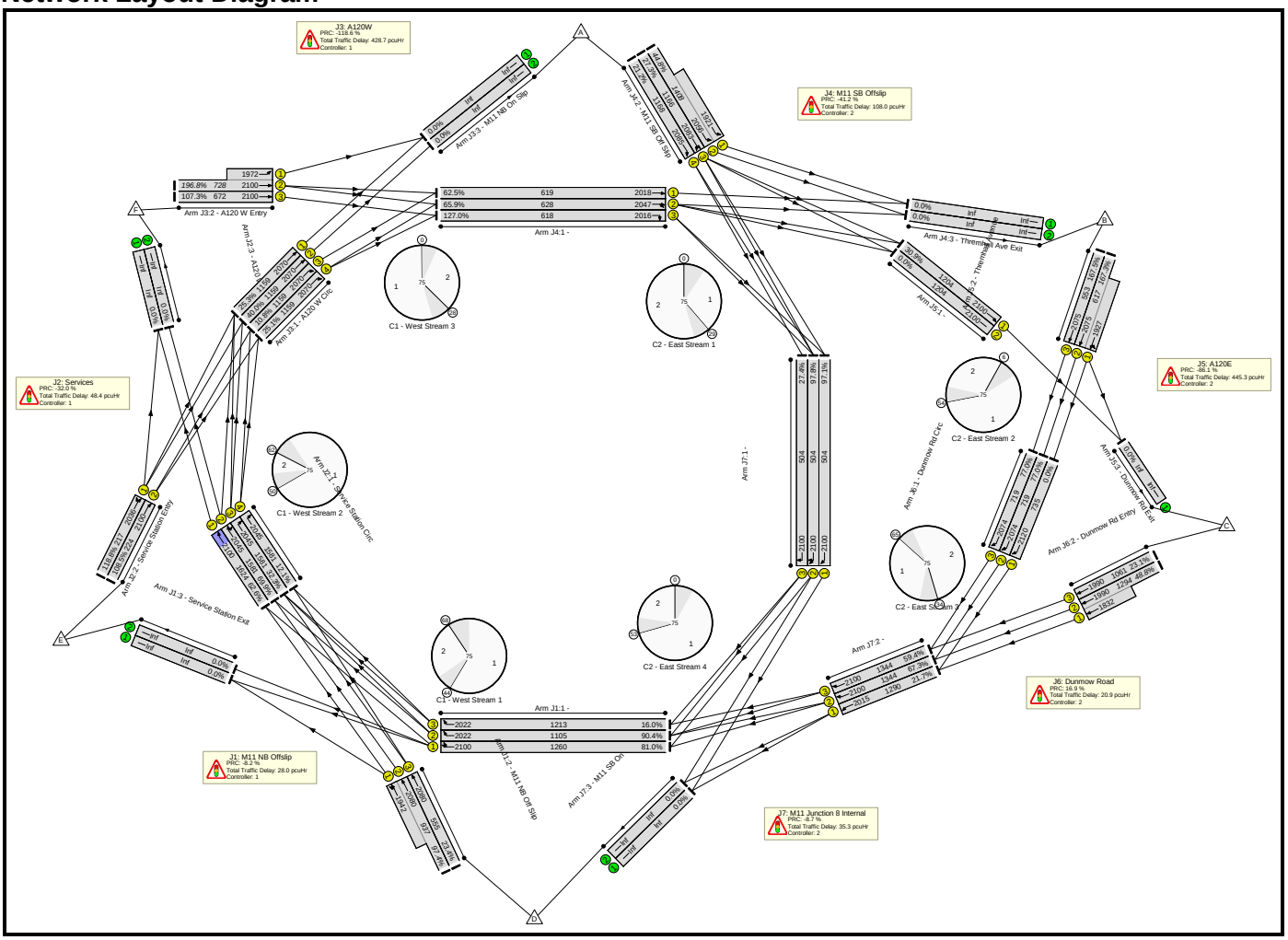
1/3	Dunmow Rd Circ Right	U	C2:E		1	45	-	867	2074	1272	68.2%	-	-	-	1.1	4.5	5.7
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	19	-	588	1990:1832	776	75.8%	-	-	-	5.4	33.3	7.5
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	19	-	242	1990	531	45.6%	-	-	-	2.0	29.2	4.6
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.0%**	**0**	**0**	**0**	**28.1**	**-**	**-**
1/1	Right	U	C2:H		1	20	-	551	2100	588	85.2%	-	-	-	5.0	35.9	9.8
1/2	Right Right2	U	C2:H		1	20	-	479	2100	588	78.1%	-	-	-	5.1	40.0	10.2
1/3	Right	U	C2:H		1	20	-	138	2100	588	23.5%	-	-	-	1.3	34.3	3.0
2/1	Ahead	U	C2:G		1	44	-	257	2015	1209	21.3%	-	-	-	0.4	6.3	4.9
2/2	Ahead	U	C2:G		1	44	-	1197	2100	1260	95.0%	-	-	-	10.4	31.3	23.4
2/3	Ahead	U	C2:G		1	44	-	1109	2100	1260	88.0%	-	-	-	5.8	18.9	12.9

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-102.5	Total Delay for Signalled Lanes (pcuHr):	207.01	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-32.0	Total Delay for Signalled Lanes (pcuHr):	47.62	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-108.3	Total Delay for Signalled Lanes (pcuHr):	354.65	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	30.0	Total Delay for Signalled Lanes (pcuHr):	10.66	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	19.3	Total Delay for Signalled Lanes (pcuHr):	10.24	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	18.8	Total Delay for Signalled Lanes (pcuHr):	9.58	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-5.6	Total Delay for Signalled Lanes (pcuHr):	28.09	Cycle Time (s): 75
	PRC Over All Lanes (%):	-108.3	Total Delay Over All Lanes(pcuHr):	667.86	

Basic Results Summary

Scenario 5: '2026 AM Base + Committed + ULP' (FG5: '2026 AM Base + Committed + ULP', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**196.8%**	**0**	**0**	**0**	**1114.6**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**97.4%**	**0**	**0**	**0**	**28.0**	-	-
1/1	Ahead Right	U	C1:A		1	44	-	1304	2100	1260	81.0%	-	-	-	3.7	12.9	13.4
1/2	Right	U	C1:A		1	44	-	1404	2022	1105	90.4%	-	-	-	6.2	22.5	13.4
1/3	Right	U	C1:A		1	44	-	257	2022	1213	16.0%	-	-	-	0.3	5.9	1.0
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	19	-	913	2080:1942	937	97.4%	-	-	-	16.8	66.4	20.7
2/3	M11 NB Off Slip Ahead	U	C1:B		1	19	-	130	2080	555	23.4%	-	-	-	0.9	25.8	2.2
J2: Services	-	-	-		-	-	-	-	-	-	**118.8%**	**0**	**0**	**0**	**48.4**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	1254	2100	1624	62.6%	-	-	-	1.4	4.8	5.4
1/2	Service Station Circ Ahead Right	U	C1:C		1	57	-	1274	2045	1581	69.9%	-	-	-	2.9	9.6	12.6
1/3	Service Station Circ Right	U	C1:C		1	57	-	809	2045	1581	32.3%	-	-	-	0.3	1.8	0.3
1/4	Service Station Circ Right	U	C1:C		1	57	-	192	2045	1581	12.1%	-	-	-	0.5	8.8	2.7
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	258	2036	217	118.8%	-	-	-	26.7	373.2	29.6
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	243	2100	224	108.5%	-	-	-	16.6	246.1	19.3
J3: A120W	-	-	-		-	-	-	-	-	-	**196.8%**	**0**	**0**	**0**	**428.7**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	41	-	382	2070	1159	25.3%	-	-	-	0.3	3.7	1.1

Basic Results Summary

1/2	A120 W Circ Ahead	U	C1:E		1	41	-	729	2070	1159	40.0%	-	-	-	1.1	8.3	8.0
1/3	A120 W Circ Right	U	C1:E		1	41	-	131	2070	1159	10.8%	-	-	-	0.1	4.0	0.3
1/4	A120 W Circ Right	U	C1:E		1	41	-	304	2070	1159	25.1%	-	-	-	0.9	11.6	2.0
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	23	-	1432	2100:1972	728	196.8%	-	-	-	388.9	977.7	397.2
2/3	A120 W Entry Ahead	U	C1:F		1	23	-	721	2100	672	107.3%	-	-	-	37.3	186.3	46.5
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**127.0%**	**0**	**0**	**0**	**108.0**	**-**	**-**
1/1	Ahead	U	C2:A		1	22	-	646	2018	619	62.5%	-	-	-	3.3	30.4	6.2
1/2	Ahead Ahead2	U	C2:A		1	22	-	646	2047	628	65.9%	-	-	-	3.7	32.4	7.0
1/3	Right	U	C2:A		1	22	-	844	2016	618	127.0%	-	-	-	97.4	446.3	105.7
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	41	-	631	2056:1921	1408	44.8%	-	-	-	1.9	11.1	4.8
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	41	-	318	2083	1166	27.3%	-	-	-	0.9	10.7	3.5
2/4	M11 SB Off Slip Ahead	U	C2:B		1	41	-	248	2085	1168	21.2%	-	-	-	0.7	10.2	2.7
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**167.5%**	**0**	**0**	**0**	**445.3**	**-**	**-**
1/1	Ahead	U	C2:C		1	42	-	511	2100	1204	30.9%	-	-	-	0.3	3.4	0.8
1/2		U	C2:C		1	42	-	0	2100	1204	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	22	-	1032	2075:1927	617	167.3%	-	-	-	234.1	816.6	243.9
2/3	Thremhall Avenue Ahead	U	C2:D		1	22	-	927	2075	553	167.5%	-	-	-	210.9	818.9	220.6
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.0%**	**0**	**0**	**0**	**20.9**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	25	-	0	2120	735	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	25	-	926	2074	719	77.0%	-	-	-	9.0	58.3	13.2

Basic Results Summary

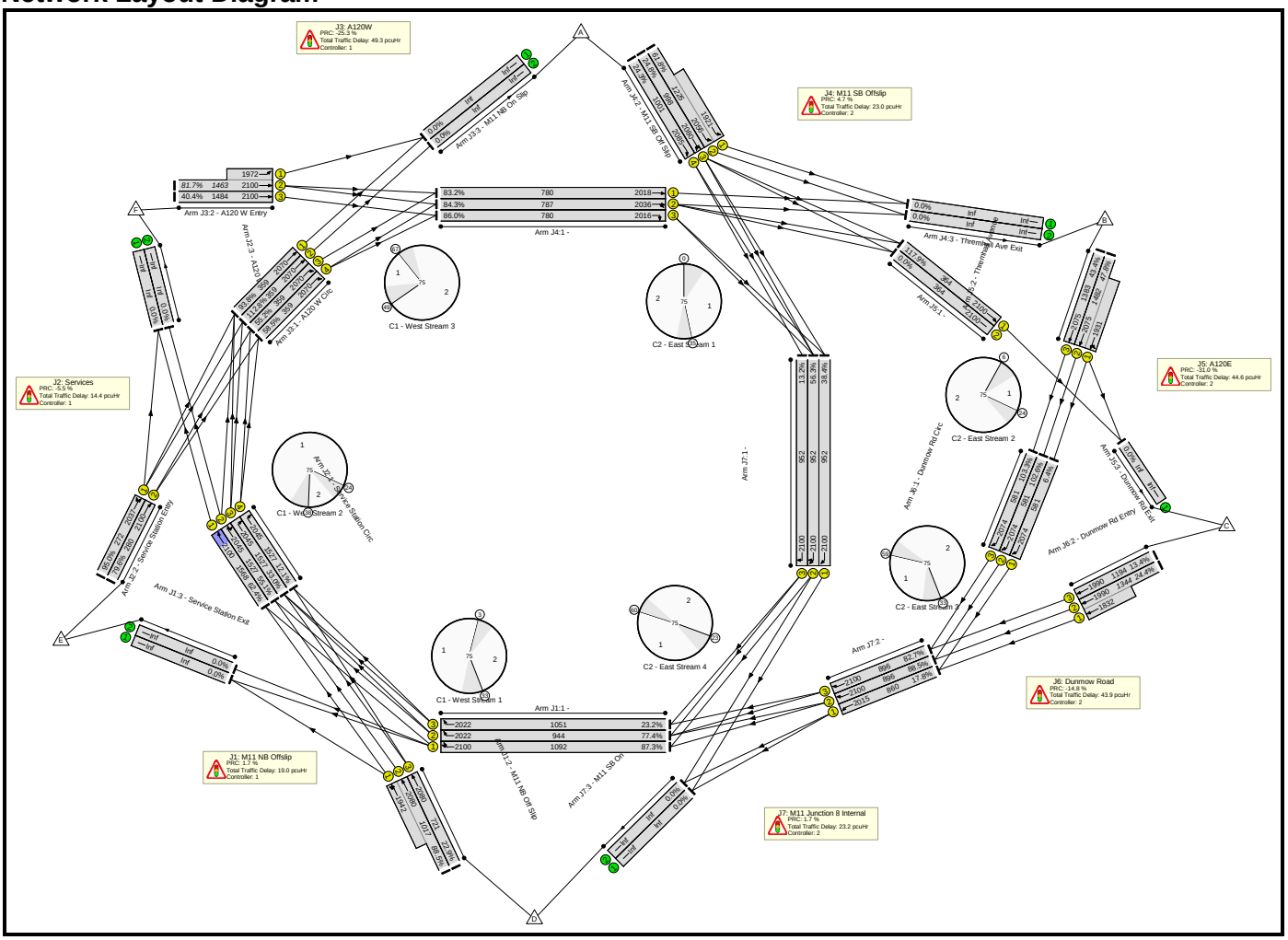
1/3	Dunmow Rd Circ Right	U	C2:E		1	25	-	927	2074	719	77.0%	-	-	-	9.0	58.3	13.2
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	39	-	631	1990:1832	1294	48.8%	-	-	-	2.2	12.5	4.6
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	39	-	245	1990	1061	23.1%	-	-	-	0.8	11.5	2.8
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.8%**	**0**	**0**	**0**	**35.3**	**-**	**-**
1/1	Right	U	C2:H		1	17	-	668	2100	504	97.1%	-	-	-	12.5	92.2	18.2
1/2	Right Right2	U	C2:H		1	17	-	540	2100	504	97.8%	-	-	-	11.9	86.7	18.8
1/3	Right	U	C2:H		1	17	-	138	2100	504	27.4%	-	-	-	0.8	19.9	2.5
2/1	Ahead	U	C2:G		1	47	-	280	2015	1290	21.7%	-	-	-	0.2	2.2	2.0
2/2	Ahead	U	C2:G		1	47	-	1277	2100	1344	67.3%	-	-	-	5.4	21.6	16.4
2/3	Ahead	U	C2:G		1	47	-	1172	2100	1344	59.4%	-	-	-	4.6	20.6	13.4

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-8.2	Total Delay for Signalled Lanes (pcuHr):	27.98	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-32.0	Total Delay for Signalled Lanes (pcuHr):	48.39	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-118.6	Total Delay for Signalled Lanes (pcuHr):	428.70	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	-41.2	Total Delay for Signalled Lanes (pcuHr):	107.97	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	-86.1	Total Delay for Signalled Lanes (pcuHr):	445.32	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	16.9	Total Delay for Signalled Lanes (pcuHr):	20.89	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-8.7	Total Delay for Signalled Lanes (pcuHr):	35.32	Cycle Time (s): 75
	PRC Over All Lanes (%):	-118.6	Total Delay Over All Lanes(pcuHr):	1114.57	

Basic Results Summary

Scenario 6: 'PM Existing' (FG6: '2012 PM Existing', Plan 2: 'PM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**117.9%**	**0**	**0**	**0**	**217.5**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**88.5%**	**0**	**0**	**0**	**19.0**	-	-
1/1	Ahead Right	U	C1:A		1	38	-	966	2100	1092	87.3%	-	-	-	6.1	23.2	20.8
1/2	Right	U	C1:A		1	38	-	746	2022	944	77.4%	-	-	-	2.9	14.4	9.8
1/3	Right	U	C1:A		1	38	-	250	2022	1051	23.2%	-	-	-	0.2	2.8	0.3
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	25	-	900	2080:1942	1017	88.5%	-	-	-	8.8	35.3	13.3
2/3	M11 NB Off Slip Ahead	U	C1:B		1	25	-	165	2080	721	22.9%	-	-	-	0.9	20.6	2.6
J2: Services	-	-	-		-	-	-	-	-	-	**95.0%**	**0**	**0**	**0**	**14.4**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	55	-	990	2100	1568	62.4%	-	-	-	1.5	5.4	4.5
1/2	Service Station Circ Ahead Right	U	C1:C		1	55	-	848	2045	1527	55.1%	-	-	-	1.1	4.6	2.9
1/3	Service Station Circ Right	U	C1:C		1	55	-	519	2045	1527	33.0%	-	-	-	0.2	1.8	0.2
1/4	Service Station Circ Right	U	C1:C		1	55	-	185	2045	1527	12.1%	-	-	-	0.2	3.6	0.8
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	9	-	258	2037	272	95.0%	-	-	-	7.6	106.5	10.6
2/2	Service Station Entry Ahead	U	C1:D		1	9	-	223	2100	280	79.6%	-	-	-	3.8	61.2	6.3
J3: A120W	-	-	-		-	-	-	-	-	-	**112.8%**	**0**	**0**	**0**	**49.3**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	12	-	340	2070	359	93.8%	-	-	-	7.7	82.0	12.1

Basic Results Summary

1/2	A120 W Circ Ahead	U	C1:E		1	12	-	417	2070	359	112.8%	-	-	-	31.9	283.5	36.2
1/3	A120 W Circ Right	U	C1:E		1	12	-	198	2070	359	55.2%	-	-	-	1.9	34.1	4.6
1/4	A120 W Circ Right	U	C1:E		1	12	-	210	2070	359	58.5%	-	-	-	2.0	35.0	5.0
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	52	-	1196	2100:1972	1463	81.7%	-	-	-	4.8	14.4	18.1
2/3	A120 W Entry Ahead	U	C1:F		1	52	-	599	2100	1484	40.4%	-	-	-	1.1	6.5	5.3
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**	**0**	**0**	**0**	**23.0**	**-**	**-**
1/1	Ahead	U	C2:A		1	28	-	649	2018	780	83.2%	-	-	-	5.6	31.2	13.9
1/2	Ahead Ahead2	U	C2:A		1	28	-	664	2036	787	84.3%	-	-	-	5.8	31.7	14.1
1/3	Right	U	C2:A		1	28	-	670	2016	780	86.0%	-	-	-	6.1	32.8	15.8
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	35	-	757	2056:1921	1225	61.8%	-	-	-	3.5	16.7	7.6
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	35	-	248	2080	998	24.8%	-	-	-	1.0	13.9	3.2
2/4	M11 SB Off Slip Ahead	U	C2:B		1	35	-	243	2085	1001	24.3%	-	-	-	0.9	13.9	3.1
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**117.9%**	**0**	**0**	**0**	**44.6**	**-**	**-**
1/1	Ahead	U	C2:C		1	12	-	429	2100	364	117.9%	-	-	-	41.7	350.0	45.8
1/2		U	C2:C		1	12	-	0	2100	364	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	52	-	708	2075:1931	1482	47.8%	-	-	-	1.5	7.8	6.3
2/3	Thremhall Avenue Ahead	U	C2:D		1	52	-	600	2075	1383	43.4%	-	-	-	1.4	8.2	6.2
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.3%**	**0**	**0**	**0**	**43.9**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	20	-	37	2074	581	6.4%	-	-	-	0.2	19.7	0.6
1/2	Dunmow Rd Circ Right	U	C2:E		1	20	-	596	2074	581	102.6%	-	-	-	20.5	124.0	29.3

Basic Results Summary

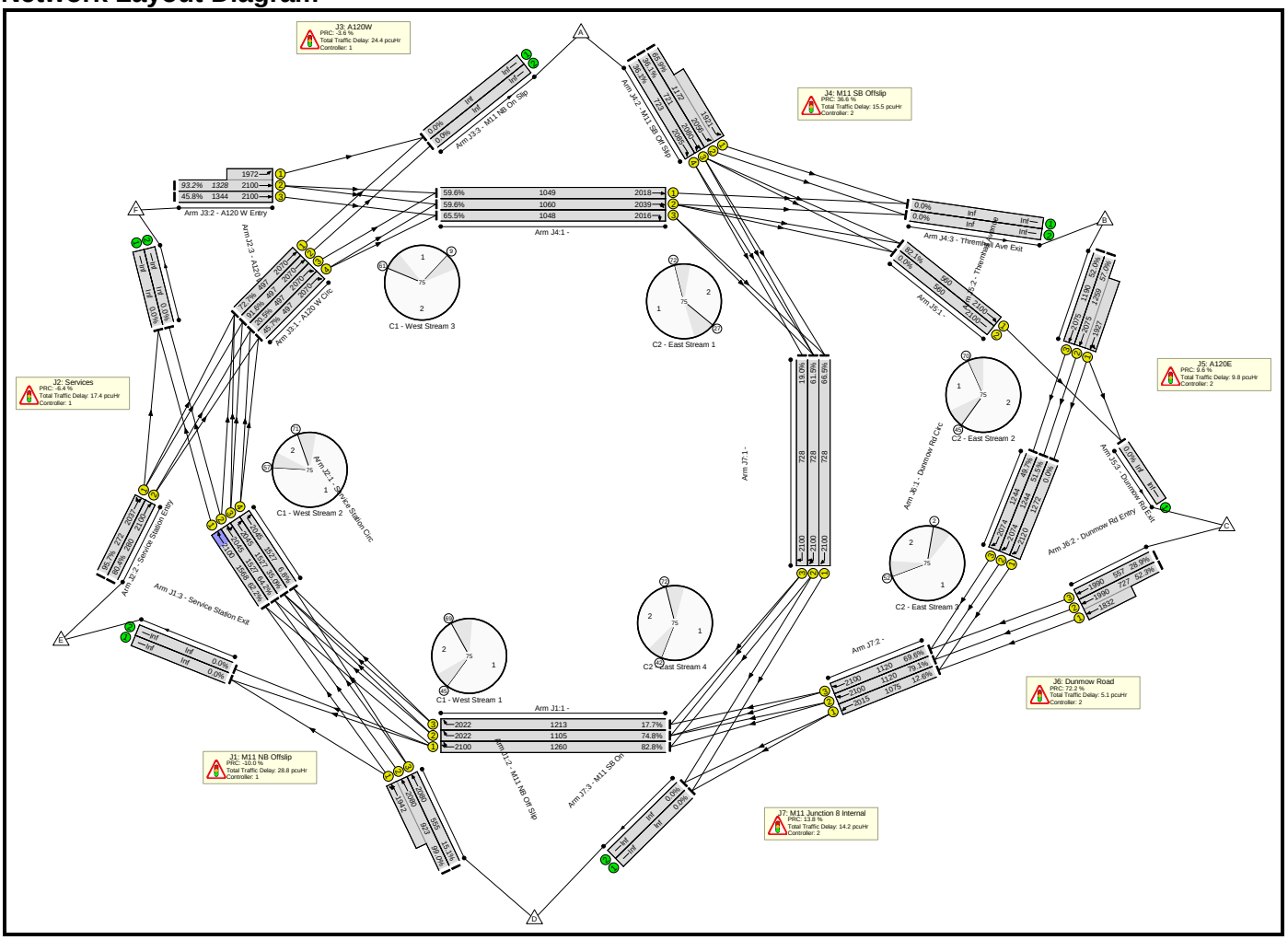
1/3	Dunmow Rd Circ Right	U	C2:E		1	20	-	600	2074	581	103.3%	-	-	-	22.0	132.2	30.9
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	44	-	328	1990:1832	1344	24.4%	-	-	-	0.8	8.4	2.1
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	44	-	160	1990	1194	13.4%	-	-	-	0.4	8.3	1.5
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**	**0**	**0**	**0**	**23.2**	**-**	**-**
1/1	Right	U	C2:H		1	33	-	366	2100	952	38.4%	-	-	-	3.4	33.9	7.1
1/2	Right Right2	U	C2:H		1	33	-	536	2100	952	56.3%	-	-	-	4.0	26.7	10.3
1/3	Right	U	C2:H		1	33	-	126	2100	952	13.2%	-	-	-	0.3	9.0	1.9
2/1	Ahead	U	C2:G		1	31	-	153	2015	860	17.8%	-	-	-	0.8	18.0	2.2
2/2	Ahead	U	C2:G		1	31	-	808	2100	896	88.5%	-	-	-	8.4	38.3	13.6
2/3	Ahead	U	C2:G		1	31	-	760	2100	896	82.7%	-	-	-	6.3	30.6	10.4

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	19.00	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-5.5	Total Delay for Signalled Lanes (pcuHr):	14.40	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-25.3	Total Delay for Signalled Lanes (pcuHr):	49.33	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	4.7	Total Delay for Signalled Lanes (pcuHr):	22.98	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	-31.0	Total Delay for Signalled Lanes (pcuHr):	44.60	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	-14.8	Total Delay for Signalled Lanes (pcuHr):	43.90	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	23.24	Cycle Time (s): 75
	PRC Over All Lanes (%):	-31.0	Total Delay Over All Lanes(pcuHr):	217.46	

Basic Results Summary

Scenario 7: '2018 PM Base + Committed' (FG7: '2018 PM Base + Committed', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**99.0%**	**0**	**0**	**0**	**115.1**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**99.0%**	**0**	**0**	**0**	**28.8**	-	-
1/1	Ahead Right	U	C1:A		1	44	-	1043	2100	1260	82.8%	-	-	-	5.1	17.6	12.9
1/2	Right	U	C1:A		1	44	-	827	2022	1105	74.8%	-	-	-	3.1	13.4	6.2
1/3	Right	U	C1:A		1	44	-	215	2022	1213	17.7%	-	-	-	0.3	5.2	0.7
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	19	-	914	2080:1942	923	99.0%	-	-	-	19.7	77.7	24.3
2/3	M11 NB Off Slip Ahead	U	C1:B		1	19	-	84	2080	555	15.1%	-	-	-	0.6	24.9	1.4
J2: Services	-	-	-		-	-	-	-	-	-	**95.7%**	**0**	**0**	**0**	**17.4**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	55	-	975	2100	1568	62.2%	-	-	-	1.6	6.0	5.7
1/2	Service Station Circ Ahead Right	U	C1:C		1	55	-	980	2045	1527	64.2%	-	-	-	3.4	12.6	14.1
1/3	Service Station Circ Right	U	C1:C		1	55	-	535	2045	1527	35.0%	-	-	-	0.3	1.8	0.3
1/4	Service Station Circ Right	U	C1:C		1	55	-	104	2045	1527	6.8%	-	-	-	0.2	7.2	0.9
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	9	-	260	2037	272	95.7%	-	-	-	8.0	110.8	11.0
2/2	Service Station Entry Ahead	U	C1:D		1	9	-	225	2100	280	80.4%	-	-	-	3.9	62.2	6.4
J3: A120W	-	-	-		-	-	-	-	-	-	**93.2%**	**0**	**0**	**0**	**24.4**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	17	-	361	2070	497	72.7%	-	-	-	2.6	25.9	8.6

Basic Results Summary

1/2	A120 W Circ Ahead	U	C1:E		1	17	-	455	2070	497	91.6%	-	-	-	8.9	70.8	14.0
1/3	A120 W Circ Right	U	C1:E		1	17	-	102	2070	497	20.5%	-	-	-	0.3	9.0	0.4
1/4	A120 W Circ Right	U	C1:E		1	17	-	227	2070	497	45.7%	-	-	-	0.7	11.8	2.3
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	47	-	1238	2100:1972	1328	93.2%	-	-	-	10.2	29.8	27.3
2/3	A120 W Entry Ahead	U	C1:F		1	47	-	615	2100	1344	45.8%	-	-	-	1.6	9.3	6.9
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.9%**	**0**	**0**	**0**	**15.5**	**-**	**-**
1/1	Ahead	U	C2:A		1	38	-	625	2018	1049	59.6%	-	-	-	2.0	11.3	7.8
1/2	Ahead Ahead2	U	C2:A		1	38	-	632	2039	1060	59.6%	-	-	-	2.4	13.6	8.9
1/3	Right	U	C2:A		1	38	-	687	2016	1048	65.5%	-	-	-	2.7	14.3	11.9
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	25	-	772	2056:1921	1172	65.9%	-	-	-	5.2	24.4	7.5
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	25	-	260	2080	721	36.1%	-	-	-	1.6	22.2	4.3
2/4	M11 SB Off Slip Ahead	U	C2:B		1	25	-	261	2085	723	36.1%	-	-	-	1.6	22.2	4.3
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.1%**	**0**	**0**	**0**	**9.8**	**-**	**-**
1/1	Ahead	U	C2:C		1	19	-	460	2100	560	82.1%	-	-	-	5.0	39.3	11.3
1/2		U	C2:C		1	19	-	0	2100	560	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	45	-	717	2075:1927	1259	57.0%	-	-	-	2.5	12.8	8.9
2/3	Thremhall Avenue Ahead	U	C2:D		1	45	-	619	2075	1190	52.0%	-	-	-	2.2	12.9	8.3
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.3%**	**0**	**0**	**0**	**5.1**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	44	-	0	2120	1272	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	44	-	641	2074	1244	51.5%	-	-	-	0.6	3.1	1.2

Basic Results Summary

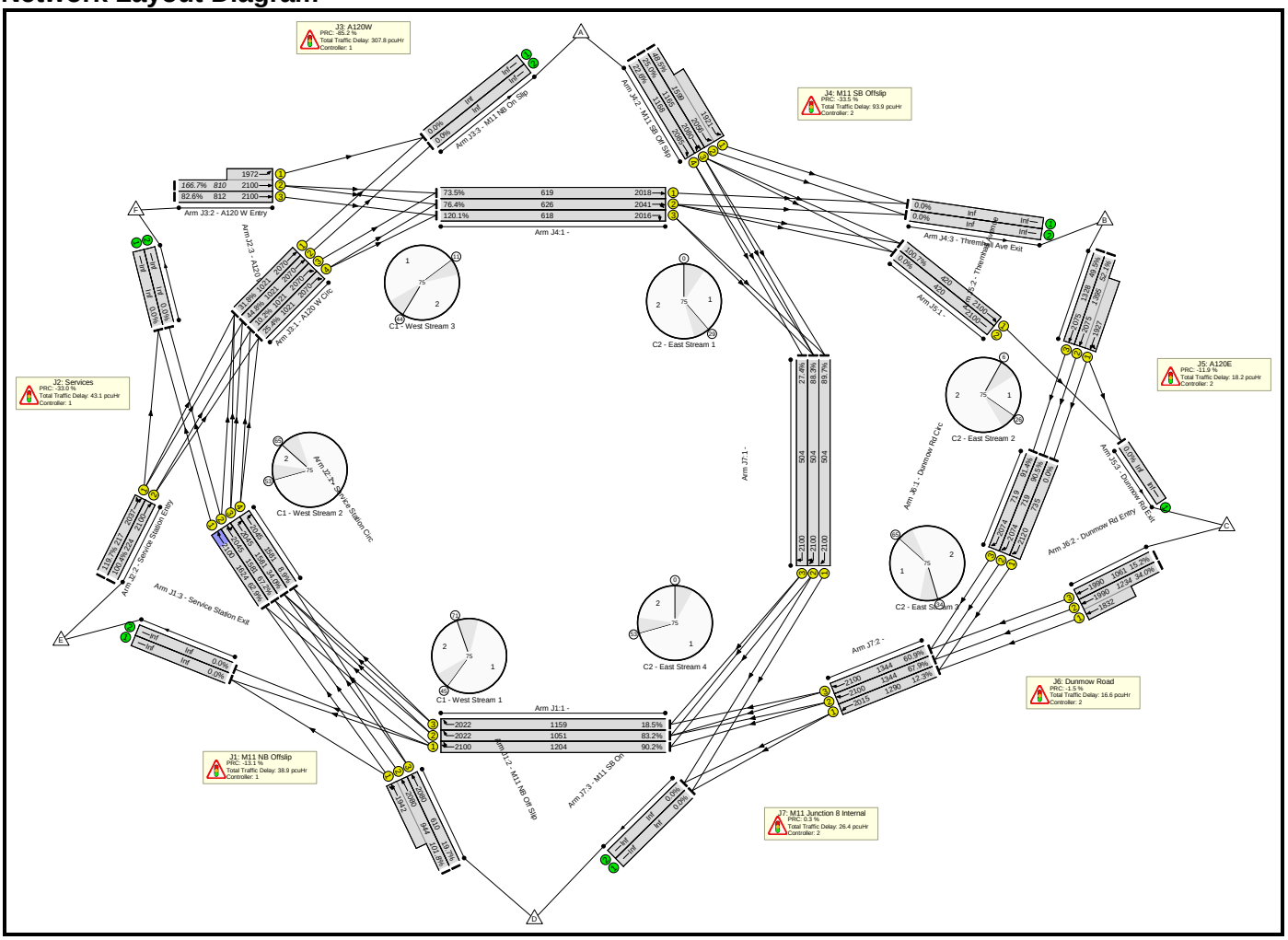
1/3	Dunmow Rd Circ Right	U	C2:E		1	44	-	619	2074	1244	49.7%	-	-	-	0.5	3.0	1.2
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	20	-	380	1990:1832	727	52.3%	-	-	-	2.8	26.9	4.7
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	20	-	161	1990	557	28.9%	-	-	-	1.1	25.7	2.8
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.1%**	**0**	**0**	**0**	**14.2**	**-**	**-**
1/1	Right	U	C2:H		1	25	-	484	2100	728	66.5%	-	-	-	2.1	15.9	5.1
1/2	Right Right2	U	C2:H		1	25	-	448	2100	728	61.5%	-	-	-	3.4	27.0	8.6
1/3	Right	U	C2:H		1	25	-	138	2100	728	19.0%	-	-	-	1.2	30.2	3.0
2/1	Ahead	U	C2:G		1	39	-	135	2015	1075	12.6%	-	-	-	0.4	10.5	2.6
2/2	Ahead	U	C2:G		1	39	-	886	2100	1120	79.1%	-	-	-	4.2	16.9	10.8
2/3	Ahead	U	C2:G		1	39	-	780	2100	1120	69.6%	-	-	-	3.0	13.7	7.5

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-10.0	Total Delay for Signalled Lanes (pcuHr):	28.80	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-6.4	Total Delay for Signalled Lanes (pcuHr):	17.40	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-3.6	Total Delay for Signalled Lanes (pcuHr):	24.38	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	36.6	Total Delay for Signalled Lanes (pcuHr):	15.52	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	9.78	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	72.2	Total Delay for Signalled Lanes (pcuHr):	5.06	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	13.8	Total Delay for Signalled Lanes (pcuHr):	14.16	Cycle Time (s):	75
	PRC Over All Lanes (%):	-10.0	Total Delay Over All Lanes(pcuHr):	115.10		

Basic Results Summary

Scenario 8: '2018 PM Base + Committed + ULP' (FG8: '2018 PM Base + Committed + ULP', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**166.7%**	**0**	**0**	**0**	**544.8**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**101.8%**	**0**	**0**	**0**	**38.9**	-	-
1/1	Ahead Right	U	C1:A		1	42	-	1093	2100	1204	90.2%	-	-	-	6.0	20.0	15.5
1/2	Right	U	C1:A		1	42	-	875	2022	1051	83.2%	-	-	-	4.2	17.4	9.3
1/3	Right	U	C1:A		1	42	-	215	2022	1159	18.5%	-	-	-	0.4	5.9	1.1
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	21	-	961	2080:1942	944	101.8%	-	-	-	27.5	102.9	33.8
2/3	M11 NB Off Slip Ahead	U	C1:B		1	21	-	120	2080	610	19.7%	-	-	-	0.8	23.6	2.0
J2: Services	-	-	-		-	-	-	-	-	-	**119.7%**	**0**	**0**	**0**	**43.1**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	1025	2100	1624	62.9%	-	-	-	1.4	5.0	5.1
1/2	Service Station Circ Ahead Right	U	C1:C		1	57	-	1072	2045	1581	67.2%	-	-	-	3.2	10.8	14.1
1/3	Service Station Circ Right	U	C1:C		1	57	-	538	2045	1581	34.0%	-	-	-	0.3	1.8	0.3
1/4	Service Station Circ Right	U	C1:C		1	57	-	140	2045	1581	8.9%	-	-	-	0.5	11.8	2.4
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	260	2037	217	119.7%	-	-	-	27.9	386.2	30.8
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	225	2100	224	100.4%	-	-	-	9.9	158.0	12.5
J3: A120W	-	-	-		-	-	-	-	-	-	**166.7%**	**0**	**0**	**0**	**307.8**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	36	-	361	2070	1021	31.8%	-	-	-	0.8	8.7	3.1

Basic Results Summary

1/2	A120 W Circ Ahead	U	C1:E		1	36	-	458	2070	1021	44.8%	-	-	-	2.8	22.4	9.9
1/3	A120 W Circ Right	U	C1:E		1	36	-	105	2070	1021	10.2%	-	-	-	0.1	3.1	0.2
1/4	A120 W Circ Right	U	C1:E		1	36	-	260	2070	1021	25.4%	-	-	-	0.2	2.9	0.3
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	28	-	1350	2100:1972	810	166.7%	-	-	-	297.7	793.7	310.6
2/3	A120 W Entry Ahead	U	C1:F		1	28	-	671	2100	812	82.6%	-	-	-	6.2	33.1	14.8
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**120.1%**	**0**	**0**	**0**	**93.9**	**-**	**-**
1/1	Ahead	U	C2:A		1	22	-	689	2018	619	73.5%	-	-	-	6.1	48.0	10.8
1/2	Ahead Ahead2	U	C2:A		1	22	-	672	2041	626	76.4%	-	-	-	5.4	40.9	11.3
1/3	Right	U	C2:A		1	22	-	743	2016	618	120.1%	-	-	-	78.4	380.0	83.2
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	41	-	775	2056:1921	1599	48.5%	-	-	-	2.4	11.2	4.9
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	41	-	291	2080	1165	25.0%	-	-	-	0.8	10.5	3.2
2/4	M11 SB Off Slip Ahead	U	C2:B		1	41	-	264	2085	1168	22.6%	-	-	-	0.8	10.3	2.9
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.7%**	**0**	**0**	**0**	**18.2**	**-**	**-**
1/1	Ahead	U	C2:C		1	14	-	513	2100	420	100.7%	-	-	-	14.5	123.2	19.9
1/2		U	C2:C		1	14	-	0	2100	420	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	50	-	727	2075:1927	1395	52.1%	-	-	-	1.9	9.5	7.6
2/3	Thremhall Avenue Ahead	U	C2:D		1	50	-	657	2075	1328	49.5%	-	-	-	1.8	9.8	7.6
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.4%**	**0**	**0**	**0**	**16.6**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	25	-	0	2120	735	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	25	-	651	2074	719	90.5%	-	-	-	7.2	39.8	17.1

Basic Results Summary

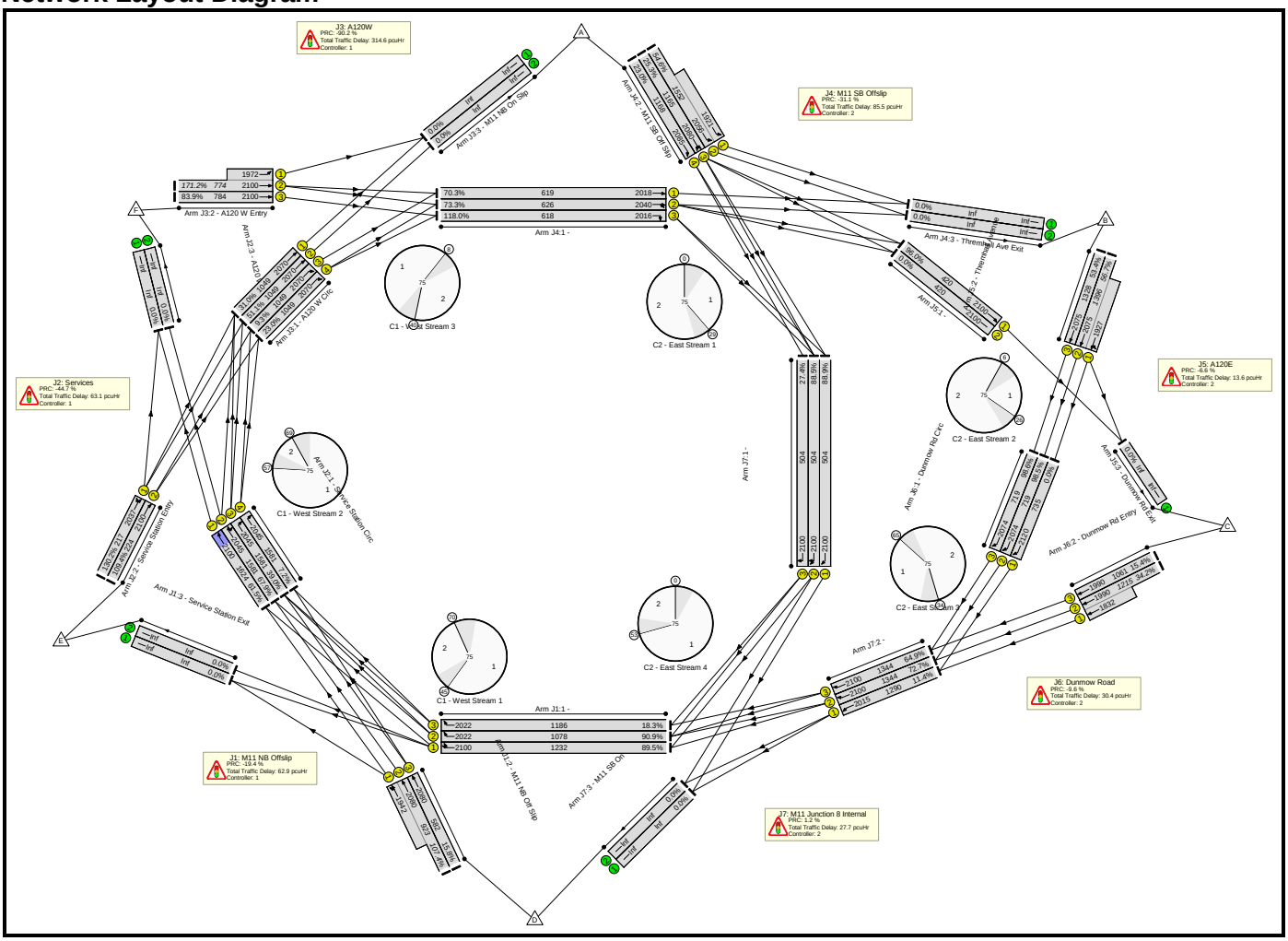
1/3	Dunmow Rd Circ Right	U	C2:E		1	25	-	657	2074	719	91.4%	-	-	-	7.6	41.6	17.6
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	39	-	420	1990:1832	1234	34.0%	-	-	-	1.3	11.4	3.2
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	39	-	161	1990	1061	15.2%	-	-	-	0.5	10.9	1.8
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**	**0**	**0**	**0**	**26.4**	**-**	**-**
1/1	Right	U	C2:H		1	17	-	543	2100	504	89.7%	-	-	-	7.9	63.1	13.2
1/2	Right Right2	U	C2:H		1	17	-	479	2100	504	88.3%	-	-	-	6.4	51.5	12.4
1/3	Right	U	C2:H		1	17	-	138	2100	504	27.4%	-	-	-	0.8	19.8	2.5
2/1	Ahead	U	C2:G		1	47	-	159	2015	1290	12.3%	-	-	-	0.1	2.1	1.2
2/2	Ahead	U	C2:G		1	47	-	912	2100	1344	67.9%	-	-	-	6.0	23.8	17.0
2/3	Ahead	U	C2:G		1	47	-	818	2100	1344	60.9%	-	-	-	5.2	23.0	14.4

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-13.1	Total Delay for Signalled Lanes (pcuHr):	38.87	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-33.0	Total Delay for Signalled Lanes (pcuHr):	43.10	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-85.2	Total Delay for Signalled Lanes (pcuHr):	307.75	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	-33.5	Total Delay for Signalled Lanes (pcuHr):	93.91	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	-11.9	Total Delay for Signalled Lanes (pcuHr):	18.17	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	-1.5	Total Delay for Signalled Lanes (pcuHr):	16.61	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	26.40	Cycle Time (s):	75
	PRC Over All Lanes (%):	-85.2	Total Delay Over All Lanes(pcuHr):	544.81		

Basic Results Summary

Scenario 9: '2026 PM Base + Committed' (FG9: '2026 PM Base + Committed', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**171.2%**	**0**	**0**	**0**	**597.8**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**107.4%**	**0**	**0**	**0**	**62.9**	-	-
1/1	Ahead Right	U	C1:A		1	43	-	1105	2100	1232	89.5%	-	-	-	6.0	19.5	15.7
1/2	Right	U	C1:A		1	43	-	980	2022	1078	90.9%	-	-	-	6.6	24.4	12.6
1/3	Right	U	C1:A		1	43	-	217	2022	1186	18.3%	-	-	-	0.4	6.0	1.1
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	20	-	992	2080:1942	923	107.4%	-	-	-	49.3	178.9	55.8
2/3	M11 NB Off Slip Ahead	U	C1:B		1	20	-	92	2080	582	15.8%	-	-	-	0.6	24.0	1.5
J2: Services	-	-	-		-	-	-	-	-	-	**130.2%**	**0**	**0**	**0**	**63.1**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	1013	2100	1624	61.5%	-	-	-	1.4	5.0	4.4
1/2	Service Station Circ Ahead Right	U	C1:C		1	57	-	1112	2045	1581	67.9%	-	-	-	3.4	11.3	16.1
1/3	Service Station Circ Right	U	C1:C		1	57	-	616	2045	1581	39.0%	-	-	-	0.3	1.9	0.3
1/4	Service Station Circ Right	U	C1:C		1	57	-	114	2045	1581	7.2%	-	-	-	0.2	6.5	1.0
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	283	2037	217	130.2%	-	-	-	40.2	510.9	43.3
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	245	2100	224	109.4%	-	-	-	17.7	259.6	20.4
J3: A120W	-	-	-		-	-	-	-	-	-	**171.2%**	**0**	**0**	**0**	**314.6**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	37	-	380	2070	1049	31.0%	-	-	-	0.6	6.6	2.8

Basic Results Summary

1/2	A120 W Circ Ahead	U	C1:E		1	37	-	536	2070	1049	51.1%	-	-	-	2.9	19.5	11.7
1/3	A120 W Circ Right	U	C1:E		1	37	-	105	2070	1049	9.3%	-	-	-	0.1	3.3	0.1
1/4	A120 W Circ Right	U	C1:E		1	37	-	254	2070	1049	23.0%	-	-	-	0.3	4.1	0.4
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	27	-	1326	2100:1972	774	171.2%	-	-	-	304.3	826.2	316.1
2/3	A120 W Entry Ahead	U	C1:F		1	27	-	658	2100	784	83.9%	-	-	-	6.4	35.2	14.9
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.0%**	**0**	**0**	**0**	**85.5**	**-**	**-**
1/1	Ahead	U	C2:A		1	22	-	683	2018	619	70.3%	-	-	-	5.4	44.9	9.6
1/2	Ahead Ahead2	U	C2:A		1	22	-	671	2040	626	73.3%	-	-	-	5.2	41.0	10.2
1/3	Right	U	C2:A		1	22	-	736	2016	618	118.0%	-	-	-	70.5	347.9	76.2
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	41	-	847	2056:1921	1552	54.6%	-	-	-	2.8	11.8	6.0
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	41	-	295	2080	1165	25.3%	-	-	-	0.9	10.5	3.3
2/4	M11 SB Off Slip Ahead	U	C2:B		1	41	-	269	2085	1168	23.0%	-	-	-	0.8	10.3	2.9
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.0%**	**0**	**0**	**0**	**13.6**	**-**	**-**
1/1	Ahead	U	C2:C		1	14	-	499	2100	420	96.0%	-	-	-	9.4	84.1	14.4
1/2		U	C2:C		1	14	-	0	2100	420	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	50	-	792	2075:1927	1396	56.7%	-	-	-	2.2	10.0	8.5
2/3	Thremhall Avenue Ahead	U	C2:D		1	50	-	709	2075	1328	53.4%	-	-	-	2.0	10.3	8.6
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.6%**	**0**	**0**	**0**	**30.4**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	25	-	0	2120	735	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	25	-	708	2074	719	98.5%	-	-	-	14.2	72.0	25.4

Basic Results Summary

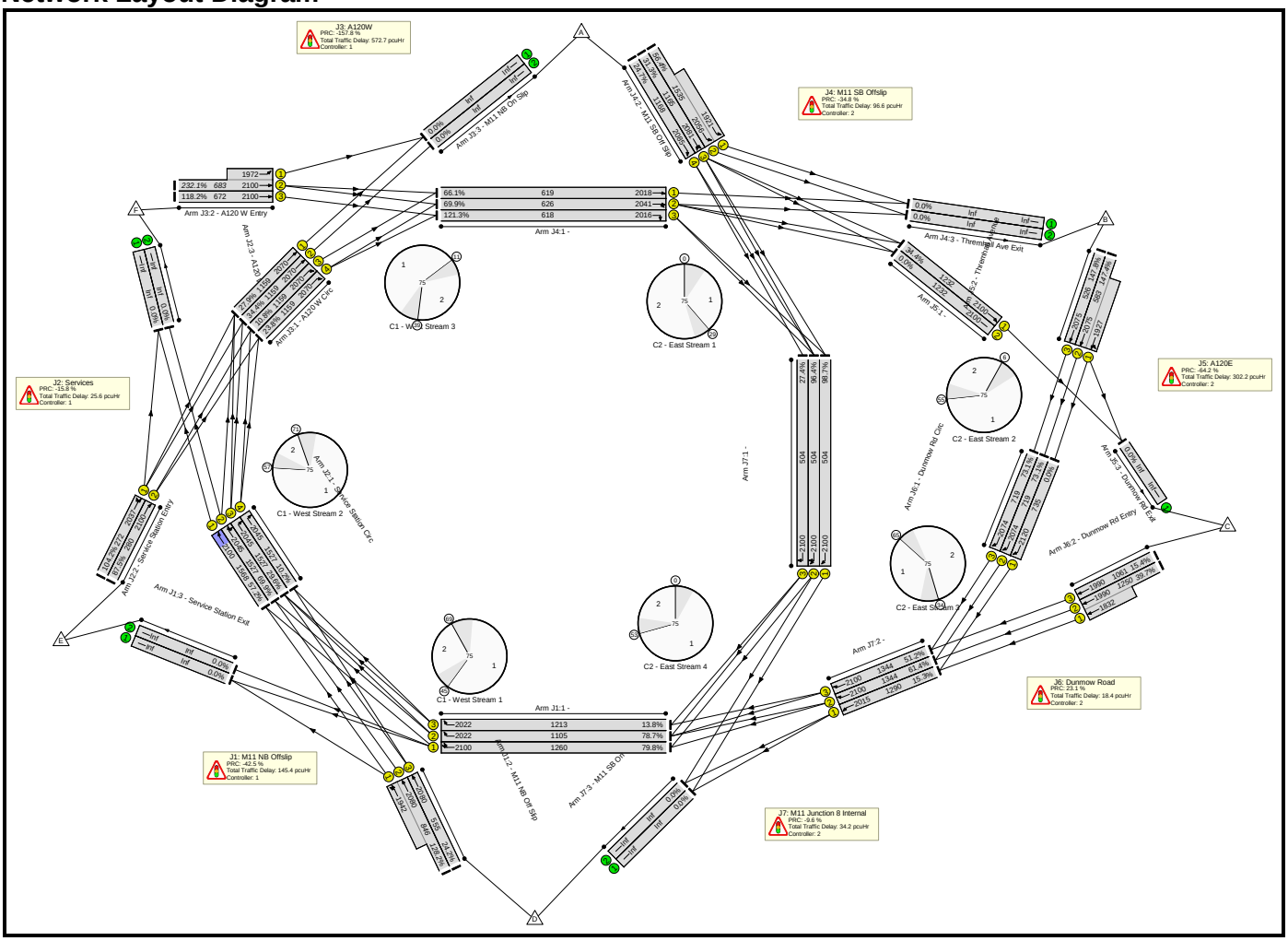
1/3	Dunmow Rd Circ Right	U	C2:E		1	25	-	709	2074	719	98.6%	-	-	-	14.4	73.0	25.6
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	39	-	416	1990:1832	1215	34.2%	-	-	-	1.3	11.5	3.2
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	39	-	163	1990	1061	15.4%	-	-	-	0.5	10.9	1.8
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**	**0**	**0**	**0**	**27.7**	**-**	**-**
1/1	Right	U	C2:H		1	17	-	537	2100	504	88.9%	-	-	-	7.6	61.3	12.9
1/2	Right Right2	U	C2:H		1	17	-	475	2100	504	88.5%	-	-	-	6.4	52.0	12.5
1/3	Right	U	C2:H		1	17	-	138	2100	504	27.4%	-	-	-	0.8	19.8	2.5
2/1	Ahead	U	C2:G		1	47	-	147	2015	1290	11.4%	-	-	-	0.1	2.1	1.0
2/2	Ahead	U	C2:G		1	47	-	977	2100	1344	72.7%	-	-	-	6.9	25.4	18.8
2/3	Ahead	U	C2:G		1	47	-	872	2100	1344	64.9%	-	-	-	5.8	24.1	15.7

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-19.4	Total Delay for Signalled Lanes (pcuHr):	62.89	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-44.7	Total Delay for Signalled Lanes (pcuHr):	63.12	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-90.2	Total Delay for Signalled Lanes (pcuHr):	314.61	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	-31.1	Total Delay for Signalled Lanes (pcuHr):	85.53	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	-6.6	Total Delay for Signalled Lanes (pcuHr):	13.64	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	-9.6	Total Delay for Signalled Lanes (pcuHr):	30.38	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	27.65	Cycle Time (s):	75
	PRC Over All Lanes (%):	-90.2	Total Delay Over All Lanes(pcuHr):	597.82		

Basic Results Summary

Scenario 10: '2026 PM Base + Committed + ULP' (FG10: '2018 PM Base + Committed + ULP', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**232.1%**	**0**	**0**	**0**	**1195.1**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.2%**	**0**	**0**	**0**	**145.4**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	44	-	1224	2100	1260	79.8%	-	-	-	3.3	12.0	13.3
1/2	Right	U	C1:A		1	44	-	1115	2022	1105	78.7%	-	-	-	3.4	14.0	8.2
1/3	Right	U	C1:A		1	44	-	217	2022	1213	13.8%	-	-	-	0.2	5.3	0.9
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	19	-	1085	2080:1942	846	128.2%	-	-	-	137.5	456.3	145.9
2/3	M11 NB Off Slip Ahead	U	C1:B		1	19	-	134	2080	555	24.2%	-	-	-	1.0	25.8	2.3
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.2%**	**0**	**0**	**0**	**25.6**	**-**	**-**
1/1	Service Station Circ Ahead	U	C1:C		1	55	-	1132	2100	1568	57.2%	-	-	-	1.2	5.0	3.8
1/2	Service Station Circ Ahead Right	U	C1:C		1	55	-	1322	2045	1527	69.9%	-	-	-	3.9	13.0	16.5
1/3	Service Station Circ Right	U	C1:C		1	55	-	634	2045	1527	29.6%	-	-	-	0.2	1.7	0.2
1/4	Service Station Circ Right	U	C1:C		1	55	-	156	2045	1527	10.2%	-	-	-	0.4	10.0	1.9
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	9	-	283	2037	272	104.2%	-	-	-	14.7	187.0	18.0
2/2	Service Station Entry Ahead	U	C1:D		1	9	-	245	2100	280	87.5%	-	-	-	5.2	75.8	8.0
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**232.1%**	**0**	**0**	**0**	**572.7**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:E		1	41	-	379	2070	1159	27.9%	-	-	-	0.5	5.4	2.0

Basic Results Summary

1/2	A120 W Circ Ahead	U	C1:E		1	41	-	555	2070	1159	34.4%	-	-	-	1.9	17.4	8.4
1/3	A120 W Circ Right	U	C1:E		1	41	-	125	2070	1159	10.8%	-	-	-	0.1	2.5	0.2
1/4	A120 W Circ Right	U	C1:E		1	41	-	276	2070	1159	23.8%	-	-	-	0.3	4.0	0.5
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	23	-	1586	2100:1972	683	232.1%	-	-	-	496.1	1126.1	506.4
2/3	A120 W Entry Ahead	U	C1:F		1	23	-	794	2100	672	118.2%	-	-	-	73.8	334.6	83.2
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**121.3%**	**0**	**0**	**0**	**96.6**	**-**	**-**
1/1	Ahead	U	C2:A		1	22	-	784	2018	619	66.1%	-	-	-	4.9	42.9	9.3
1/2	Ahead Ahead2	U	C2:A		1	22	-	754	2041	626	69.9%	-	-	-	4.6	38.2	9.3
1/3	Right	U	C2:A		1	22	-	872	2016	618	121.3%	-	-	-	82.2	394.5	87.1
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	41	-	866	2056:1921	1535	56.4%	-	-	-	2.9	12.0	6.2
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	41	-	365	2081	1165	31.3%	-	-	-	1.1	11.1	4.3
2/4	M11 SB Off Slip Ahead	U	C2:B		1	41	-	288	2085	1168	24.7%	-	-	-	0.8	10.5	3.2
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**147.8%**	**0**	**0**	**0**	**302.2**	**-**	**-**
1/1	Ahead	U	C2:C		1	43	-	566	2100	1232	34.4%	-	-	-	0.5	4.6	1.6
1/2		U	C2:C		1	43	-	0	2100	1232	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	21	-	859	2075:1927	583	147.4%	-	-	-	157.8	661.5	165.9
2/3	Thremhall Avenue Ahead	U	C2:D		1	21	-	777	2075	526	147.8%	-	-	-	143.8	666.2	151.9
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**	**0**	**0**	**0**	**18.4**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	25	-	0	2120	735	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	25	-	775	2074	719	73.1%	-	-	-	8.1	55.8	12.3

Basic Results Summary

1/3	Dunmow Rd Circ Right	U	C2:E		1	25	-	777	2074	719	73.1%	-	-	-	8.1	55.8	12.3
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	39	-	496	1990:1832	1250	39.7%	-	-	-	1.6	11.8	3.7
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	39	-	163	1990	1061	15.4%	-	-	-	0.5	10.9	1.8
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.7%**	**0**	**0**	**0**	**34.2**	**-**	**-**
1/1	Right	U	C2:H		1	17	-	699	2100	504	98.7%	-	-	-	14.3	103.2	20.0
1/2	Right Right2	U	C2:H		1	17	-	538	2100	504	96.4%	-	-	-	10.5	77.6	17.4
1/3	Right	U	C2:H		1	17	-	138	2100	504	27.4%	-	-	-	0.8	19.7	2.5
2/1	Ahead	U	C2:G		1	47	-	197	2015	1290	15.3%	-	-	-	0.1	2.1	1.4
2/2	Ahead	U	C2:G		1	47	-	1074	2100	1344	61.4%	-	-	-	4.7	20.7	14.5
2/3	Ahead	U	C2:G		1	47	-	940	2100	1344	51.2%	-	-	-	3.9	20.2	11.2

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-42.5	Total Delay for Signalled Lanes (pcuHr):	145.44	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-15.8	Total Delay for Signalled Lanes (pcuHr):	25.62	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-157.8	Total Delay for Signalled Lanes (pcuHr):	572.69	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	-34.8	Total Delay for Signalled Lanes (pcuHr):	96.55	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	-64.2	Total Delay for Signalled Lanes (pcuHr):	302.16	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	23.1	Total Delay for Signalled Lanes (pcuHr):	18.41	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-9.6	Total Delay for Signalled Lanes (pcuHr):	34.20	Cycle Time (s): 75
	PRC Over All Lanes (%):	-157.8	Total Delay Over All Lanes(pcuHr):	1195.07	

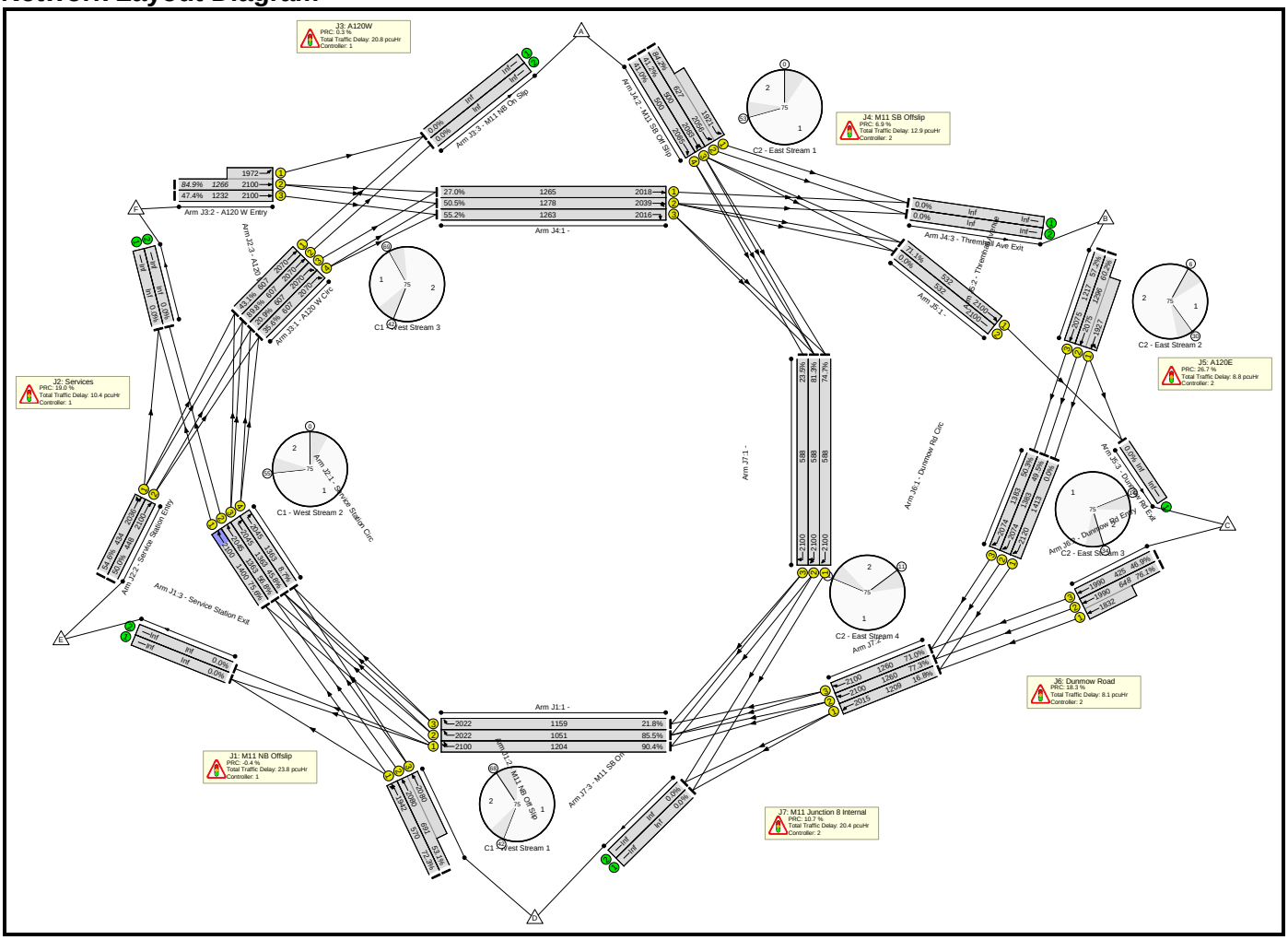
Basic Results Summary

User and Project Details

Project:	**M11 Junction 8**
Title:	**M11 Junction 8 Model**
Location:	M11 J8 Essex
File name:	M11 J8 Network (with mitigation) - 2018 & 2026 flows.lsg3x
Author:	ukbxm011
Company:	WSP UK
Address:	66-68 Hills Road, Cambridge
Notes:	Based on May 2012 surveys.

Scenario 1: '2012 AM Existing' (FG1: '2012 AM Existing', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**90.4%**	**0**	**0**	**0**	**105.2**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**90.4%**	**0**	**0**	**0**	**23.8**	-	-
1/1	Ahead Right	U	C1:A		1	42	-	1088	2100	1204	90.4%	-	-	-	8.6	28.3	20.2
1/2	Right	U	C1:A		1	42	-	899	2022	1051	85.5%	-	-	-	7.3	29.2	15.8
1/3	Right	U	C1:A		1	42	-	253	2022	1159	21.8%	-	-	-	1.2	17.1	3.7
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	21	-	412	1942	570	72.3%	-	-	-	4.0	35.0	9.0
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	21	-	367	2080:2080	691	53.1%	-	-	-	2.8	27.1	5.8
J2: Services	-	-	-		-	-	-	-	-	-	**75.6%**	**0**	**0**	**0**	**10.4**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	49	-	1059	2100	1400	75.6%	-	-	-	3.0	10.2	14.4
1/2	Service Station Circ Ahead	U	C1:C		1	49	-	775	2045	1363	56.8%	-	-	-	2.3	10.7	9.5
1/3	Service Station Circ Right	U	C1:C		1	49	-	625	2045	1363	45.8%	-	-	-	0.4	2.5	1.0
1/4	Service Station Circ Right	U	C1:C		1	49	-	119	2045	1363	8.7%	-	-	-	0.2	5.3	0.8
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	15	-	237	2036	434	54.6%	-	-	-	2.3	35.3	4.9
2/2	Service Station Entry Ahead	U	C1:D		1	15	-	224	2100	448	50.0%	-	-	-	2.1	34.0	4.6
J3: A120W	-	-	-		-	-	-	-	-	-	**89.8%**	**0**	**0**	**0**	**20.8**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	21	-	262	2070	607	43.1%	-	-	-	2.3	31.2	4.2
1/2	A120 W Circ Ahead	U	C1:E		1	21	-	545	2070	607	89.8%	-	-	-	7.3	48.5	15.2

Basic Results Summary

1/3	A120 W Circ Right	U	C1:E		1	21	-	127	2070	607	20.9%	-	-	-	1.2	34.7	2.1
1/4	A120 W Circ Right	U	C1:E		1	21	-	216	2070	607	35.6%	-	-	-	1.8	29.9	2.7
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	43	-	1074	2100:1972	1266	84.9%	-	-	-	6.3	21.2	18.1
2/3	A120 W Entry Ahead	U	C1:F		1	43	-	584	2100	1232	47.4%	-	-	-	1.9	11.6	7.3
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**	**0**	**0**	**0**	**12.9**	**-**	**-**
1/1	Ahead	U	C2:A		1	46	-	341	2018	1265	27.0%	-	-	-	0.8	8.9	2.9
1/2	Ahead Ahead2	U	C2:A		1	46	-	645	2039	1278	50.5%	-	-	-	1.1	5.9	3.0
1/3	Right	U	C2:A		1	46	-	697	2016	1263	55.2%	-	-	-	1.2	6.4	7.9
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	17	-	528	2056:1921	627	84.2%	-	-	-	6.4	43.3	10.2
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	17	-	206	2083	500	41.2%	-	-	-	1.7	30.2	4.0
2/4	M11 SB Off Slip Ahead	U	C2:B		1	17	-	205	2085	500	41.0%	-	-	-	1.7	30.1	3.9
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.1%**	**0**	**0**	**0**	**8.8**	**-**	**-**
1/1	Ahead	U	C2:C		1	18	-	378	2100	532	71.1%	-	-	-	3.6	33.9	7.9
1/2		U	C2:C		1	18	-	0	2100	532	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	46	-	780	2075:1927	1296	60.2%	-	-	-	2.7	12.5	9.5
2/3	Thremhall Avenue Ahead	U	C2:D		1	46	-	696	2075	1217	57.2%	-	-	-	2.5	13.1	9.6
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.1%**	**0**	**0**	**0**	**8.1**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	49	-	0	2120	1413	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	49	-	684	2074	1383	49.5%	-	-	-	0.5	2.6	1.1
1/3	Dunmow Rd Circ Right	U	C2:E		1	49	-	696	2074	1383	50.3%	-	-	-	0.5	2.7	1.1

Basic Results Summary

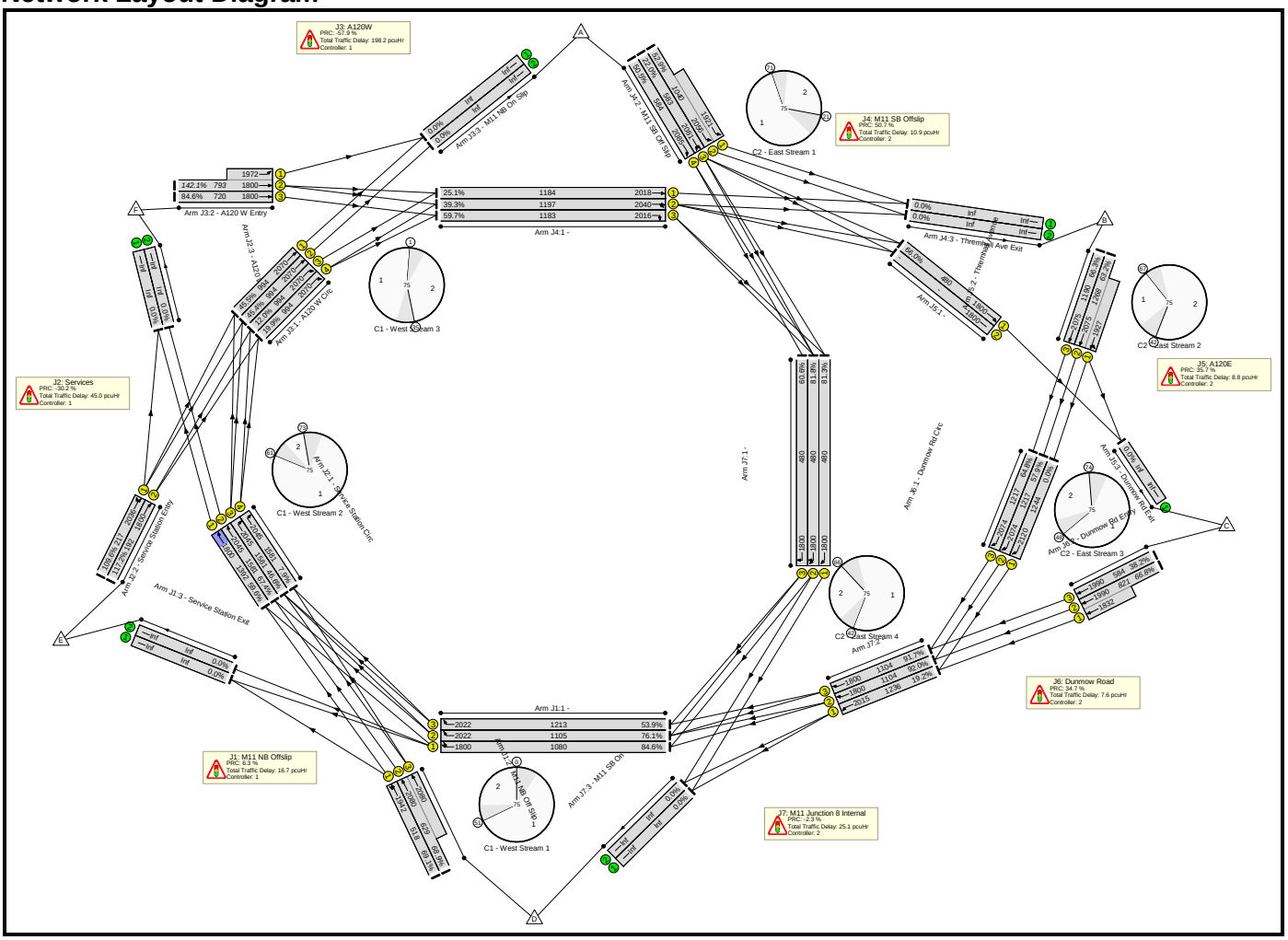
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	15	-	493	1990:1832	648	76.1%	-	-	-	5.2	38.1	7.1
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	15	-	199	1990	425	46.9%	-	-	-	1.9	33.8	4.0
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.3%**	**0**	**0**	**0**	**20.4**	**-**	**-**
1/1	Right	U	C2:H		1	20	-	439	2100	588	74.7%	-	-	-	5.9	48.1	10.6
1/2	Right Right2	U	C2:H		1	20	-	478	2100	588	81.3%	-	-	-	4.8	35.9	11.5
1/3	Right	U	C2:H		1	20	-	138	2100	588	23.5%	-	-	-	0.2	6.5	0.3
2/1	Ahead	U	C2:G		1	44	-	203	2015	1209	16.8%	-	-	-	0.1	1.8	0.1
2/2	Ahead	U	C2:G		1	44	-	974	2100	1260	77.3%	-	-	-	5.0	18.6	16.9
2/3	Ahead	U	C2:G		1	44	-	895	2100	1260	71.0%	-	-	-	4.3	17.5	14.1

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-0.4	Total Delay for Signalled Lanes (pcuHr):	23.82	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	19.0	Total Delay for Signalled Lanes (pcuHr):	10.35	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	20.84	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	12.92	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	26.7	Total Delay for Signalled Lanes (pcuHr):	8.80	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	18.3	Total Delay for Signalled Lanes (pcuHr):	8.10	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	10.7	Total Delay for Signalled Lanes (pcuHr):	20.37	Cycle Time (s):	75
	PRC Over All Lanes (%):	-0.4	Total Delay Over All Lanes(pcuHr):	105.20		

Basic Results Summary

Scenario 2: '2018 AM Base + Committed' (FG2: '2018 AM Base + Committed', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**142.1%**	**0**	**0**	**0**	**312.3**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.6%**	**0**	**0**	**0**	**16.7**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	44	-	914	1800	1080	84.6%	-	-	-	3.7	14.6	9.2
1/2	Right	U	C1:A		1	44	-	841	2022	1105	76.1%	-	-	-	4.5	19.3	13.5
1/3	Right	U	C1:A		1	44	-	654	2022	1213	53.9%	-	-	-	0.9	5.0	1.5
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	19	-	358	1942	518	69.1%	-	-	-	3.6	35.8	7.8
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	19	-	433	2080:2080	629	68.9%	-	-	-	4.0	33.0	7.8
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**117.2%**	**0**	**0**	**0**	**45.0**	**-**	**-**
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	829	1800	1392	59.6%	-	-	-	1.2	5.4	3.9
1/2	Service Station Circ Ahead	U	C1:C		1	57	-	1066	2045	1581	67.4%	-	-	-	2.6	8.7	8.6
1/3	Service Station Circ Right	U	C1:C		1	57	-	737	2045	1581	46.6%	-	-	-	0.4	2.2	0.5
1/4	Service Station Circ Right	U	C1:C		1	57	-	125	2045	1581	7.9%	-	-	-	0.3	7.2	1.2
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	238	2036	217	109.6%	-	-	-	17.6	266.5	20.3
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	225	1800	192	117.2%	-	-	-	22.9	366.4	25.4
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**142.1%**	**0**	**0**	**0**	**198.2**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:E		1	35	-	460	2070	994	45.5%	-	-	-	1.5	12.1	6.2
1/2	A120 W Circ Ahead	U	C1:E		1	35	-	460	2070	994	45.4%	-	-	-	1.5	11.8	5.9

Basic Results Summary

1/3	A120 W Circ Right	U	C1:E		1	35	-	130	2070	994	12.0%	-	-	-	0.5	14.8	1.7
1/4	A120 W Circ Right	U	C1:E		1	35	-	220	2070	994	19.9%	-	-	-	1.3	22.8	2.6
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	29	-	1127	1800:1972	793	142.1%	-	-	-	187.4	598.6	198.3
2/3	A120 W Entry Ahead	U	C1:F		1	29	-	609	1800	720	84.6%	-	-	-	6.1	35.9	14.1
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.7%**	**0**	**0**	**0**	**10.9**	**-**	**-**
1/1	Ahead	U	C2:A		1	43	-	382	2018	1184	25.1%	-	-	-	0.4	5.0	2.4
1/2	Ahead Ahead2	U	C2:A		1	43	-	631	2040	1197	39.3%	-	-	-	0.7	5.6	5.5
1/3	Right	U	C2:A		1	43	-	723	2016	1183	59.7%	-	-	-	2.5	12.7	14.5
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	20	-	550	2056:1921	1040	52.9%	-	-	-	4.0	26.2	5.5
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	20	-	128	2081	583	22.0%	-	-	-	0.9	24.7	2.2
2/4	M11 SB Off Slip Ahead	U	C2:B		1	20	-	295	2085	584	50.5%	-	-	-	2.4	28.9	5.6
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.3%**	**0**	**0**	**0**	**8.8**	**-**	**-**
1/1	Ahead	U	C2:C		1	19	-	391	1800	480	66.0%	-	-	-	2.3	26.6	6.2
1/2		U	C2:C		1	19	-	0	1800	-	-	-	-	-	-	-	-
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	45	-	801	2075:1927	1268	63.2%	-	-	-	3.0	13.6	10.2
2/3	Thremhall Avenue Ahead	U	C2:D		1	45	-	789	2075	1190	66.3%	-	-	-	3.4	15.5	12.2
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**	**0**	**0**	**0**	**7.6**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	43	-	0	2120	1244	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	43	-	704	2074	1217	57.9%	-	-	-	0.7	3.7	1.9
1/3	Dunmow Rd Circ Right	U	C2:E		1	43	-	789	2074	1217	64.8%	-	-	-	1.0	4.4	3.8

Basic Results Summary

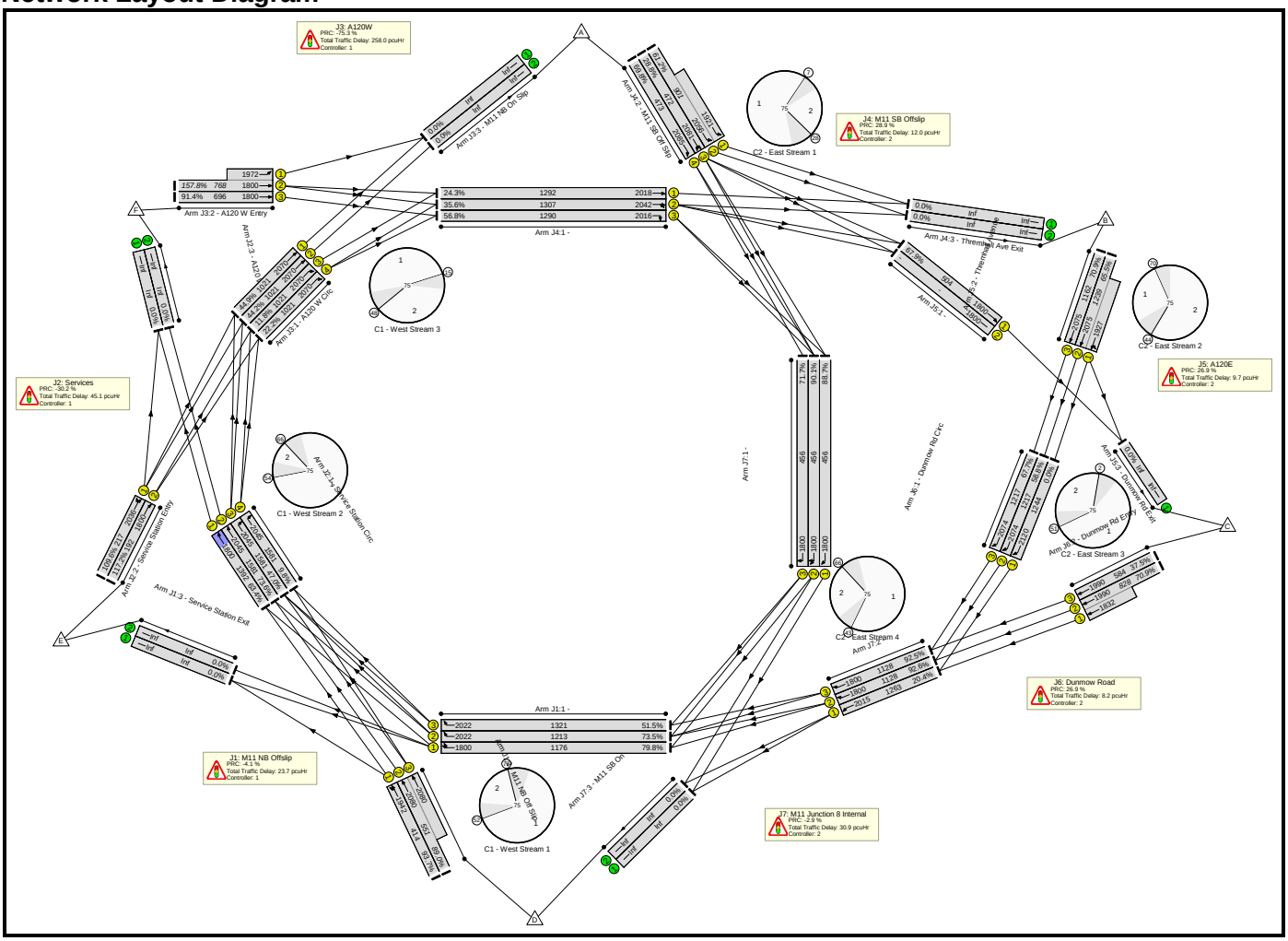
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	21	-	549	1990:1832	821	66.8%	-	-	-	4.3	28.5	6.4
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	21	-	223	1990	584	38.2%	-	-	-	1.6	26.1	4.0
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.0%**	**0**	**0**	**0**	**25.1**	**-**	**-**
1/1	Right	U	C2:H		1	19	-	401	1800	480	81.3%	-	-	-	3.0	27.5	7.7
1/2	Right Right2	U	C2:H		1	19	-	399	1800	480	81.8%	-	-	-	3.6	32.5	8.8
1/3	Right	U	C2:H		1	19	-	291	1800	480	60.6%	-	-	-	3.4	41.9	6.8
2/1	Ahead	U	C2:G		1	45	-	237	2015	1236	19.2%	-	-	-	0.6	8.7	4.6
2/2	Ahead	U	C2:G		1	45	-	1016	1800	1104	92.0%	-	-	-	7.6	26.9	24.8
2/3	Ahead	U	C2:G		1	45	-	1012	1800	1104	91.7%	-	-	-	7.0	25.0	14.6

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	16.67	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-30.2	Total Delay for Signalled Lanes (pcuHr):	45.04	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-57.9	Total Delay for Signalled Lanes (pcuHr):	198.20	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	50.7	Total Delay for Signalled Lanes (pcuHr):	10.88	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	35.7	Total Delay for Signalled Lanes (pcuHr):	8.77	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	34.7	Total Delay for Signalled Lanes (pcuHr):	7.65	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-2.3	Total Delay for Signalled Lanes (pcuHr):	25.13	Cycle Time (s):	75
	PRC Over All Lanes (%):	-57.9	Total Delay Over All Lanes(pcuHr):	312.34		

Basic Results Summary

Scenario 3: '2018 AM Base + Committed + ULP' (FG3: '2018 AM Base + Committed + ULP', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**157.8%**	**0**	**0**	**0**	**387.7**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**93.7%**	**0**	**0**	**0**	**23.7**	-	-
1/1	Ahead Right	U	C1:A		1	48	-	938	1800	1176	79.8%	-	-	-	2.8	10.6	5.6
1/2	Right	U	C1:A		1	48	-	892	2022	1213	73.5%	-	-	-	4.3	17.2	13.2
1/3	Right	U	C1:A		1	48	-	680	2022	1321	51.5%	-	-	-	0.9	5.0	1.9
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	15	-	388	1942	414	93.7%	-	-	-	8.4	77.9	13.1
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	15	-	490	2080:2080	551	89.0%	-	-	-	7.4	54.3	11.5
J2: Services	-	-	-		-	-	-	-	-	-	**117.2%**	**0**	**0**	**0**	**45.1**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	883	1800	1392	63.4%	-	-	-	1.5	6.0	5.8
1/2	Service Station Circ Ahead	U	C1:C		1	57	-	1164	2045	1581	73.6%	-	-	-	2.7	8.4	10.6
1/3	Service Station Circ Right	U	C1:C		1	57	-	743	2045	1581	47.0%	-	-	-	0.8	4.0	2.2
1/4	Service Station Circ Right	U	C1:C		1	57	-	155	2045	1581	9.8%	-	-	-	0.3	5.9	1.9
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	238	2036	217	109.6%	-	-	-	17.3	261.1	19.9
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	225	1800	192	117.2%	-	-	-	22.6	361.4	25.1
J3: A120W	-	-	-		-	-	-	-	-	-	**157.8%**	**0**	**0**	**0**	**258.0**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	36	-	464	2070	1021	44.9%	-	-	-	2.2	17.5	7.7
1/2	A120 W Circ Ahead	U	C1:E		1	36	-	462	2070	1021	44.2%	-	-	-	1.8	14.7	6.8

Basic Results Summary

1/3	A120 W Circ Right	U	C1:E		1	36	-	131	2070	1021	11.8%	-	-	-	0.4	11.2	1.3
1/4	A120 W Circ Right	U	C1:E		1	36	-	249	2070	1021	22.2%	-	-	-	0.1	2.4	0.2
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	28	-	1212	1800:1972	768	157.8%	-	-	-	245.0	727.6	257.1
2/3	A120 W Entry Ahead	U	C1:F		1	28	-	636	1800	696	91.4%	-	-	-	8.5	47.8	17.1
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.8%**	**0**	**0**	**0**	**12.0**	**-**	**-**
1/1	Ahead	U	C2:A		1	47	-	437	2018	1292	24.3%	-	-	-	0.4	4.0	1.0
1/2	Ahead Ahead2	U	C2:A		1	47	-	665	2042	1307	35.6%	-	-	-	0.9	7.1	4.4
1/3	Right	U	C2:A		1	47	-	750	2016	1290	56.8%	-	-	-	1.3	6.3	13.1
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	16	-	552	2056:1921	901	61.2%	-	-	-	4.8	31.2	6.1
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	16	-	136	2081	472	28.8%	-	-	-	1.1	29.4	2.5
2/4	M11 SB Off Slip Ahead	U	C2:B		1	16	-	330	2085	473	69.8%	-	-	-	3.6	39.1	7.4
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**	**0**	**0**	**0**	**9.7**	**-**	**-**
1/1	Ahead	U	C2:C		1	20	-	438	1800	504	67.9%	-	-	-	2.4	25.6	7.6
1/2		U	C2:C		1	20	-	0	1800	-	-	-	-	-	-	-	-
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	44	-	812	2075:1927	1239	65.5%	-	-	-	3.3	14.7	10.9
2/3	Thremhall Avenue Ahead	U	C2:D		1	44	-	824	2075	1162	70.9%	-	-	-	4.0	17.3	13.6
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**	**0**	**0**	**0**	**8.2**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	43	-	0	2120	1244	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	43	-	715	2074	1217	58.8%	-	-	-	0.7	3.7	2.4
1/3	Dunmow Rd Circ Right	U	C2:E		1	43	-	824	2074	1217	67.7%	-	-	-	1.1	4.7	5.1

Basic Results Summary

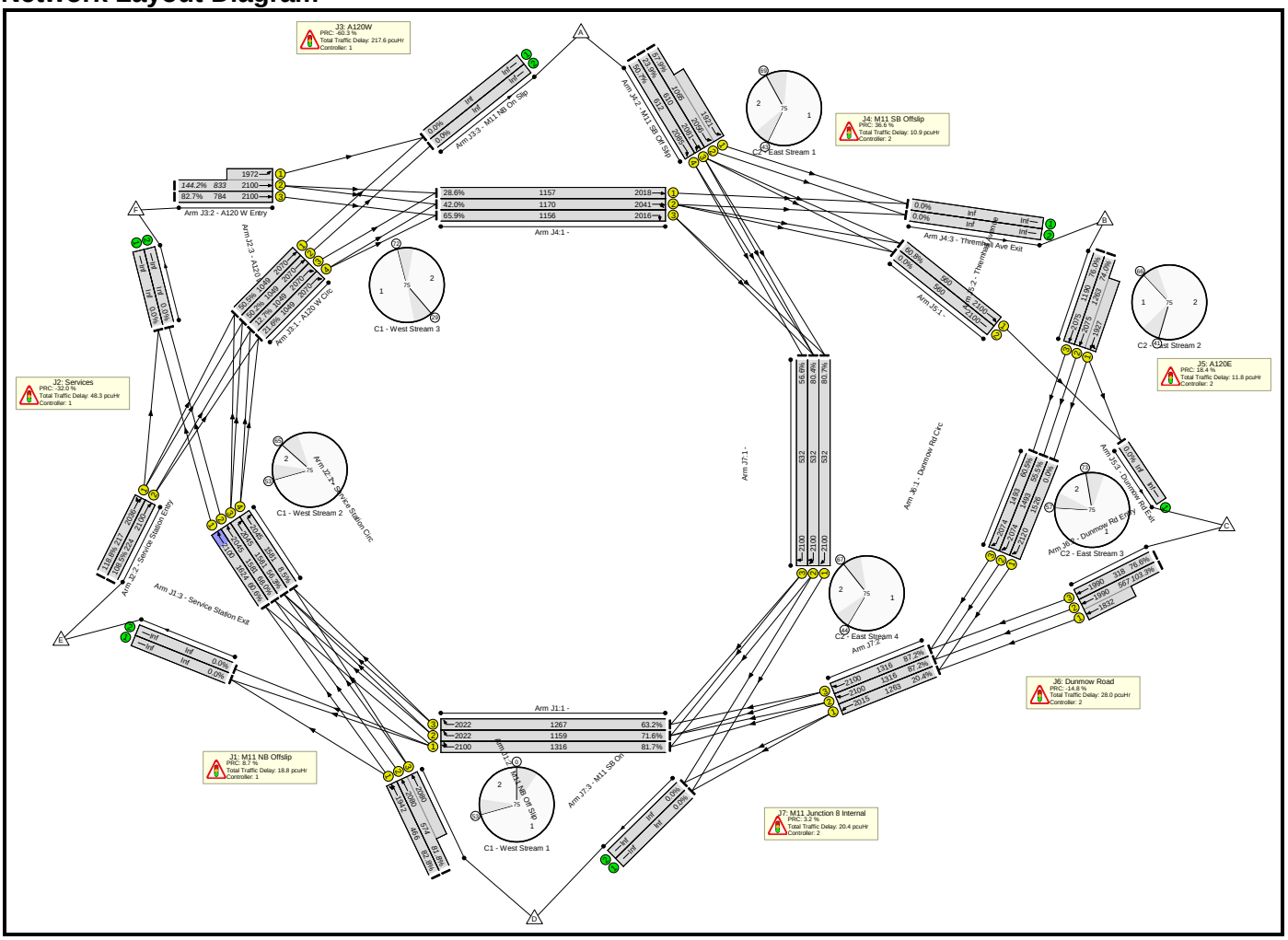
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	21	-	587	1990:1832	828	70.9%	-	-	-	4.8	29.6	7.0
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	21	-	219	1990	584	37.5%	-	-	-	1.6	26.0	3.9
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.6%**	**0**	**0**	**0**	**30.9**	**-**	**-**
1/1	Right	U	C2:H		1	18	-	417	1800	456	88.7%	-	-	-	5.6	50.3	10.2
1/2	Right Right2	U	C2:H		1	18	-	415	1800	456	90.1%	-	-	-	6.2	54.6	11.4
1/3	Right	U	C2:H		1	18	-	327	1800	456	71.7%	-	-	-	3.3	36.9	8.1
2/1	Ahead	U	C2:G		1	46	-	257	2015	1263	20.4%	-	-	-	0.4	6.0	4.7
2/2	Ahead	U	C2:G		1	46	-	1045	1800	1128	92.6%	-	-	-	7.7	26.7	16.6
2/3	Ahead	U	C2:G		1	46	-	1043	1800	1128	92.5%	-	-	-	7.5	26.0	16.5

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-4.1	Total Delay for Signalled Lanes (pcuHr):	23.75	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-30.2	Total Delay for Signalled Lanes (pcuHr):	45.10	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-75.3	Total Delay for Signalled Lanes (pcuHr):	258.00	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	28.9	Total Delay for Signalled Lanes (pcuHr):	12.03	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	9.72	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	8.21	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	30.92	Cycle Time (s): 75
	PRC Over All Lanes (%):	-75.3	Total Delay Over All Lanes(pcuHr):	387.73	

Basic Results Summary

Scenario 4: '2026 AM Base + Committed ' (FG4: '2026 AM Base + Committed', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**144.2%**	**0**	**0**	**0**	**355.9**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**82.8%**	**0**	**0**	**0**	**18.8**	-	-
1/1	Ahead Right	U	C1:A		1	46	-	1086	2100	1316	81.7%	-	-	-	3.1	10.5	8.6
1/2	Right	U	C1:A		1	46	-	830	2022	1159	71.6%	-	-	-	3.7	16.0	12.7
1/3	Right	U	C1:A		1	46	-	801	2022	1267	63.2%	-	-	-	1.2	5.4	2.0
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	17	-	386	1942	466	82.8%	-	-	-	5.2	48.3	9.9
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	17	-	469	2080:2080	574	81.8%	-	-	-	5.6	42.6	9.9
J2: Services	-	-	-		-	-	-	-	-	-	**118.8%**	**0**	**0**	**0**	**48.3**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	993	2100	1624	60.6%	-	-	-	1.4	5.0	5.7
1/2	Service Station Circ Ahead	U	C1:C		1	57	-	1075	2045	1581	68.0%	-	-	-	2.1	7.1	10.2
1/3	Service Station Circ Right	U	C1:C		1	57	-	890	2045	1581	56.3%	-	-	-	1.2	4.7	3.1
1/4	Service Station Circ Right	U	C1:C		1	57	-	135	2045	1581	8.5%	-	-	-	0.2	4.1	1.4
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	258	2036	217	118.8%	-	-	-	26.9	375.7	29.8
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	243	2100	224	108.5%	-	-	-	16.6	245.9	19.3
J3: A120W	-	-	-		-	-	-	-	-	-	**144.2%**	**0**	**0**	**0**	**217.6**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	37	-	546	2070	1049	50.5%	-	-	-	1.6	10.9	6.0
1/2	A120 W Circ Ahead	U	C1:E		1	37	-	542	2070	1049	50.2%	-	-	-	1.5	10.5	5.9

Basic Results Summary

1/3	A120 W Circ Right	U	C1:E		1	37	-	139	2070	1049	12.7%	-	-	-	0.2	5.0	1.0
1/4	A120 W Circ Right	U	C1:E		1	37	-	239	2070	1049	21.6%	-	-	-	0.9	14.6	2.0
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	27	-	1202	2100:1972	833	144.2%	-	-	-	207.3	620.8	217.3
2/3	A120 W Entry Ahead	U	C1:F		1	27	-	648	2100	784	82.7%	-	-	-	6.1	34.1	14.4
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.9%**	**0**	**0**	**0**	**10.9**	**-**	**-**
1/1	Ahead	U	C2:A		1	42	-	424	2018	1157	28.6%	-	-	-	0.8	8.4	2.2
1/2	Ahead Ahead2	U	C2:A		1	42	-	662	2041	1170	42.0%	-	-	-	1.1	8.1	2.5
1/3	Right	U	C2:A		1	42	-	771	2016	1156	65.9%	-	-	-	1.2	5.5	6.6
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	21	-	617	2056:1921	1065	57.9%	-	-	-	4.5	26.2	6.2
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	21	-	146	2081	610	23.9%	-	-	-	1.0	24.0	2.4
2/4	M11 SB Off Slip Ahead	U	C2:B		1	21	-	310	2085	612	50.7%	-	-	-	2.4	28.0	5.9
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.0%**	**0**	**0**	**0**	**11.8**	**-**	**-**
1/1	Ahead	U	C2:C		1	19	-	419	2100	560	60.8%	-	-	-	3.0	31.8	7.5
1/2		U	C2:C		1	19	-	0	2100	560	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	45	-	935	2075:1927	1263	74.0%	-	-	-	4.2	16.2	14.0
2/3	Thremhall Avenue Ahead	U	C2:D		1	45	-	904	2075	1190	76.0%	-	-	-	4.6	18.3	15.6
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.3%**	**0**	**0**	**0**	**28.0**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	53	-	0	2120	1526	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	53	-	829	2074	1493	55.5%	-	-	-	0.6	2.7	4.7
1/3	Dunmow Rd Circ Right	U	C2:E		1	53	-	904	2074	1493	60.5%	-	-	-	0.8	3.1	6.5

Basic Results Summary

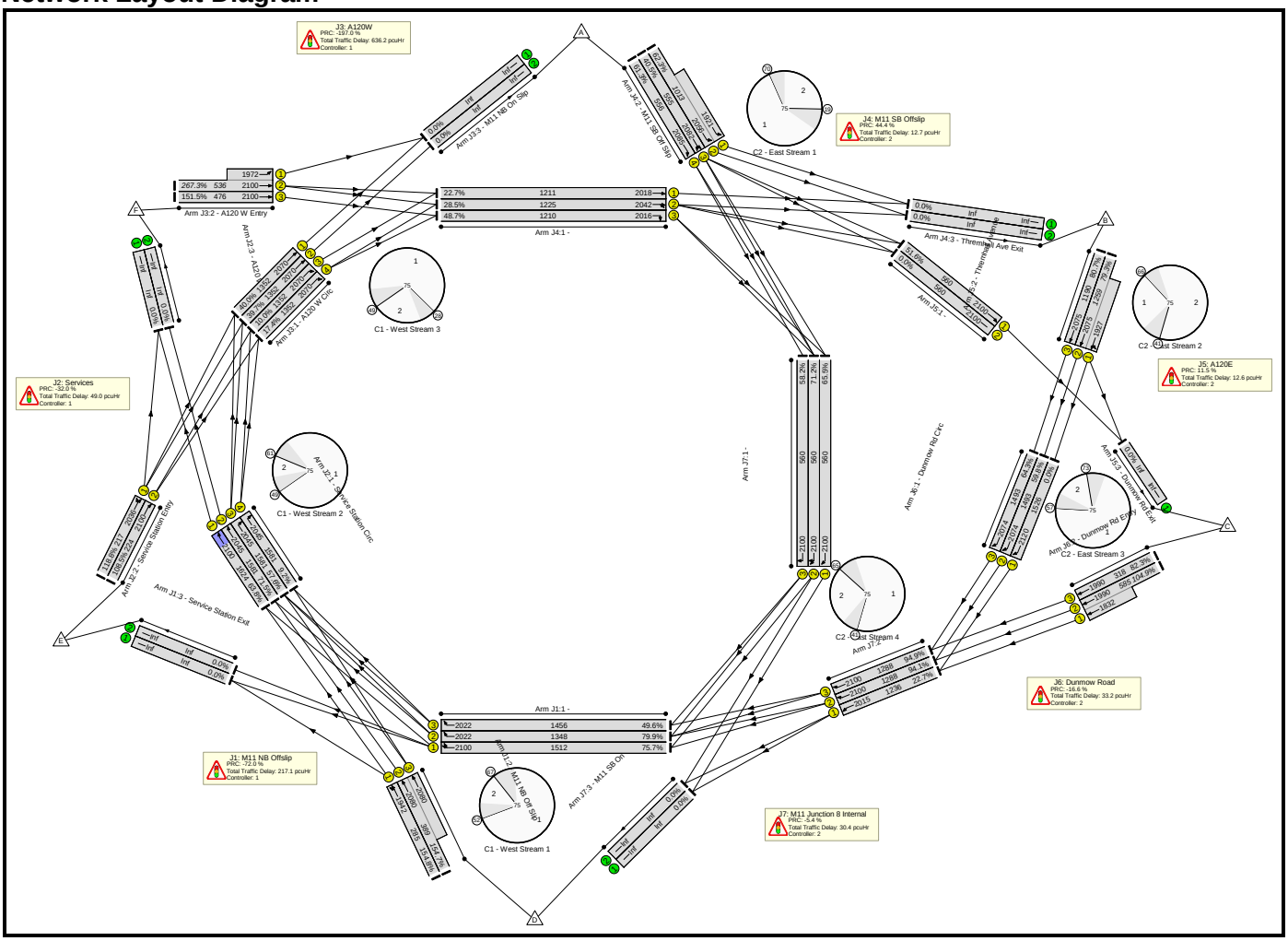
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	11	-	586	1990:1832	567	103.3%	-	-	-	23.0	141.5	24.7
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	11	-	244	1990	318	76.6%	-	-	-	3.6	53.4	6.4
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**	**0**	**0**	**0**	**20.4**	**-**	**-**
1/1	Right	U	C2:H		1	18	-	436	2100	532	80.7%	-	-	-	4.3	36.2	10.9
1/2	Right Right2	U	C2:H		1	18	-	431	2100	532	80.4%	-	-	-	4.1	34.3	10.2
1/3	Right	U	C2:H		1	18	-	301	2100	532	56.6%	-	-	-	2.4	28.8	3.2
2/1	Ahead	U	C2:G		1	46	-	257	2015	1263	20.4%	-	-	-	0.2	2.2	2.4
2/2	Ahead	U	C2:G		1	46	-	1158	2100	1316	87.2%	-	-	-	4.7	14.8	14.4
2/3	Ahead	U	C2:G		1	46	-	1148	2100	1316	87.2%	-	-	-	4.7	14.8	11.5

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	8.7	Total Delay for Signalled Lanes (pcuHr):	18.76	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-32.0	Total Delay for Signalled Lanes (pcuHr):	48.31	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-60.3	Total Delay for Signalled Lanes (pcuHr):	217.64	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	36.6	Total Delay for Signalled Lanes (pcuHr):	10.91	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	18.4	Total Delay for Signalled Lanes (pcuHr):	11.83	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	-14.8	Total Delay for Signalled Lanes (pcuHr):	28.04	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	20.39	Cycle Time (s):	75
	PRC Over All Lanes (%):	-60.3	Total Delay Over All Lanes(pcuHr):	355.88		

Basic Results Summary

Scenario 5: '2026 AM Base + Committed + ULP' (FG5: '2026 AM Base + Committed + ULP', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**267.3%**	**0**	**0**	**0**	**991.2**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**154.8%**	**0**	**0**	**0**	**217.1**	-	-
1/1	Ahead Right	U	C1:A		1	53	-	1164	2100	1512	75.7%	-	-	-	2.4	7.7	6.6
1/2	Right	U	C1:A		1	53	-	1079	2022	1348	79.9%	-	-	-	4.4	14.6	15.1
1/3	Right	U	C1:A		1	53	-	722	2022	1456	49.6%	-	-	-	0.7	3.4	1.3
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	10	-	441	1942	285	154.8%	-	-	-	89.8	732.8	94.6
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	10	-	602	2080:2080	389	154.7%	-	-	-	119.8	716.7	125.6
J2: Services	-	-	-		-	-	-	-	-	-	**118.8%**	**0**	**0**	**0**	**49.0**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	1126	2100	1624	63.8%	-	-	-	1.7	6.1	7.0
1/2	Service Station Circ Ahead	U	C1:C		1	57	-	1298	2045	1581	71.5%	-	-	-	2.2	7.1	9.7
1/3	Service Station Circ Right	U	C1:C		1	57	-	913	2045	1581	57.6%	-	-	-	1.6	6.3	5.0
1/4	Service Station Circ Right	U	C1:C		1	57	-	192	2045	1581	9.2%	-	-	-	0.1	3.2	1.7
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	258	2036	217	118.8%	-	-	-	26.7	372.3	29.5
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	243	2100	224	108.5%	-	-	-	16.6	246.2	19.3
J3: A120W	-	-	-		-	-	-	-	-	-	**267.3%**	**0**	**0**	**0**	**636.2**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	48	-	555	2070	1352	40.0%	-	-	-	1.6	10.6	7.0
1/2	A120 W Circ Ahead	U	C1:E		1	48	-	556	2070	1352	39.7%	-	-	-	1.6	10.7	7.6

Basic Results Summary

1/3	A120 W Circ Right	U	C1:E		1	48	-	141	2070	1352	10.0%	-	-	-	0.4	9.4	1.2
1/4	A120 W Circ Right	U	C1:E		1	48	-	294	2070	1352	17.4%	-	-	-	0.1	1.6	0.1
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	16	-	1432	2100:1972	536	267.3%	-	-	-	495.0	1244.5	504.2
2/3	A120 W Entry Ahead	U	C1:F		1	16	-	721	2100	476	151.5%	-	-	-	137.5	686.8	144.6
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.3%**	**0**	**0**	**0**	**12.7**	**-**	**-**
1/1	Ahead	U	C2:A		1	44	-	514	2018	1211	22.7%	-	-	-	0.7	9.7	1.9
1/2	Ahead Ahead2	U	C2:A		1	44	-	778	2042	1225	28.5%	-	-	-	0.8	8.4	2.8
1/3	Right	U	C2:A		1	44	-	844	2016	1210	48.7%	-	-	-	1.3	7.8	3.3
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	19	-	631	2056:1921	1013	62.3%	-	-	-	5.0	28.7	6.7
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	19	-	225	2082	555	40.5%	-	-	-	1.8	28.1	4.2
2/4	M11 SB Off Slip Ahead	U	C2:B		1	19	-	341	2085	556	61.3%	-	-	-	3.1	32.4	6.9
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**	**0**	**0**	**0**	**12.6**	**-**	**-**
1/1	Ahead	U	C2:C		1	19	-	511	2100	560	51.6%	-	-	-	2.1	26.1	5.0
1/2		U	C2:C		1	19	-	0	2100	560	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	45	-	999	2075:1927	1259	79.3%	-	-	-	5.1	18.3	16.4
2/3	Thremhall Avenue Ahead	U	C2:D		1	45	-	960	2075	1190	80.7%	-	-	-	5.4	20.4	17.8
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.9%**	**0**	**0**	**0**	**33.2**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	53	-	0	2120	1526	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	53	-	893	2074	1493	59.8%	-	-	-	0.7	3.0	5.4
1/3	Dunmow Rd Circ Right	U	C2:E		1	53	-	960	2074	1493	64.3%	-	-	-	0.9	3.4	8.4

Basic Results Summary

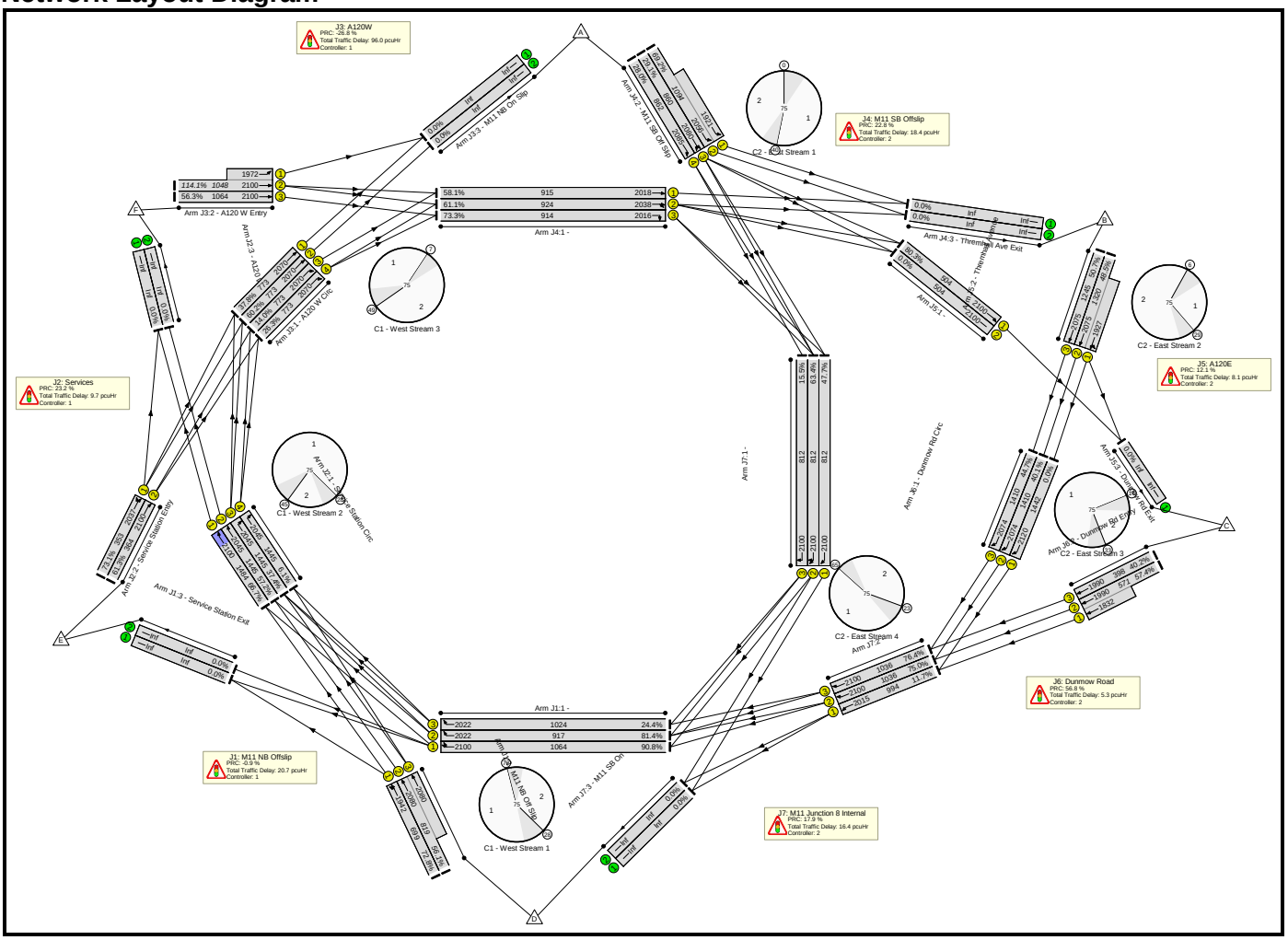
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	11	-	614	1990:1832	585	104.9%	-	-	-	27.2	159.4	29.0
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	11	-	262	1990	318	82.3%	-	-	-	4.4	60.1	7.4
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.9%**	**0**	**0**	**0**	**30.4**	**-**	**-**
1/1	Right	U	C2:H		1	19	-	511	2100	560	65.5%	-	-	-	3.7	36.8	6.8
1/2	Right Right2	U	C2:H		1	19	-	509	2100	560	71.2%	-	-	-	4.9	44.1	8.2
1/3	Right	U	C2:H		1	19	-	326	2100	560	58.2%	-	-	-	3.6	39.4	7.5
2/1	Ahead	U	C2:G		1	45	-	280	2015	1236	22.7%	-	-	-	0.1	1.9	0.3
2/2	Ahead	U	C2:G		1	45	-	1227	2100	1288	94.1%	-	-	-	8.6	25.5	19.0
2/3	Ahead	U	C2:G		1	45	-	1222	2100	1288	94.9%	-	-	-	9.5	27.9	17.7

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-72.0	Total Delay for Signalled Lanes (pcuHr):	217.11	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-32.0	Total Delay for Signalled Lanes (pcuHr):	49.01	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-197.0	Total Delay for Signalled Lanes (pcuHr):	636.24	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	44.4	Total Delay for Signalled Lanes (pcuHr):	12.67	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	11.5	Total Delay for Signalled Lanes (pcuHr):	12.61	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	-16.6	Total Delay for Signalled Lanes (pcuHr):	33.21	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-5.4	Total Delay for Signalled Lanes (pcuHr):	30.40	Cycle Time (s): 75
	PRC Over All Lanes (%):	-197.0	Total Delay Over All Lanes(pcuHr):	991.24	

Basic Results Summary

Scenario 6: '2012 PM Existing' (FG6: '2012 PM Existing', Plan 2: 'PM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**114.1%**	**0**	**0**	**0**	**174.7**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**	**0**	**0**	**0**	**20.7**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	37	-	966	2100	1064	90.8%	-	-	-	8.1	30.0	21.6
1/2	Right	U	C1:A		1	37	-	746	2022	917	81.4%	-	-	-	4.8	23.4	13.5
1/3	Right	U	C1:A		1	37	-	250	2022	1024	24.4%	-	-	-	0.6	8.0	1.1
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	26	-	509	1942	699	72.8%	-	-	-	4.3	30.2	10.5
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	26	-	459	2080:2080	819	56.1%	-	-	-	3.0	23.5	7.0
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**	**0**	**0**	**0**	**9.7**	**-**	**-**
1/1	Service Station Circ Ahead	U	C1:C		1	52	-	990	2100	1484	66.7%	-	-	-	1.9	6.8	12.3
1/2	Service Station Circ Ahead	U	C1:C		1	52	-	827	2045	1445	57.2%	-	-	-	1.1	4.9	7.0
1/3	Service Station Circ Right	U	C1:C		1	52	-	540	2045	1445	37.4%	-	-	-	0.7	4.4	6.7
1/4	Service Station Circ Right	U	C1:C		1	52	-	88	2045	1445	6.1%	-	-	-	0.1	2.6	0.2
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	12	-	258	2037	353	73.1%	-	-	-	3.4	47.8	6.3
2/2	Service Station Entry Ahead	U	C1:D		1	12	-	223	2100	364	61.3%	-	-	-	2.6	41.3	5.1
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**114.1%**	**0**	**0**	**0**	**96.0**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:E		1	27	-	292	2070	773	37.8%	-	-	-	1.2	15.1	5.0
1/2	A120 W Circ Ahead	U	C1:E		1	27	-	465	2070	773	60.2%	-	-	-	1.5	11.3	3.2

Basic Results Summary

1/3	A120 W Circ Right	U	C1:E		1	27	-	108	2070	773	14.0%	-	-	-	0.4	13.8	2.0
1/4	A120 W Circ Right	U	C1:E		1	27	-	203	2070	773	26.3%	-	-	-	1.4	24.6	4.3
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	37	-	1196	2100:1972	1048	114.1%	-	-	-	88.8	267.2	105.7
2/3	A120 W Entry Ahead	U	C1:F		1	37	-	599	2100	1064	56.3%	-	-	-	2.8	16.6	9.1
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.3%**	**0**	**0**	**0**	**18.4**	**-**	**-**
1/1	Ahead	U	C2:A		1	33	-	591	2018	915	58.1%	-	-	-	3.8	25.4	8.2
1/2	Ahead Ahead2	U	C2:A		1	33	-	625	2038	924	61.1%	-	-	-	4.1	25.9	8.9
1/3	Right	U	C2:A		1	33	-	670	2016	914	73.3%	-	-	-	3.6	19.5	7.1
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	30	-	757	2056:1921	1094	69.2%	-	-	-	4.6	21.7	8.8
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	30	-	250	2080	860	29.1%	-	-	-	1.2	17.6	3.7
2/4	M11 SB Off Slip Ahead	U	C2:B		1	30	-	241	2085	862	28.0%	-	-	-	1.2	17.5	3.5
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.3%**	**0**	**0**	**0**	**8.1**	**-**	**-**
1/1	Ahead	U	C2:C		1	17	-	429	2100	504	80.3%	-	-	-	4.2	37.8	9.0
1/2		U	C2:C		1	17	-	0	2100	504	0.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	47	-	640	2075:1927	1320	48.5%	-	-	-	1.9	10.5	6.9
2/3	Thremhall Avenue Ahead	U	C2:D		1	47	-	631	2075	1245	50.7%	-	-	-	2.0	11.6	8.0
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.4%**	**0**	**0**	**0**	**5.3**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	50	-	0	2120	1442	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	50	-	565	2074	1410	40.1%	-	-	-	0.3	2.2	0.4
1/3	Dunmow Rd Circ Right	U	C2:E		1	50	-	631	2074	1410	44.7%	-	-	-	0.4	2.4	0.4

Basic Results Summary

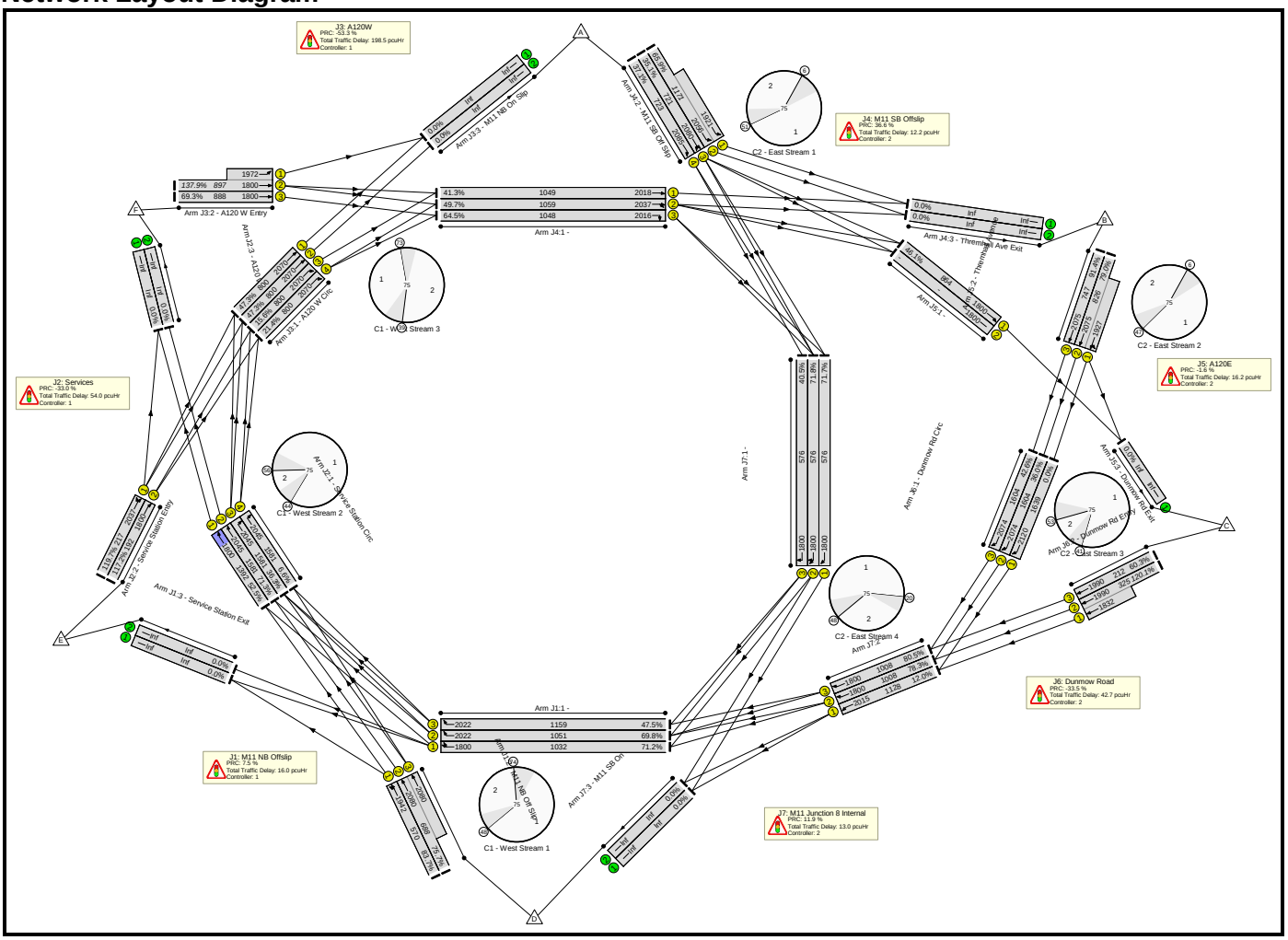
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	14	-	328	1990:1832	571	57.4%	-	-	-	3.1	33.8	4.6
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	14	-	160	1990	398	40.2%	-	-	-	1.5	33.7	3.2
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**	**0**	**0**	**0**	**16.4**	**-**	**-**
1/1	Right	U	C2:H		1	28	-	387	2100	812	47.7%	-	-	-	3.7	34.6	7.5
1/2	Right Right2	U	C2:H		1	28	-	515	2100	812	63.4%	-	-	-	4.2	29.0	10.6
1/3	Right	U	C2:H		1	28	-	126	2100	812	15.5%	-	-	-	0.4	10.1	2.1
2/1	Ahead	U	C2:G		1	36	-	116	2015	994	11.7%	-	-	-	0.1	2.3	0.7
2/2	Ahead	U	C2:G		1	36	-	777	2100	1036	75.0%	-	-	-	3.9	18.1	11.2
2/3	Ahead	U	C2:G		1	36	-	791	2100	1036	76.4%	-	-	-	4.2	19.1	10.6

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-0.9	Total Delay for Signalled Lanes (pcuHr):	20.71	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	23.2	Total Delay for Signalled Lanes (pcuHr):	9.71	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-26.8	Total Delay for Signalled Lanes (pcuHr):	96.02	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	22.8	Total Delay for Signalled Lanes (pcuHr):	18.39	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	12.1	Total Delay for Signalled Lanes (pcuHr):	8.14	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	56.8	Total Delay for Signalled Lanes (pcuHr):	5.33	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	17.9	Total Delay for Signalled Lanes (pcuHr):	16.40	Cycle Time (s):	75
	PRC Over All Lanes (%):	-26.8	Total Delay Over All Lanes(pcuHr):	174.70		

Basic Results Summary

Scenario 7: '2018 PM Base + Committed' (FG7: '2018 PM Base + Committed', Plan 2: 'PM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**137.9%**	**0**	**0**	**0**	**352.7**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**	**0**	**0**	**0**	**16.0**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	42	-	777	1800	1032	71.2%	-	-	-	2.6	12.7	11.8
1/2	Right	U	C1:A		1	42	-	734	2022	1051	69.8%	-	-	-	2.0	10.0	9.0
1/3	Right	U	C1:A		1	42	-	551	2022	1159	47.5%	-	-	-	0.8	5.3	4.4
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	21	-	477	1942	570	83.7%	-	-	-	5.7	43.3	11.7
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	21	-	521	2080:2080	688	75.7%	-	-	-	4.9	33.6	9.7
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.7%**	**0**	**0**	**0**	**54.0**	**-**	**-**
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	765	1800	1392	52.5%	-	-	-	0.6	3.1	1.5
1/2	Service Station Circ Ahead	U	C1:C		1	57	-	1128	2045	1581	71.3%	-	-	-	3.0	9.6	14.0
1/3	Service Station Circ Right	U	C1:C		1	57	-	574	2045	1581	36.3%	-	-	-	0.3	2.1	0.5
1/4	Service Station Circ Right	U	C1:C		1	57	-	104	2045	1581	6.6%	-	-	-	0.1	2.7	1.3
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	260	2037	217	119.7%	-	-	-	27.6	382.3	30.4
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	225	1800	192	117.2%	-	-	-	22.4	357.9	24.8
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**137.9%**	**0**	**0**	**0**	**198.5**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:E		1	28	-	397	2070	800	47.3%	-	-	-	1.8	17.0	6.3
1/2	A120 W Circ Ahead	U	C1:E		1	28	-	396	2070	800	47.3%	-	-	-	1.8	17.4	6.4

Basic Results Summary

1/3	A120 W Circ Right	U	C1:E		1	28	-	143	2070	800	15.6%	-	-	-	0.2	6.5	0.5
1/4	A120 W Circ Right	U	C1:E		1	28	-	186	2070	800	21.4%	-	-	-	0.4	7.8	0.6
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	36	-	1238	1800:1972	897	137.9%	-	-	-	190.6	554.3	205.6
2/3	A120 W Entry Ahead	U	C1:F		1	36	-	615	1800	888	69.3%	-	-	-	3.6	21.2	10.9
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.9%**	**0**	**0**	**0**	**12.2**	**-**	**-**
1/1	Ahead	U	C2:A		1	38	-	568	2018	1049	41.3%	-	-	-	1.2	10.1	3.4
1/2	Ahead Ahead2	U	C2:A		1	38	-	689	2037	1059	49.7%	-	-	-	1.2	7.9	3.4
1/3	Right	U	C2:A		1	38	-	687	2016	1048	64.5%	-	-	-	1.4	7.3	3.8
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	25	-	772	2056:1921	1171	65.9%	-	-	-	5.2	24.4	7.6
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	25	-	253	2080	721	35.1%	-	-	-	1.6	22.1	4.1
2/4	M11 SB Off Slip Ahead	U	C2:B		1	25	-	268	2085	723	37.1%	-	-	-	1.7	22.3	4.5
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.4%**	**0**	**0**	**0**	**16.2**	**-**	**-**
1/1	Ahead	U	C2:C		1	35	-	460	1800	864	46.1%	-	-	-	1.7	15.2	4.5
1/2		U	C2:C		1	35	-	0	1800	-	-	-	-	-	-	-	-
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	29	-	653	2075:1927	826	79.0%	-	-	-	5.6	30.6	12.4
2/3	Thremhall Avenue Ahead	U	C2:D		1	29	-	683	2075	747	91.4%	-	-	-	9.0	47.5	18.1
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**120.1%**	**0**	**0**	**0**	**42.7**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	57	-	0	2120	1639	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	57	-	577	2074	1604	36.0%	-	-	-	0.3	1.8	2.6
1/3	Dunmow Rd Circ Right	U	C2:E		1	57	-	683	2074	1604	42.6%	-	-	-	0.4	2.0	5.6

Basic Results Summary

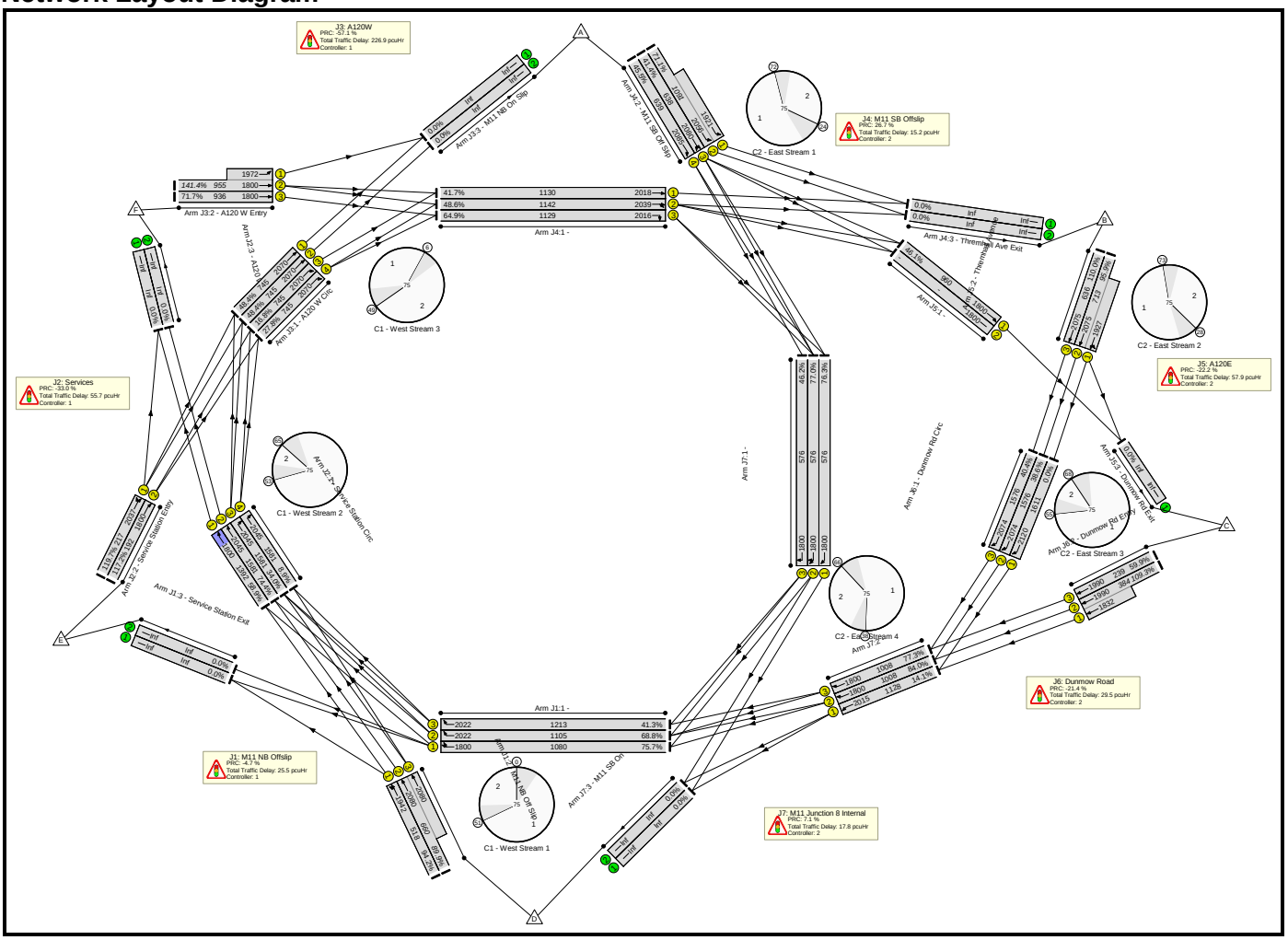
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	7	-	390	1990:1832	325	120.1%	-	-	-	40.2	370.9	41.6
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	7	-	128	1990	212	60.3%	-	-	-	1.9	53.0	3.3
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**	**0**	**0**	**0**	**13.0**	**-**	**-**
1/1	Right	U	C2:H		1	23	-	423	1800	576	71.7%	-	-	-	2.7	23.5	5.9
1/2	Right Right2	U	C2:H		1	23	-	414	1800	576	71.8%	-	-	-	3.5	30.9	7.8
1/3	Right	U	C2:H		1	23	-	233	1800	576	40.5%	-	-	-	2.2	33.7	5.2
2/1	Ahead	U	C2:G		1	41	-	135	2015	1128	12.0%	-	-	-	0.1	1.8	0.1
2/2	Ahead	U	C2:G		1	41	-	832	1800	1008	78.3%	-	-	-	2.0	9.3	9.8
2/3	Ahead	U	C2:G		1	41	-	811	1800	1008	80.5%	-	-	-	2.5	10.9	13.6

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	16.04	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-33.0	Total Delay for Signalled Lanes (pcuHr):	54.04	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-53.3	Total Delay for Signalled Lanes (pcuHr):	198.46	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	36.6	Total Delay for Signalled Lanes (pcuHr):	12.17	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):	16.24	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	-33.5	Total Delay for Signalled Lanes (pcuHr):	42.72	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	11.9	Total Delay for Signalled Lanes (pcuHr):	13.00	Cycle Time (s):	75
	PRC Over All Lanes (%):	-53.3	Total Delay Over All Lanes(pcuHr):	352.67		

Basic Results Summary

Scenario 8: '2018 PM Base + Committed + ULP' (FG8: '2018 PM Base + Committed + ULP', Plan 2: 'PM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**141.4%**	**0**	**0**	**0**	**428.4**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**94.2%**	**0**	**0**	**0**	**25.5**	-	-
1/1	Ahead Right	U	C1:A		1	44	-	839	1800	1080	75.7%	-	-	-	3.3	14.5	12.7
1/2	Right	U	C1:A		1	44	-	781	2022	1105	68.8%	-	-	-	4.0	18.9	11.2
1/3	Right	U	C1:A		1	44	-	545	2022	1213	41.3%	-	-	-	0.5	3.9	1.0
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	19	-	488	1942	518	94.2%	-	-	-	9.5	70.2	15.8
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	19	-	593	2080:2080	660	89.9%	-	-	-	8.1	49.2	13.5
J2: Services	-	-	-		-	-	-	-	-	-	**119.7%**	**0**	**0**	**0**	**55.7**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	838	1800	1392	58.9%	-	-	-	1.5	6.6	7.6
1/2	Service Station Circ Ahead	U	C1:C		1	57	-	1197	2045	1581	74.4%	-	-	-	3.0	9.1	12.3
1/3	Service Station Circ Right	U	C1:C		1	57	-	582	2045	1581	34.0%	-	-	-	0.5	3.6	1.6
1/4	Service Station Circ Right	U	C1:C		1	57	-	140	2045	1581	8.9%	-	-	-	0.3	7.2	2.2
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	260	2037	217	119.7%	-	-	-	27.9	386.2	30.8
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	225	1800	192	117.2%	-	-	-	22.5	360.6	25.0
J3: A120W	-	-	-		-	-	-	-	-	-	**141.4%**	**0**	**0**	**0**	**226.9**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	26	-	401	2070	745	48.4%	-	-	-	1.6	16.4	5.4
1/2	A120 W Circ Ahead	U	C1:E		1	26	-	400	2070	745	48.4%	-	-	-	1.7	16.5	5.5

Basic Results Summary

1/3	A120 W Circ Right	U	C1:E		1	26	-	143	2070	745	16.8%	-	-	-	0.2	6.4	0.5
1/4	A120 W Circ Right	U	C1:E		1	26	-	222	2070	745	27.8%	-	-	-	0.5	9.3	0.8
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	38	-	1350	1800:1972	955	141.4%	-	-	-	219.0	584.0	236.3
2/3	A120 W Entry Ahead	U	C1:F		1	38	-	671	1800	936	71.7%	-	-	-	3.8	20.5	11.9
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.1%**	**0**	**0**	**0**	**15.2**	**-**	**-**
1/1	Ahead	U	C2:A		1	41	-	632	2018	1130	41.7%	-	-	-	1.3	10.0	5.4
1/2	Ahead Ahead2	U	C2:A		1	41	-	729	2039	1142	48.6%	-	-	-	1.4	8.8	6.8
1/3	Right	U	C2:A		1	41	-	743	2016	1129	64.9%	-	-	-	2.6	12.5	14.6
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	22	-	775	2056:1921	1091	71.1%	-	-	-	6.0	28.1	8.3
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	22	-	264	2080	638	41.4%	-	-	-	1.9	25.5	4.7
2/4	M11 SB Off Slip Ahead	U	C2:B		1	22	-	291	2085	639	45.5%	-	-	-	2.1	26.1	5.3
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.0%**	**0**	**0**	**0**	**57.9**	**-**	**-**
1/1	Ahead	U	C2:C		1	39	-	513	1800	960	46.1%	-	-	-	1.5	12.6	7.2
1/2		U	C2:C		1	39	-	0	1800	-	-	-	-	-	-	-	-
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	25	-	684	2075:1927	713	95.9%	-	-	-	12.4	65.0	20.4
2/3	Thremhall Avenue Ahead	U	C2:D		1	25	-	700	2075	636	110.0%	-	-	-	44.0	226.2	52.5
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.3%**	**0**	**0**	**0**	**29.5**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	56	-	0	2120	1611	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	56	-	608	2074	1576	38.6%	-	-	-	0.3	1.9	4.3
1/3	Dunmow Rd Circ Right	U	C2:E		1	56	-	700	2074	1576	40.4%	-	-	-	0.3	1.9	5.5

Basic Results Summary

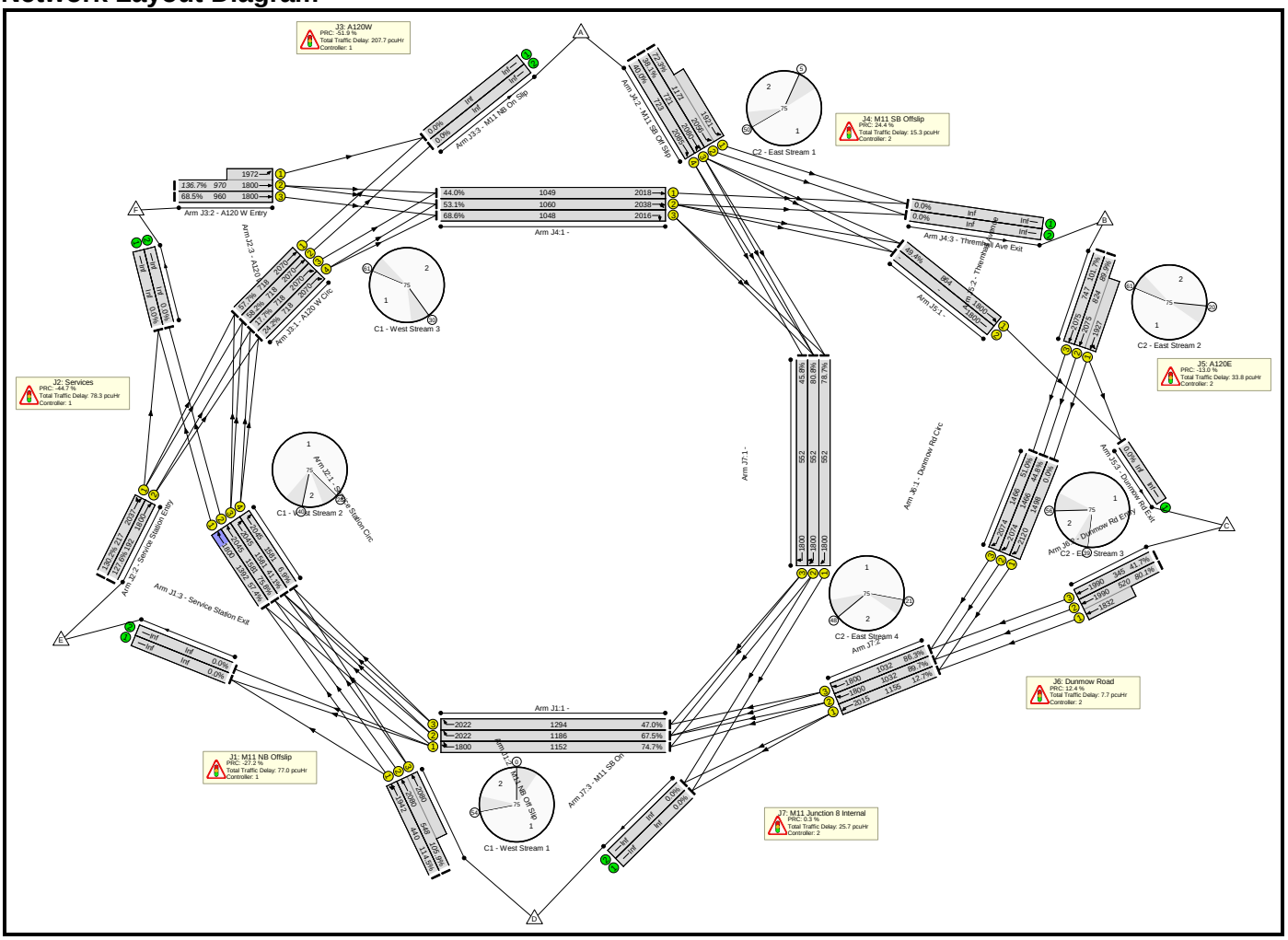
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	8	-	420	1990:1832	384	109.3%	-	-	-	26.8	230.1	28.4
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	8	-	143	1990	239	59.9%	-	-	-	2.0	49.8	3.6
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.0%**	**0**	**0**	**0**	**17.8**	**-**	**-**
1/1	Right	U	C2:H		1	23	-	450	1800	576	76.3%	-	-	-	2.9	23.4	5.8
1/2	Right Right2	U	C2:H		1	23	-	444	1800	576	77.0%	-	-	-	3.7	30.3	8.3
1/3	Right	U	C2:H		1	23	-	266	1800	576	46.2%	-	-	-	2.4	32.4	6.0
2/1	Ahead	U	C2:G		1	41	-	159	2015	1128	14.1%	-	-	-	0.1	3.2	2.6
2/2	Ahead	U	C2:G		1	41	-	869	1800	1008	84.0%	-	-	-	4.9	20.7	11.2
2/3	Ahead	U	C2:G		1	41	-	843	1800	1008	77.3%	-	-	-	3.8	17.6	9.6

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-4.7	Total Delay for Signalled Lanes (pcuHr):	25.47	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-33.0	Total Delay for Signalled Lanes (pcuHr):	55.72	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-57.1	Total Delay for Signalled Lanes (pcuHr):	226.85	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	26.7	Total Delay for Signalled Lanes (pcuHr):	15.24	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	-22.2	Total Delay for Signalled Lanes (pcuHr):	57.88	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	-21.4	Total Delay for Signalled Lanes (pcuHr):	29.47	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	17.80	Cycle Time (s): 75
	PRC Over All Lanes (%):	-57.1	Total Delay Over All Lanes(pcuHr):	428.44	

Basic Results Summary

Scenario 9: '2026 PM Base + Committed' (FG9: '2026 PM Base + Committed', Plan 2: 'PM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**136.7%**	**0**	**0**	**0**	**445.4**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**114.5%**	**0**	**0**	**0**	**77.0**	-	-
1/1	Ahead Right	U	C1:A		1	47	-	861	1800	1152	74.7%	-	-	-	2.9	12.2	14.5
1/2	Right	U	C1:A		1	47	-	804	2022	1186	67.5%	-	-	-	2.5	11.1	9.6
1/3	Right	U	C1:A		1	47	-	618	2022	1294	47.0%	-	-	-	1.5	9.0	8.4
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	16	-	504	1942	440	114.5%	-	-	-	42.3	302.0	48.2
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	16	-	580	2080:2080	548	105.9%	-	-	-	27.8	172.5	33.2
J2: Services	-	-	-		-	-	-	-	-	-	**130.2%**	**0**	**0**	**0**	**78.3**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	834	1800	1392	57.4%	-	-	-	1.8	8.1	6.2
1/2	Service Station Circ Ahead	U	C1:C		1	57	-	1229	2045	1581	75.8%	-	-	-	3.0	9.0	11.2
1/3	Service Station Circ Right	U	C1:C		1	57	-	659	2045	1581	41.1%	-	-	-	1.3	7.3	5.4
1/4	Service Station Circ Right	U	C1:C		1	57	-	114	2045	1581	6.9%	-	-	-	0.0	1.5	0.1
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	283	2037	217	130.2%	-	-	-	39.6	503.2	42.2
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	245	1800	192	127.6%	-	-	-	32.6	478.4	34.8
J3: A120W	-	-	-		-	-	-	-	-	-	**136.7%**	**0**	**0**	**0**	**207.7**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	25	-	447	2070	718	57.7%	-	-	-	1.5	13.3	6.6
1/2	A120 W Circ Ahead	U	C1:E		1	25	-	450	2070	718	58.2%	-	-	-	1.6	13.6	6.6

Basic Results Summary

1/3	A120 W Circ Right	U	C1:E		1	25	-	156	2070	718	17.7%	-	-	-	0.1	3.8	0.5
1/4	A120 W Circ Right	U	C1:E		1	25	-	203	2070	718	24.2%	-	-	-	1.1	22.3	2.1
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	39	-	1326	1800:1972	970	136.7%	-	-	-	199.9	542.8	215.7
2/3	A120 W Entry Ahead	U	C1:F		1	39	-	658	1800	960	68.5%	-	-	-	3.4	18.8	11.1
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**	**0**	**0**	**0**	**15.3**	**-**	**-**
1/1	Ahead	U	C2:A		1	38	-	614	2018	1049	44.0%	-	-	-	1.5	11.8	5.5
1/2	Ahead Ahead2	U	C2:A		1	38	-	740	2038	1060	53.1%	-	-	-	1.3	8.4	5.4
1/3	Right	U	C2:A		1	38	-	736	2016	1048	68.6%	-	-	-	2.9	14.4	14.3
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	25	-	847	2056:1921	1171	72.3%	-	-	-	6.1	25.9	8.8
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	25	-	275	2080	721	38.1%	-	-	-	1.7	22.5	4.6
2/4	M11 SB Off Slip Ahead	U	C2:B		1	25	-	289	2085	723	40.0%	-	-	-	1.8	22.7	4.8
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**	**0**	**0**	**0**	**33.8**	**-**	**-**
1/1	Ahead	U	C2:C		1	35	-	499	1800	864	49.4%	-	-	-	2.3	19.2	6.8
1/2		U	C2:C		1	35	-	0	1800	-	-	-	-	-	-	-	-
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	29	-	741	2075:1927	824	89.9%	-	-	-	8.5	41.3	17.2
2/3	Thremhall Avenue Ahead	U	C2:D		1	29	-	760	2075	747	101.7%	-	-	-	23.0	108.9	33.5
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**	**0**	**0**	**0**	**7.7**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	52	-	0	2120	1498	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	52	-	657	2074	1466	44.8%	-	-	-	0.4	2.2	5.0
1/3	Dunmow Rd Circ Right	U	C2:E		1	52	-	760	2074	1466	51.0%	-	-	-	0.5	2.5	8.0

Basic Results Summary

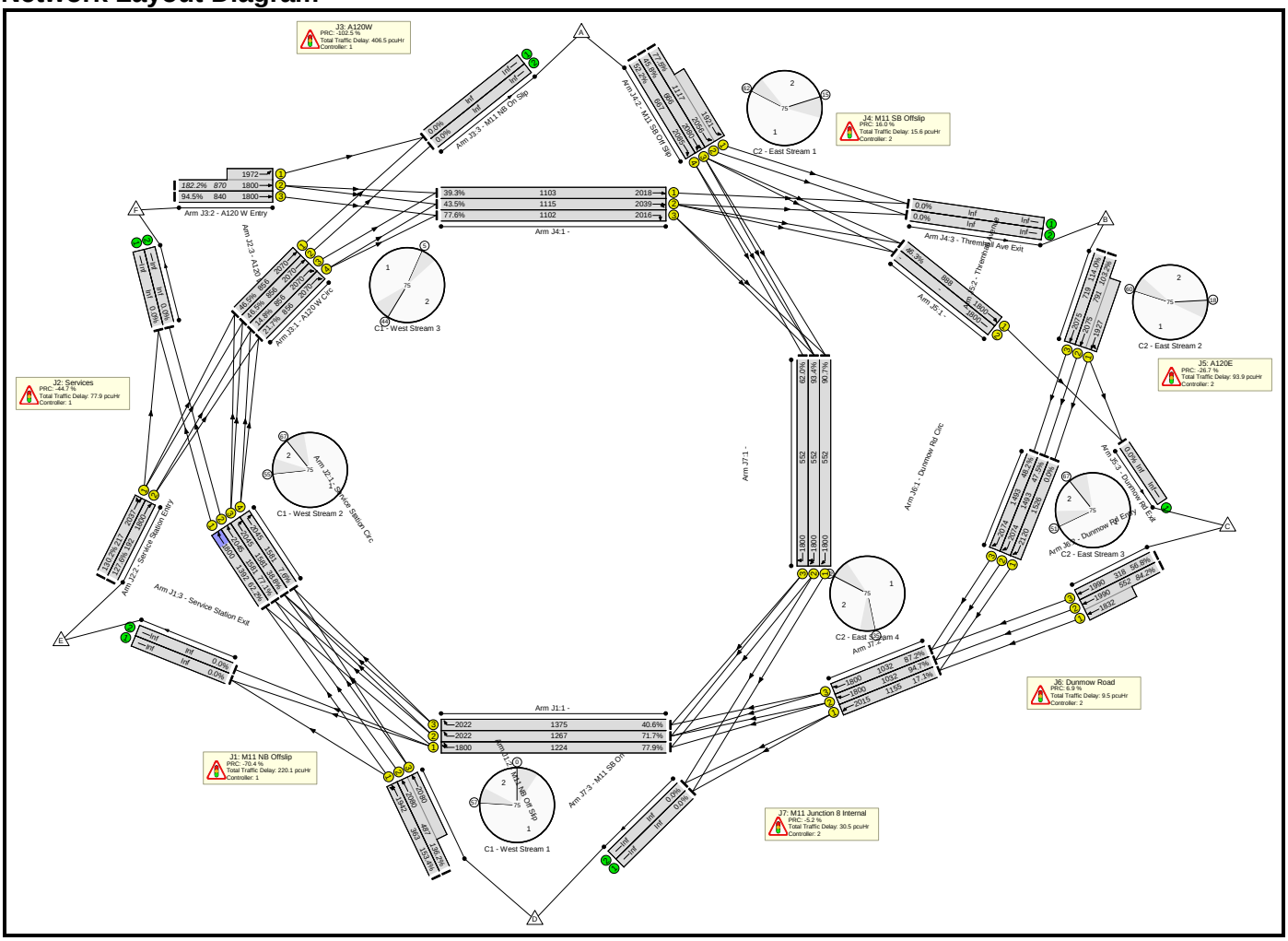
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	12	-	416	1990:1832	520	80.1%	-	-	-	5.3	45.8	7.2
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	12	-	144	1990	345	41.7%	-	-	-	1.5	36.6	3.0
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**	**0**	**0**	**0**	**25.7**	**-**	**-**
1/1	Right	U	C2:H		1	22	-	450	1800	552	78.7%	-	-	-	2.9	24.4	6.8
1/2	Right Right2	U	C2:H		1	22	-	447	1800	552	80.8%	-	-	-	4.3	34.4	9.5
1/3	Right	U	C2:H		1	22	-	253	1800	552	45.8%	-	-	-	2.6	36.7	5.7
2/1	Ahead	U	C2:G		1	42	-	147	2015	1155	12.7%	-	-	-	0.1	2.0	0.7
2/2	Ahead	U	C2:G		1	42	-	926	1800	1032	89.7%	-	-	-	8.3	32.2	16.9
2/3	Ahead	U	C2:G		1	42	-	904	1800	1032	86.3%	-	-	-	7.5	30.5	14.5

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-27.2	Total Delay for Signalled Lanes (pcuHr):	77.00	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-44.7	Total Delay for Signalled Lanes (pcuHr):	78.26	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-51.9	Total Delay for Signalled Lanes (pcuHr):	207.69	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	24.4	Total Delay for Signalled Lanes (pcuHr):	15.32	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	-13.0	Total Delay for Signalled Lanes (pcuHr):	33.76	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	12.4	Total Delay for Signalled Lanes (pcuHr):	7.68	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	25.69	Cycle Time (s): 75
	PRC Over All Lanes (%):	-51.9	Total Delay Over All Lanes(pcuHr):	445.40	

Basic Results Summary

Scenario 10: '2026 PM Base + Committed + ULP' (FG10: '2026 PM Base + Committed + ULP', Plan 2: 'PM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**182.2%**	**0**	**0**	**0**	**854.0**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**153.4%**	**0**	**0**	**0**	**220.1**	-	-
1/1	Ahead Right	U	C1:A		1	50	-	970	1800	1224	77.9%	-	-	-	3.0	11.3	12.4
1/2	Right	U	C1:A		1	50	-	948	2022	1267	71.7%	-	-	-	3.4	13.7	11.5
1/3	Right	U	C1:A		1	50	-	625	2022	1375	40.6%	-	-	-	0.4	2.4	1.0
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	13	-	556	1942	363	153.4%	-	-	-	111.2	719.9	117.3
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	13	-	663	2080:2080	487	136.2%	-	-	-	102.1	554.2	107.6
J2: Services	-	-	-		-	-	-	-	-	-	**130.2%**	**0**	**0**	**0**	**77.9**	-	-
1/1	Service Station Circ Ahead	U	C1:C		1	57	-	995	1800	1392	62.2%	-	-	-	1.2	4.8	5.1
1/2	Service Station Circ Ahead	U	C1:C		1	57	-	1397	2045	1581	77.1%	-	-	-	3.2	9.5	13.1
1/3	Service Station Circ Right	U	C1:C		1	57	-	683	2045	1581	38.8%	-	-	-	0.4	2.6	1.0
1/4	Service Station Circ Right	U	C1:C		1	57	-	156	2045	1581	7.6%	-	-	-	0.2	4.8	2.0
2/1	Service Station Entry Ahead Ahead2	U	C1:D		1	7	-	283	2037	217	130.2%	-	-	-	40.0	509.3	43.1
2/2	Service Station Entry Ahead	U	C1:D		1	7	-	245	1800	192	127.6%	-	-	-	32.9	483.8	35.6
J3: A120W	-	-	-		-	-	-	-	-	-	**182.2%**	**0**	**0**	**0**	**406.5**	-	-
1/1	A120 W Circ Ahead	U	C1:E		1	30	-	461	2070	856	46.5%	-	-	-	1.4	12.5	6.2
1/2	A120 W Circ Ahead	U	C1:E		1	30	-	460	2070	856	46.5%	-	-	-	1.4	12.7	6.3

Basic Results Summary

1/3	A120 W Circ Right	U	C1:E		1	30	-	156	2070	856	14.8%	-	-	-	0.2	7.1	0.6
1/4	A120 W Circ Right	U	C1:E		1	30	-	245	2070	856	21.7%	-	-	-	0.8	14.7	1.2
2/2+2/1	A120 W Entry Ahead Ahead2	U	C1:F		1	34	-	1586	1800:1972	870	182.2%	-	-	-	391.8	889.3	407.7
2/3	A120 W Entry Ahead	U	C1:F		1	34	-	794	1800	840	94.5%	-	-	-	10.9	49.4	22.3
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.6%**	**0**	**0**	**0**	**15.6**	**-**	**-**
1/1	Ahead	U	C2:A		1	40	-	714	2018	1103	39.3%	-	-	-	0.9	7.5	3.2
1/2	Ahead Ahead2	U	C2:A		1	40	-	824	2039	1115	43.5%	-	-	-	0.9	6.4	2.8
1/3	Right	U	C2:A		1	40	-	872	2016	1102	77.6%	-	-	-	2.1	8.8	8.4
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	23	-	866	2056:1921	1117	77.5%	-	-	-	7.0	29.2	9.8
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	23	-	305	2080	666	45.8%	-	-	-	2.1	25.3	5.4
2/4	M11 SB Off Slip Ahead	U	C2:B		1	23	-	348	2085	667	52.2%	-	-	-	2.6	26.4	6.4
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**114.0%**	**0**	**0**	**0**	**93.9**	**-**	**-**
1/1	Ahead	U	C2:C		1	36	-	566	1800	888	46.3%	-	-	-	1.9	16.3	6.8
1/2		U	C2:C		1	36	-	0	1800	-	-	-	-	-	-	-	-
2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	28	-	816	2075:1927	791	103.2%	-	-	-	28.4	125.2	39.0
2/3	Thremhall Avenue Ahead	U	C2:D		1	28	-	820	2075	719	114.0%	-	-	-	63.7	279.6	73.3
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**	**0**	**0**	**0**	**9.5**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	53	-	0	2120	1526	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	53	-	732	2074	1493	47.5%	-	-	-	0.5	2.3	5.1
1/3	Dunmow Rd Circ Right	U	C2:E		1	53	-	820	2074	1493	48.2%	-	-	-	0.5	2.3	7.4

Basic Results Summary

2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	11	-	465	1990:1832	552	84.2%	-	-	-	6.4	49.7	7.9
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	11	-	181	1990	318	56.8%	-	-	-	2.1	42.1	4.1
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.7%**	**0**	**0**	**0**	**30.5**	**-**	**-**
1/1	Right	U	C2:H		1	22	-	514	1800	552	90.7%	-	-	-	6.1	44.0	13.2
1/2	Right Right2	U	C2:H		1	22	-	519	1800	552	93.4%	-	-	-	8.5	59.4	15.5
1/3	Right	U	C2:H		1	22	-	342	1800	552	62.0%	-	-	-	4.1	42.8	7.9
2/1	Ahead	U	C2:G		1	42	-	197	2015	1155	17.1%	-	-	-	0.2	3.1	3.1
2/2	Ahead	U	C2:G		1	42	-	1000	1800	1032	94.7%	-	-	-	7.9	29.0	18.8
2/3	Ahead	U	C2:G		1	42	-	1001	1800	1032	87.2%	-	-	-	3.8	15.2	15.8

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-70.4	Total Delay for Signalled Lanes (pcuHr):	220.05	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	-44.7	Total Delay for Signalled Lanes (pcuHr):	77.95	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-102.5	Total Delay for Signalled Lanes (pcuHr):	406.49	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	16.0	Total Delay for Signalled Lanes (pcuHr):	15.59	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	-26.7	Total Delay for Signalled Lanes (pcuHr):	93.92	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	9.45	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-5.2	Total Delay for Signalled Lanes (pcuHr):	30.53	Cycle Time (s): 75
	PRC Over All Lanes (%):	-102.5	Total Delay Over All Lanes(pcuHr):	853.99	

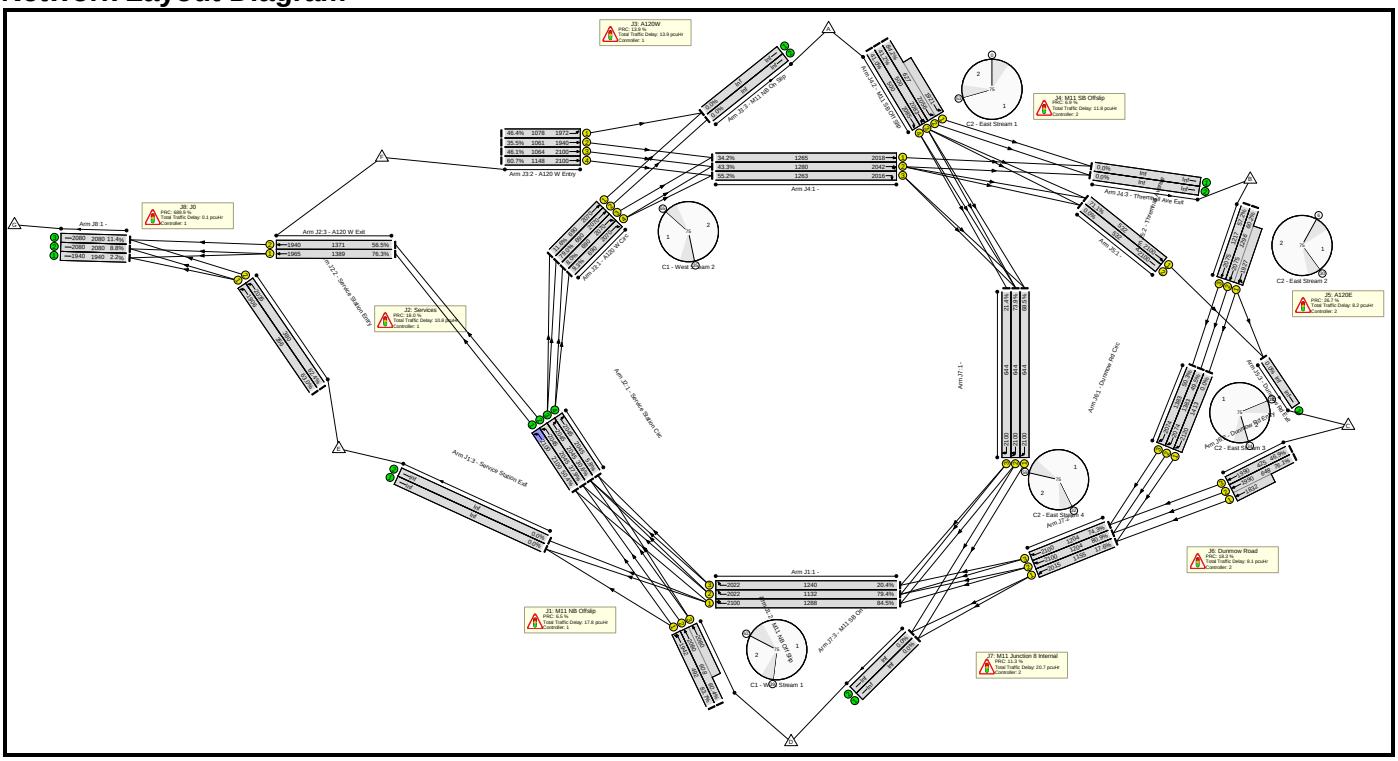
Basic Results Summary

User and Project Details

Project:	**M11 Junction 8**
Title:	**M11 Junction 8 Model**
Location:	M11 J8 Essex
File name:	M11 J8 Network (with mitigation) + improvements - 2018 & 2026 flows ST.lsg3x
Author:	ukbxm011
Company:	WSP UK
Address:	66-68 Hills Road, Cambridge
Notes:	Based on May 2012 surveys.

Scenario 1: '2012 AM Existing' (FG1: '2012 AM Existing', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**	**0**	**0**	**0**	**91.4**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**	**0**	**0**	**0**	**17.8**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	45	-	1088	2100	1288	84.5%	-	-	-	4.5	15.0	9.9
1/2	Right	U	C1:A		1	45	-	899	2022	1132	79.4%	-	-	-	4.1	16.5	18.8
1/3	Right	U	C1:A		1	45	-	253	2022	1240	20.4%	-	-	-	0.5	7.0	1.2
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	18	-	412	1942	492	83.7%	-	-	-	5.5	47.8	10.6
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	18	-	367	2080:2080	608	60.4%	-	-	-	3.2	31.5	6.3
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**	**0**	**0**	**0**	**10.8**	**-**	**-**
1/1	Service Station Circ Left	U	-		-	-	-	1059	2100	2100	50.4%	-	-	-	0.5	1.7	0.5
1/2	Service Station Circ Left	U	-		-	-	-	775	2045	2045	37.9%	-	-	-	0.3	1.4	0.9
1/3	Service Station Circ Right	U	-		-	-	-	625	2045	2045	30.6%	-	-	-	0.2	1.3	0.2
1/4	Service Station Circ Right	U	-		-	-	-	119	2045	2045	5.8%	-	-	-	0.0	0.9	0.0
2/1	Service Station Entry Left	U	C1:F		1	13	-	224	1906	356	63.0%	-	-	-	2.6	41.6	5.1
2/2	Service Station Entry Left	U	C1:F		1	13	-	237	2035	380	62.4%	-	-	-	2.7	40.5	5.4
3/1	A120 W Exit Ahead	U	C1:E		1	52	-	1059	1965	1389	76.3%	-	-	-	2.5	8.4	7.1

Basic Results Summary

3/2	A120 W Exit Ahead	U	C1:E		1	52	-	775	1940	1371	56.5%	-	-	-	2.0	9.1	7.4
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.0%**	**0**	**0**	**0**	**13.9**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:C		1	24	-	80	2070	690	11.6%	-	-	-	0.3	11.8	1.5
1/2	A120 W Circ Ahead	U	C1:C		1	24	-	545	2070	690	79.0%	-	-	-	4.8	31.5	13.2
1/3	A120 W Circ Right	U	C1:C		1	24	-	55	2070	690	8.0%	-	-	-	0.4	28.7	1.1
1/4	A120 W Circ Right	U	C1:C		1	24	-	64	2070	690	9.3%	-	-	-	0.2	11.0	0.3
2/1	A120 W Entry Ahead	U	C1:D		1	40	-	500	1972	1078	46.4%	-	-	-	1.9	13.4	6.7
2/2	A120 W Entry Ahead	U	C1:D		1	40	-	377	1940	1061	35.5%	-	-	-	1.3	12.2	4.7
2/3	A120 W Entry Ahead	U	C1:D		1	40	-	490	2100	1064	46.1%	-	-	-	2.0	15.0	7.0
2/4	A120 W Entry Ahead	U	C1:D		1	40	-	697	2100	1148	60.7%	-	-	-	3.0	15.5	10.5
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**	**0**	**0**	**0**	**11.8**	**-**	**-**
1/1	Ahead	U	C2:A		1	46	-	432	2018	1265	34.2%	-	-	-	0.8	6.5	5.9
1/2	Ahead Ahead2	U	C2:A		1	46	-	554	2042	1280	43.3%	-	-	-	0.6	3.9	1.7
1/3	Right	U	C2:A		1	46	-	697	2016	1263	55.2%	-	-	-	0.7	3.4	3.4
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	17	-	528	2056:1921	627	84.2%	-	-	-	6.4	43.3	10.2
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	17	-	206	2083	500	41.2%	-	-	-	1.7	30.2	4.0
2/4	M11 SB Off Slip Ahead	U	C2:B		1	17	-	205	2085	500	41.0%	-	-	-	1.7	30.1	3.9
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.1%**	**0**	**0**	**0**	**8.2**	**-**	**-**
1/1	Ahead	U	C2:C		1	18	-	378	2100	532	71.1%	-	-	-	3.0	28.3	7.1
1/2		U	C2:C		1	18	-	0	2100	532	0.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	46	-	780	2075:1927	1296	60.2%	-	-	-	2.7	12.5	9.5
2/3	Thremhall Avenue Ahead	U	C2:D		1	46	-	696	2075	1217	57.2%	-	-	-	2.5	13.1	9.6
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.1%**	**0**	**0**	**0**	**8.1**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	49	-	0	2120	1413	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	49	-	684	2074	1383	49.5%	-	-	-	0.5	2.6	1.1
1/3	Dunmow Rd Circ Right	U	C2:E		1	49	-	696	2074	1383	50.3%	-	-	-	0.5	2.7	1.1
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	15	-	493	1990:1832	648	76.1%	-	-	-	5.2	38.1	7.1
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	15	-	199	1990	425	46.9%	-	-	-	1.9	33.8	4.0
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**0**	**0**	**0**	**20.7**	**-**	**-**
1/1	Right	U	C2:H		1	22	-	441	2100	644	68.5%	-	-	-	2.5	20.3	9.0
1/2	Right Right2	U	C2:H		1	22	-	476	2100	644	73.9%	-	-	-	4.9	36.9	10.8
1/3	Right	U	C2:H		1	22	-	138	2100	644	21.4%	-	-	-	1.6	42.0	3.0
2/1	Ahead	U	C2:G		1	42	-	203	2015	1155	17.6%	-	-	-	1.0	18.6	2.5
2/2	Ahead	U	C2:G		1	42	-	974	2100	1204	80.9%	-	-	-	6.4	23.7	19.8
2/3	Ahead	U	C2:G		1	42	-	895	2100	1204	74.3%	-	-	-	4.3	17.2	16.2
J8: J0	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.4%**	**0**	**0**	**0**	**0.1**	**-**	**-**
1/1		U	-		-	-	-	42	1940	1940	2.2%	-	-	-	0.0	0.9	0.0
1/2		U	-		-	-	-	182	2080	2080	8.8%	-	-	-	0.0	0.9	0.0
1/3		U	-		-	-	-	237	2080	2080	11.4%	-	-	-	0.1	1.0	0.1

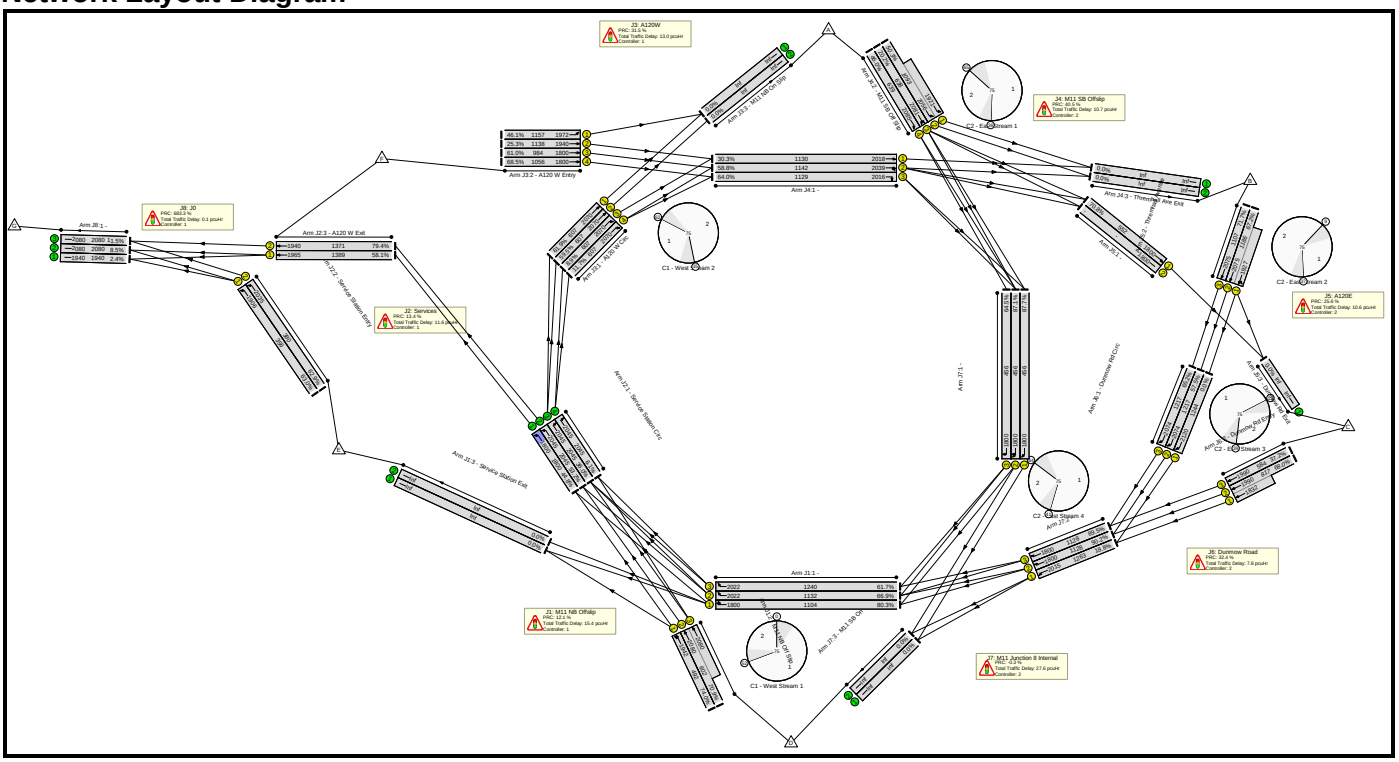
C1 - West	Stream: 1 PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	17.81	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	13.9	Total Delay for Signalled Lanes (pcuHr):	13.86	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	18.0	Total Delay for Signalled Lanes (pcuHr):	9.69	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	11.84	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	26.7	Total Delay for Signalled Lanes (pcuHr):	8.22	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	18.3	Total Delay for Signalled Lanes (pcuHr):	8.10	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	11.3	Total Delay for Signalled Lanes (pcuHr):	20.69	Cycle Time (s):	75
	PRC Over All Lanes (%):	6.5	Total Delay Over All Lanes(pcuHr):	91.40		

Basic Results Summary

Basic Results Summary

Scenario 2: '2018 AM Base + Committed' (FG2: '2018 AM Base + Committed', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**	**0**	**0**	**0**	**96.8**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.3%**	**0**	**0**	**0**	**15.4**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	45	-	886	1800	1104	80.3%	-	-	-	2.9	11.8	9.1
1/2	Right	U	C1:A		1	45	-	758	2022	1132	66.9%	-	-	-	3.5	16.5	14.0
1/3	Right	U	C1:A		1	45	-	765	2022	1240	61.7%	-	-	-	0.9	4.4	1.6
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	18	-	364	1942	492	74.0%	-	-	-	4.0	39.5	8.3
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	18	-	427	2080:2080	602	70.9%	-	-	-	4.1	34.9	7.9
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.4%**	**0**	**0**	**0**	**11.6**	**-**	**-**
1/1	Service Station Circ Left	U	-		-	-	-	807	1800	1800	44.8%	-	-	-	0.4	1.8	0.4
1/2	Service Station Circ Left	U	-		-	-	-	1088	2045	2045	53.2%	-	-	-	0.6	1.9	1.7
1/3	Service Station Circ Right	U	-		-	-	-	737	2045	2045	36.0%	-	-	-	0.3	1.4	0.3
1/4	Service Station Circ Right	U	-		-	-	-	125	2045	2045	6.1%	-	-	-	0.0	0.9	0.0
2/1	Service Station Entry Left	U	C1:F		1	13	-	224	1906	356	63.0%	-	-	-	2.6	41.6	5.1
2/2	Service Station Entry Left	U	C1:F		1	13	-	239	2035	380	62.9%	-	-	-	2.7	40.7	5.4
3/1	A120 W Exit Ahead	U	C1:E		1	52	-	807	1965	1389	58.1%	-	-	-	1.7	7.4	5.8

Basic Results Summary

3/2	A120 W Exit Ahead	U	C1:E		1	52	-	1088	1940	1371	79.4%	-	-	-	3.3	11.0	10.1
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.5%**	**0**	**0**	**0**	**13.0**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:C		1	21	-	376	2070	607	61.9%	-	-	-	1.8	17.2	6.8
1/2	A120 W Circ Ahead	U	C1:C		1	21	-	361	2070	607	59.5%	-	-	-	1.6	16.4	6.8
1/3	A120 W Circ Right	U	C1:C		1	21	-	54	2070	607	8.9%	-	-	-	0.2	14.9	0.4
1/4	A120 W Circ Right	U	C1:C		1	21	-	71	2070	607	11.7%	-	-	-	0.9	45.2	1.5
2/1	A120 W Entry Ahead	U	C1:D		1	43	-	533	1972	1157	46.1%	-	-	-	1.7	11.7	6.6
2/2	A120 W Entry Ahead	U	C1:D		1	43	-	288	1940	1138	25.3%	-	-	-	0.8	9.6	3.0
2/3	A120 W Entry Ahead	U	C1:D		1	43	-	600	1800	984	61.0%	-	-	-	2.7	16.2	9.3
2/4	A120 W Entry Ahead	U	C1:D		1	43	-	723	1800	1056	68.5%	-	-	-	3.2	16.1	11.3
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.0%**	**0**	**0**	**0**	**10.7**	**-**	**-**
1/1	Ahead	U	C2:A		1	41	-	342	2018	1130	30.3%	-	-	-	0.5	5.5	2.5
1/2	Ahead Ahead2	U	C2:A		1	41	-	671	2039	1142	58.8%	-	-	-	1.8	9.6	3.9
1/3	Right	U	C2:A		1	41	-	723	2016	1129	64.0%	-	-	-	1.7	8.5	3.0
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	22	-	550	2056:1921	1093	50.3%	-	-	-	3.7	24.2	5.2
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	22	-	129	2081	638	20.2%	-	-	-	0.8	22.8	2.1
2/4	M11 SB Off Slip Ahead	U	C2:B		1	22	-	294	2085	639	46.0%	-	-	-	2.1	26.2	5.3
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.7%**	**0**	**0**	**0**	**10.6**	**-**	**-**
1/1	Ahead	U	C2:C		1	22	-	391	1800	552	70.8%	-	-	-	2.8	25.5	8.2
1/2		U	C2:C		1	22	-	0	1800	-	-	-	-	-	-	-	-

Basic Results Summary

2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	42	-	797	2075:1927	1186	67.2%	-	-	-	3.6	16.3	11.1
2/3	Thremhall Avenue Ahead	U	C2:D		1	42	-	793	2075	1107	71.7%	-	-	-	4.2	18.9	13.6
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.0%**	**0**	**0**	**0**	**7.8**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	43	-	0	2120	1244	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	43	-	700	2074	1217	57.5%	-	-	-	0.8	4.0	2.4
1/3	Dunmow Rd Circ Right	U	C2:E		1	43	-	793	2074	1217	65.2%	-	-	-	1.1	4.8	5.0
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	21	-	555	1990:1832	817	68.0%	-	-	-	4.4	28.8	6.6
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	21	-	217	1990	584	37.2%	-	-	-	1.6	25.9	3.9
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**	**0**	**0**	**0**	**27.6**	**-**	**-**
1/1	Right	U	C2:H		1	18	-	400	1800	456	87.7%	-	-	-	5.8	52.3	11.5
1/2	Right Right2	U	C2:H		1	18	-	397	1800	456	87.1%	-	-	-	5.4	49.1	11.1
1/3	Right	U	C2:H		1	18	-	294	1800	456	64.5%	-	-	-	2.1	26.3	2.7
2/1	Ahead	U	C2:G		1	46	-	237	2015	1263	18.8%	-	-	-	0.3	5.0	0.8
2/2	Ahead	U	C2:G		1	46	-	1018	1800	1128	90.2%	-	-	-	6.8	24.2	19.6
2/3	Ahead	U	C2:G		1	46	-	1010	1800	1128	89.5%	-	-	-	7.1	25.2	24.3
J8: J0	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.5%**	**0**	**0**	**0**	**0.1**	**-**	**-**
1/1		U	-		-	-	-	47	1940	1940	2.4%	-	-	-	0.0	1.0	0.0
1/2		U	-		-	-	-	177	2080	2080	8.5%	-	-	-	0.0	0.9	0.0
1/3		U	-		-	-	-	239	2080	2080	11.5%	-	-	-	0.1	1.0	0.1

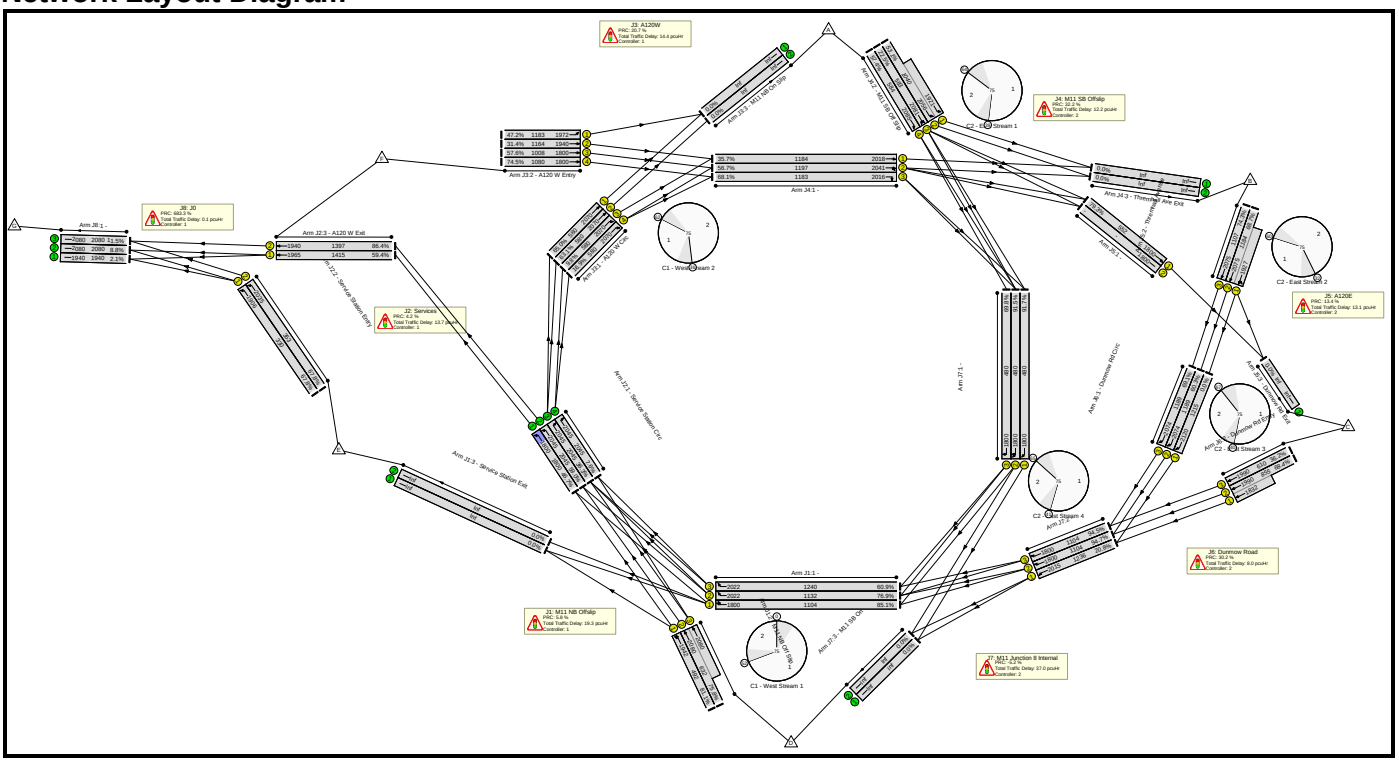
C1 - West	Stream: 1 PRC for Signalled Lanes (%):	12.1	Total Delay for Signalled Lanes (pcuHr):	15.44	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	31.5	Total Delay for Signalled Lanes (pcuHr):	12.98	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	10.29	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	40.5	Total Delay for Signalled Lanes (pcuHr):	10.67	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	25.6	Total Delay for Signalled Lanes (pcuHr):	10.55	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	32.4	Total Delay for Signalled Lanes (pcuHr):	7.84	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	27.60	Cycle Time (s):	75
	PRC Over All Lanes (%):	-0.3	Total Delay Over All Lanes(pcuHr):	96.78		

Basic Results Summary

Basic Results Summary

Scenario 3: '2018 AM Base + Committed + ULP' (FG3: '2018 AM Base + Committed + ULP', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.7%**	**0**	**0**	**0**	**117.8**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**	**0**	**0**	**0**	**19.3**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	45	-	939	1800	1104	85.1%	-	-	-	4.0	15.5	16.3
1/2	Right	U	C1:A		1	45	-	871	2022	1132	76.9%	-	-	-	4.4	18.3	14.2
1/3	Right	U	C1:A		1	45	-	755	2022	1240	60.9%	-	-	-	1.0	4.7	1.6
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	18	-	399	1942	492	81.1%	-	-	-	5.0	44.9	9.8
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	18	-	479	2080:2080	632	75.8%	-	-	-	4.8	36.4	8.7
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.4%**	**0**	**0**	**0**	**13.7**	**-**	**-**
1/1	Service Station Circ Left	U	-		-	-	-	840	1800	1800	46.7%	-	-	-	0.4	1.9	0.4
1/2	Service Station Circ Left	U	-		-	-	-	1207	2045	2045	59.0%	-	-	-	0.7	2.1	3.0
1/3	Service Station Circ Right	U	-		-	-	-	743	2045	2045	36.3%	-	-	-	0.3	1.4	0.3
1/4	Service Station Circ Right	U	-		-	-	-	155	2045	2045	7.6%	-	-	-	0.0	1.0	0.0
2/1	Service Station Entry Left	U	C1:F		1	12	-	224	1906	330	67.8%	-	-	-	2.8	45.6	5.4
2/2	Service Station Entry Left	U	C1:F		1	12	-	239	2035	353	67.8%	-	-	-	3.0	44.6	5.7
3/1	A120 W Exit Ahead	U	C1:E		1	53	-	840	1965	1415	59.4%	-	-	-	1.6	6.7	6.0

Basic Results Summary

3/2	A120 W Exit Ahead	U	C1:E		1	53	-	1207	1940	1397	86.4%	-	-	-	4.8	14.4	13.4
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.5%**	**0**	**0**	**0**	**14.4**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:C		1	20	-	377	2070	580	65.0%	-	-	-	2.0	19.1	6.8
1/2	A120 W Circ Ahead	U	C1:C		1	20	-	366	2070	580	63.1%	-	-	-	1.8	18.2	6.2
1/3	A120 W Circ Right	U	C1:C		1	20	-	57	2070	580	9.8%	-	-	-	0.3	16.4	1.2
1/4	A120 W Circ Right	U	C1:C		1	20	-	98	2070	580	16.9%	-	-	-	1.3	48.3	2.1
2/1	A120 W Entry Ahead	U	C1:D		1	44	-	559	1972	1183	47.2%	-	-	-	1.7	11.3	6.8
2/2	A120 W Entry Ahead	U	C1:D		1	44	-	366	1940	1164	31.4%	-	-	-	1.0	9.7	3.9
2/3	A120 W Entry Ahead	U	C1:D		1	44	-	581	1800	1008	57.6%	-	-	-	2.4	14.9	8.4
2/4	A120 W Entry Ahead	U	C1:D		1	44	-	805	1800	1080	74.5%	-	-	-	3.9	17.3	13.5
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.1%**	**0**	**0**	**0**	**12.2**	**-**	**-**
1/1	Ahead	U	C2:A		1	43	-	423	2018	1184	35.7%	-	-	-	0.7	6.3	2.2
1/2	Ahead Ahead2	U	C2:A		1	43	-	679	2041	1197	56.7%	-	-	-	1.8	9.3	4.4
1/3	Right	U	C2:A		1	43	-	805	2016	1183	68.1%	-	-	-	1.9	8.6	3.4
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	20	-	552	2056:1921	1040	53.1%	-	-	-	4.0	26.3	5.5
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	20	-	131	2081	583	22.5%	-	-	-	0.9	24.8	2.2
2/4	M11 SB Off Slip Ahead	U	C2:B		1	20	-	335	2085	584	57.4%	-	-	-	2.8	30.4	6.6
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**	**0**	**0**	**0**	**13.1**	**-**	**-**
1/1	Ahead	U	C2:C		1	22	-	438	1800	552	79.3%	-	-	-	4.8	39.8	10.8
1/2		U	C2:C		1	22	-	0	1800	-	-	-	-	-	-	-	-

Basic Results Summary

2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	42	-	814	2075:1927	1184	68.7%	-	-	-	3.8	16.7	11.6
2/3	Thremhall Avenue Ahead	U	C2:D		1	42	-	822	2075	1107	74.3%	-	-	-	4.5	19.8	14.4
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.1%**	**0**	**0**	**0**	**8.0**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	42	-	0	2120	1215	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	42	-	717	2074	1189	60.3%	-	-	-	0.8	3.9	3.1
1/3	Dunmow Rd Circ Right	U	C2:E		1	42	-	822	2074	1189	69.1%	-	-	-	1.1	5.0	5.7
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	22	-	585	1990:1832	855	68.4%	-	-	-	4.5	27.9	6.7
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	22	-	221	1990	610	36.2%	-	-	-	1.5	24.9	3.8
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.7%**	**0**	**0**	**0**	**37.0**	**-**	**-**
1/1	Right	U	C2:H		1	19	-	440	1800	480	91.7%	-	-	-	7.4	60.1	13.6
1/2	Right Right2	U	C2:H		1	19	-	439	1800	480	91.5%	-	-	-	7.0	57.5	13.4
1/3	Right	U	C2:H		1	19	-	335	1800	480	69.8%	-	-	-	2.6	28.5	3.3
2/1	Ahead	U	C2:G		1	45	-	257	2015	1236	20.8%	-	-	-	1.1	15.4	5.4
2/2	Ahead	U	C2:G		1	45	-	1045	1800	1104	94.7%	-	-	-	10.0	34.5	27.9
2/3	Ahead	U	C2:G		1	45	-	1043	1800	1104	94.5%	-	-	-	8.9	30.7	27.5
J8: J0	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.5%**	**0**	**0**	**0**	**0.1**	**-**	**-**
1/1		U	-		-	-	-	40	1940	1940	2.1%	-	-	-	0.0	0.9	0.0
1/2		U	-		-	-	-	184	2080	2080	8.8%	-	-	-	0.0	0.9	0.0
1/3		U	-		-	-	-	239	2080	2080	11.5%	-	-	-	0.1	1.0	0.1

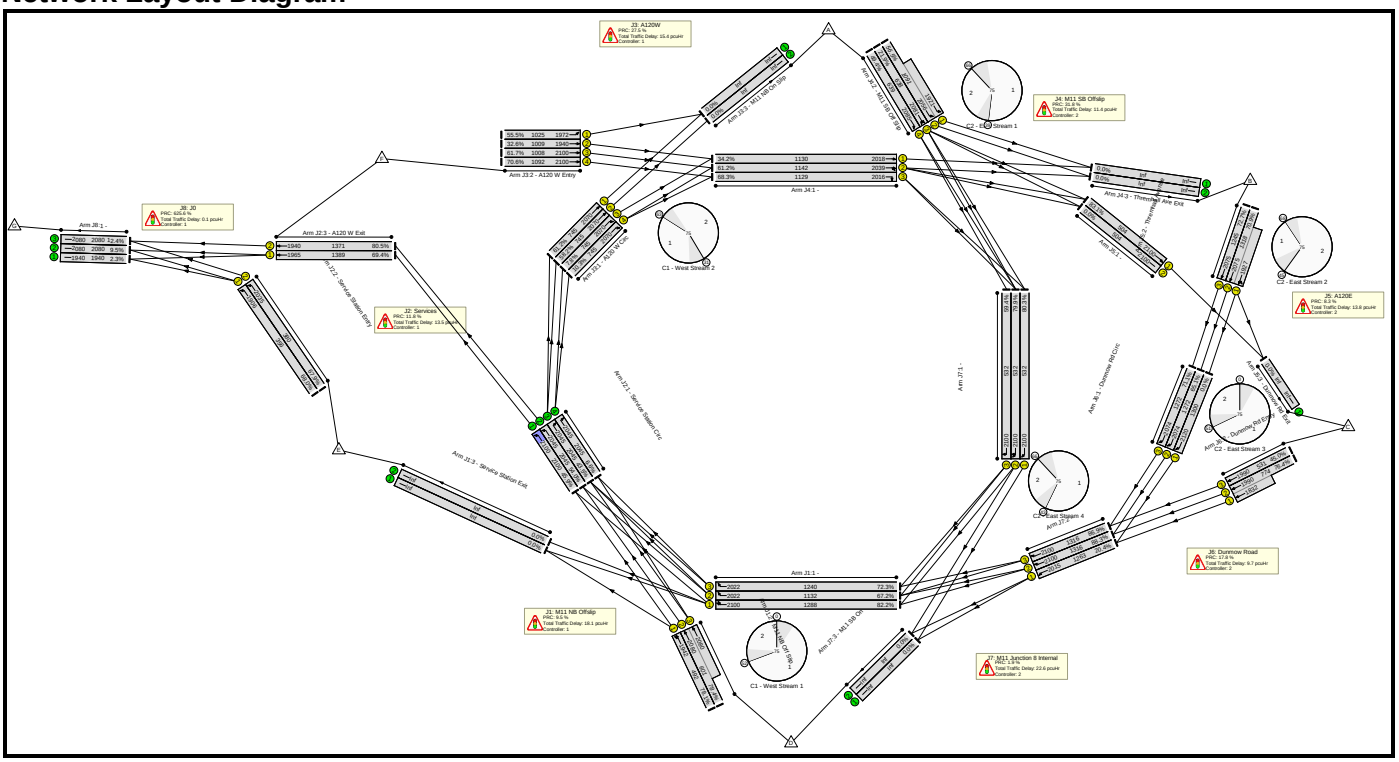
C1 - West	Stream: 1 PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	19.28	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	20.7	Total Delay for Signalled Lanes (pcuHr):	14.44	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	12.21	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	32.2	Total Delay for Signalled Lanes (pcuHr):	12.17	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	13.13	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	30.2	Total Delay for Signalled Lanes (pcuHr):	7.98	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-5.2	Total Delay for Signalled Lanes (pcuHr):	37.03	Cycle Time (s):	75
	PRC Over All Lanes (%):	-5.2	Total Delay Over All Lanes(pcuHr):	117.83		

Basic Results Summary

Basic Results Summary

Scenario 4: '2026 AM Base + Committed ' (FG4: '2026 AM Base + Committed', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.3%**	**0**	**0**	**0**	**104.7**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.2%**	**0**	**0**	**0**	**18.1**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	45	-	1059	2100	1288	82.2%	-	-	-	3.2	10.9	8.7
1/2	Right	U	C1:A		1	45	-	761	2022	1132	67.2%	-	-	-	3.6	17.1	11.9
1/3	Right	U	C1:A		1	45	-	897	2022	1240	72.3%	-	-	-	1.8	7.1	3.1
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	18	-	384	1942	492	78.1%	-	-	-	4.5	42.2	9.1
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	18	-	471	2080:2080	601	78.4%	-	-	-	5.1	38.7	9.4
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**	**0**	**0**	**0**	**13.5**	**-**	**-**
1/1	Service Station Circ Left	U	-		-	-	-	964	2100	2100	45.9%	-	-	-	0.4	1.6	0.4
1/2	Service Station Circ Left	U	-		-	-	-	1104	2045	2045	54.0%	-	-	-	0.6	1.9	3.5
1/3	Service Station Circ Right	U	-		-	-	-	890	2045	2045	43.5%	-	-	-	0.4	1.6	0.4
1/4	Service Station Circ Right	U	-		-	-	-	135	2045	2045	6.6%	-	-	-	0.0	0.9	0.0
2/1	Service Station Entry Left	U	C1:F		1	13	-	242	1906	356	68.0%	-	-	-	3.0	44.0	5.7
2/2	Service Station Entry Left	U	C1:F		1	13	-	258	2035	380	67.9%	-	-	-	3.1	42.9	6.0
3/1	A120 W Exit Ahead	U	C1:E		1	52	-	964	1965	1389	69.4%	-	-	-	2.2	8.2	6.8

Basic Results Summary

3/2	A120 W Exit Ahead	U	C1:E		1	52	-	1104	1940	1371	80.5%	-	-	-	3.8	12.4	12.4
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.6%**	**0**	**0**	**0**	**15.4**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:C		1	26	-	456	2070	745	61.2%	-	-	-	1.8	13.8	6.1
1/2	A120 W Circ Ahead	U	C1:C		1	26	-	434	2070	745	58.2%	-	-	-	1.6	13.0	5.6
1/3	A120 W Circ Right	U	C1:C		1	26	-	58	2070	745	7.8%	-	-	-	0.1	6.3	0.9
1/4	A120 W Circ Right	U	C1:C		1	26	-	77	2070	745	10.3%	-	-	-	0.9	40.6	1.6
2/1	A120 W Entry Ahead	U	C1:D		1	38	-	569	1972	1025	55.5%	-	-	-	2.5	16.1	8.5
2/2	A120 W Entry Ahead	U	C1:D		1	38	-	329	1940	1009	32.6%	-	-	-	1.2	13.1	4.2
2/3	A120 W Entry Ahead	U	C1:D		1	38	-	622	2100	1008	61.7%	-	-	-	3.3	19.1	10.3
2/4	A120 W Entry Ahead	U	C1:D		1	38	-	771	2100	1092	70.6%	-	-	-	4.1	19.2	13.2
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.3%**	**0**	**0**	**0**	**11.4**	**-**	**-**
1/1	Ahead	U	C2:A		1	41	-	387	2018	1130	34.2%	-	-	-	0.6	6.0	2.0
1/2	Ahead Ahead2	U	C2:A		1	41	-	699	2039	1142	61.2%	-	-	-	1.7	8.7	3.4
1/3	Right	U	C2:A		1	41	-	771	2016	1129	68.3%	-	-	-	1.6	7.3	6.7
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	22	-	617	2056:1921	1091	56.5%	-	-	-	4.3	25.1	6.1
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	22	-	140	2081	638	21.9%	-	-	-	0.9	23.0	2.3
2/4	M11 SB Off Slip Ahead	U	C2:B		1	22	-	316	2085	639	49.4%	-	-	-	2.4	26.8	5.8
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.1%**	**0**	**0**	**0**	**13.8**	**-**	**-**
1/1	Ahead	U	C2:C		1	17	-	419	2100	504	83.1%	-	-	-	6.1	52.4	11.0
1/2		U	C2:C		1	17	-	0	2100	504	0.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	47	-	934	2075:1927	1318	70.9%	-	-	-	3.7	14.1	12.8
2/3	Thremhall Avenue Ahead	U	C2:D		1	47	-	905	2075	1245	72.7%	-	-	-	4.0	15.9	14.6
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**	**0**	**0**	**0**	**9.7**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	45	-	0	2120	1300	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	45	-	828	2074	1272	65.1%	-	-	-	1.0	4.2	3.8
1/3	Dunmow Rd Circ Right	U	C2:E		1	45	-	905	2074	1272	71.1%	-	-	-	1.3	5.1	6.4
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	19	-	591	1990:1832	774	76.4%	-	-	-	5.5	33.6	7.7
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	19	-	239	1990	531	45.0%	-	-	-	1.9	29.1	4.5
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.3%**	**0**	**0**	**0**	**22.6**	**-**	**-**
1/1	Right	U	C2:H		1	18	-	427	2100	532	80.3%	-	-	-	4.6	39.1	10.8
1/2	Right Right2	U	C2:H		1	18	-	425	2100	532	79.9%	-	-	-	4.3	36.7	10.4
1/3	Right	U	C2:H		1	18	-	316	2100	532	59.4%	-	-	-	2.0	22.2	2.5
2/1	Ahead	U	C2:G		1	46	-	257	2015	1263	20.4%	-	-	-	0.4	6.2	4.9
2/2	Ahead	U	C2:G		1	46	-	1162	2100	1316	88.3%	-	-	-	5.9	18.4	15.4
2/3	Ahead	U	C2:G		1	46	-	1144	2100	1316	86.9%	-	-	-	5.3	16.8	12.3
J8: J0	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**12.4%**	**0**	**0**	**0**	**0.1**	**-**	**-**
1/1		U	-		-	-	-	45	1940	1940	2.3%	-	-	-	0.0	0.9	0.0
1/2		U	-		-	-	-	197	2080	2080	9.5%	-	-	-	0.1	1.0	0.1
1/3		U	-		-	-	-	258	2080	2080	12.4%	-	-	-	0.1	1.0	0.1

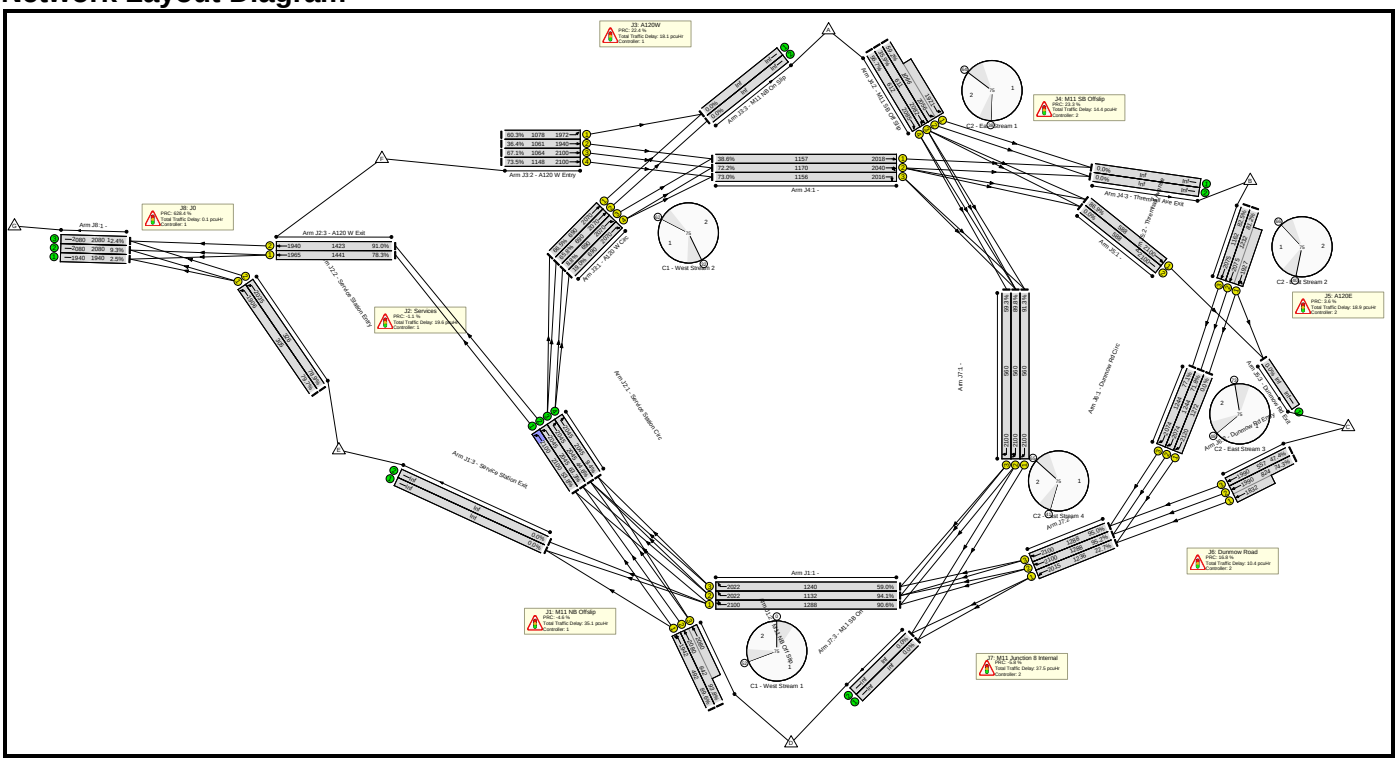
C1 - West	Stream: 1 PRC for Signalled Lanes (%):	9.5	Total Delay for Signalled Lanes (pcuHr):	18.14	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	27.5	Total Delay for Signalled Lanes (pcuHr):	15.44	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	11.8	Total Delay for Signalled Lanes (pcuHr):	12.03	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	11.44	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	8.3	Total Delay for Signalled Lanes (pcuHr):	13.75	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):	9.69	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	22.63	Cycle Time (s): 75
	PRC Over All Lanes (%):	1.9	Total Delay Over All Lanes(pcuHr):	104.69	

Basic Results Summary

Basic Results Summary

Scenario 5: '2026 AM Base + Committed + ULP' (FG5: '2026 AM Base + Committed + ULP', Plan 1: 'AM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.2%**	**0**	**0**	**0**	**154.3**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.1%**	**0**	**0**	**0**	**35.1**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	45	-	1167	2100	1288	90.6%	-	-	-	6.3	19.5	22.6
1/2	Right	U	C1:A		1	45	-	1066	2022	1132	94.1%	-	-	-	10.5	35.4	27.0
1/3	Right	U	C1:A		1	45	-	732	2022	1240	59.0%	-	-	-	1.0	5.0	2.0
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	18	-	441	1942	492	89.6%	-	-	-	7.1	57.8	12.6
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	18	-	602	2080:2080	642	93.8%	-	-	-	10.2	61.0	15.4
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**	**0**	**0**	**0**	**19.6**	**-**	**-**
1/1	Service Station Circ Left	U	-		-	-	-	1129	2100	2100	53.8%	-	-	-	0.6	1.9	0.6
1/2	Service Station Circ Left	U	-		-	-	-	1295	2045	2045	63.3%	-	-	-	0.9	2.4	5.4
1/3	Service Station Circ Right	U	-		-	-	-	913	2045	2045	44.6%	-	-	-	0.4	1.6	0.4
1/4	Service Station Circ Right	U	-		-	-	-	192	2045	2045	9.4%	-	-	-	0.1	1.0	0.1
2/1	Service Station Entry Left	U	C1:F		1	11	-	243	1906	305	79.7%	-	-	-	3.9	57.7	6.7
2/2	Service Station Entry Left	U	C1:F		1	11	-	257	2035	326	78.9%	-	-	-	3.9	55.2	6.9
3/1	A120 W Exit Ahead	U	C1:E		1	54	-	1129	1965	1441	78.3%	-	-	-	3.0	9.4	9.0

Basic Results Summary

3/2	A120 W Exit Ahead	U	C1:E		1	54	-	1295	1940	1423	91.0%	-	-	-	6.9	19.2	24.7
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.5%**	**0**	**0**	**0**	**18.1**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:C		1	24	-	459	2070	690	66.5%	-	-	-	2.1	16.2	6.4
1/2	A120 W Circ Ahead	U	C1:C		1	24	-	454	2070	690	65.8%	-	-	-	2.0	15.7	6.2
1/3	A120 W Circ Right	U	C1:C		1	24	-	61	2070	690	8.8%	-	-	-	0.1	8.0	1.1
1/4	A120 W Circ Right	U	C1:C		1	24	-	131	2070	690	19.0%	-	-	-	1.6	44.0	2.8
2/1	A120 W Entry Ahead	U	C1:D		1	40	-	650	1972	1078	60.3%	-	-	-	2.8	15.7	9.8
2/2	A120 W Entry Ahead	U	C1:D		1	40	-	386	1940	1061	36.4%	-	-	-	1.3	12.3	4.8
2/3	A120 W Entry Ahead	U	C1:D		1	40	-	714	2100	1064	67.1%	-	-	-	3.8	18.9	12.1
2/4	A120 W Entry Ahead	U	C1:D		1	40	-	844	2100	1148	73.5%	-	-	-	4.4	18.8	14.5
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.0%**	**0**	**0**	**0**	**14.4**	**-**	**-**
1/1	Ahead	U	C2:A		1	42	-	447	2018	1157	38.6%	-	-	-	0.7	5.9	1.8
1/2	Ahead Ahead2	U	C2:A		1	42	-	845	2040	1170	72.2%	-	-	-	2.7	11.4	5.5
1/3	Right	U	C2:A		1	42	-	844	2016	1156	73.0%	-	-	-	2.0	8.7	8.1
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	21	-	631	2056:1921	1066	59.2%	-	-	-	4.6	26.4	6.3
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	21	-	219	2082	611	35.9%	-	-	-	1.6	25.5	3.9
2/4	M11 SB Off Slip Ahead	U	C2:B		1	21	-	347	2085	612	56.7%	-	-	-	2.8	29.2	6.7
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.9%**	**0**	**0**	**0**	**18.9**	**-**	**-**
1/1	Ahead	U	C2:C		1	20	-	511	2100	588	86.9%	-	-	-	7.5	53.1	13.7
1/2		U	C2:C		1	20	-	0	2100	588	0.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	44	-	1000	2075:1927	1232	81.2%	-	-	-	5.5	19.8	17.1
2/3	Thremhall Avenue Ahead	U	C2:D		1	44	-	959	2075	1162	82.5%	-	-	-	5.9	22.2	18.6
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.1%**	**0**	**0**	**0**	**10.4**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	44	-	0	2120	1272	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	44	-	894	2074	1244	71.8%	-	-	-	1.3	5.2	5.9
1/3	Dunmow Rd Circ Right	U	C2:E		1	44	-	959	2074	1244	77.1%	-	-	-	1.7	6.3	9.7
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	20	-	612	1990:1832	824	74.3%	-	-	-	5.4	31.6	7.3
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	20	-	264	1990	557	47.4%	-	-	-	2.1	28.5	5.0
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.2%**	**0**	**0**	**0**	**37.5**	**-**	**-**
1/1	Right	U	C2:H		1	19	-	511	2100	560	91.3%	-	-	-	7.7	54.3	15.1
1/2	Right Right2	U	C2:H		1	19	-	503	2100	560	89.8%	-	-	-	6.6	47.2	13.9
1/3	Right	U	C2:H		1	19	-	332	2100	560	59.3%	-	-	-	2.1	22.3	2.7
2/1	Ahead	U	C2:G		1	45	-	280	2015	1236	22.7%	-	-	-	0.6	8.0	5.5
2/2	Ahead	U	C2:G		1	45	-	1226	2100	1288	95.2%	-	-	-	10.5	30.7	21.3
2/3	Ahead	U	C2:G		1	45	-	1223	2100	1288	95.0%	-	-	-	10.1	29.7	17.6
J8: J0	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**12.4%**	**0**	**0**	**0**	**0.1**	**-**	**-**
1/1		U	-		-	-	-	49	1940	1940	2.5%	-	-	-	0.0	1.0	0.0
1/2		U	-		-	-	-	194	2080	2080	9.3%	-	-	-	0.1	1.0	0.1
1/3		U	-		-	-	-	257	2080	2080	12.4%	-	-	-	0.1	1.0	0.1

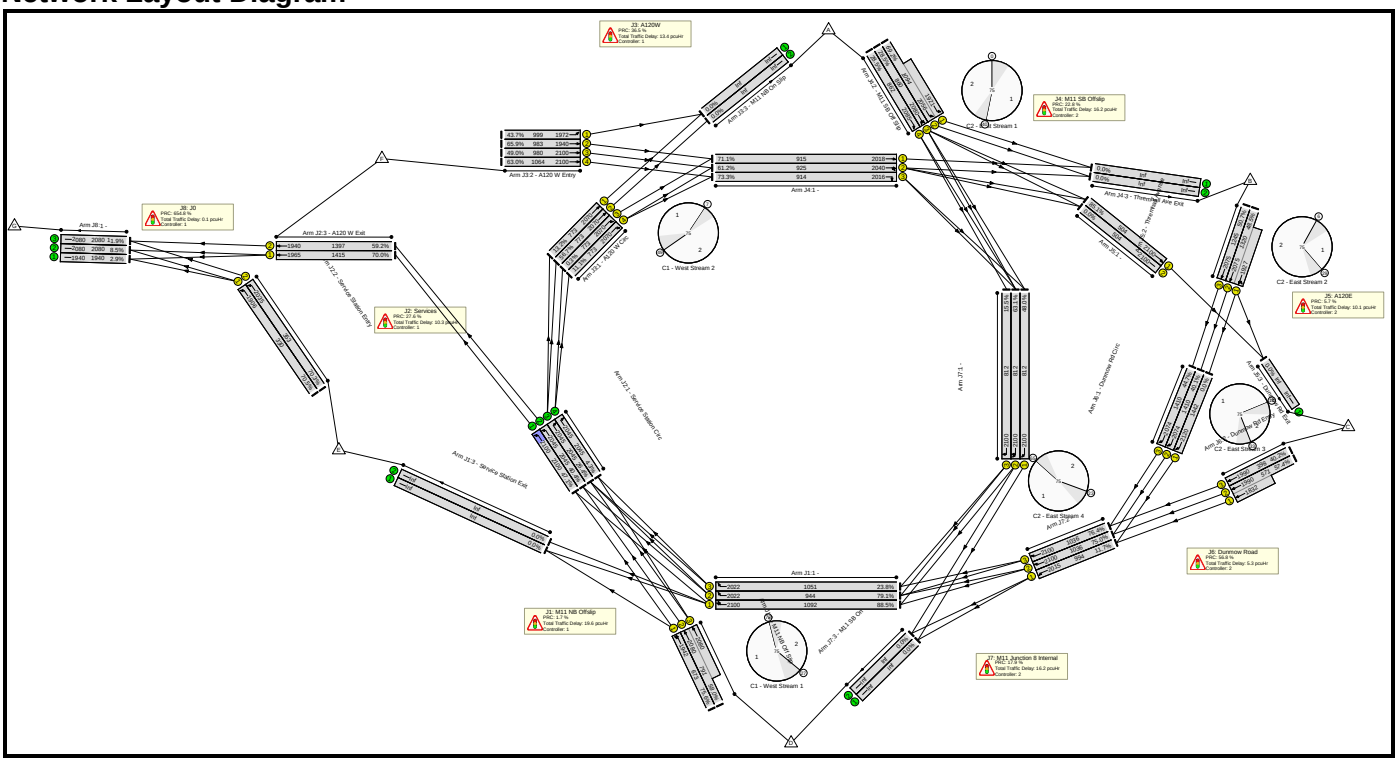
C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-4.6	Total Delay for Signalled Lanes (pcuHr):	35.07	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	22.4	Total Delay for Signalled Lanes (pcuHr):	18.09	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):	17.72	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	14.45	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):	18.95	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	16.8	Total Delay for Signalled Lanes (pcuHr):	10.43	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-5.8	Total Delay for Signalled Lanes (pcuHr):	37.53	Cycle Time (s):	75
	PRC Over All Lanes (%):	-5.8	Total Delay Over All Lanes(pcuHr):	154.27		

Basic Results Summary

Basic Results Summary

Scenario 6: '2012 PM Existing' (FG6: '2012 PM Existing', Plan 2: 'PM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**	**0**	**0**	**0**	**91.4**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**	**0**	**0**	**0**	**19.6**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	38	-	966	2100	1092	88.5%	-	-	-	6.9	25.9	20.3
1/2	Right	U	C1:A		1	38	-	746	2022	944	79.1%	-	-	-	4.4	21.3	13.1
1/3	Right	U	C1:A		1	38	-	250	2022	1051	23.8%	-	-	-	0.5	7.8	1.0
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	25	-	509	1942	673	75.6%	-	-	-	4.6	32.5	10.9
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	25	-	459	2080:2080	791	58.0%	-	-	-	3.1	24.7	7.2
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.5%**	**0**	**0**	**0**	**10.3**	**-**	**-**
1/1	Service Station Circ Left	U	-		-	-	-	990	2100	2100	47.1%	-	-	-	0.4	1.6	0.4
1/2	Service Station Circ Left	U	-		-	-	-	827	2045	2045	40.4%	-	-	-	0.3	1.5	2.1
1/3	Service Station Circ Right	U	-		-	-	-	540	2045	2045	26.4%	-	-	-	0.2	1.2	0.2
1/4	Service Station Circ Right	U	-		-	-	-	88	2045	2045	4.3%	-	-	-	0.0	0.9	0.0
2/1	Service Station Entry Left	U	C1:F		1	12	-	233	1906	330	70.5%	-	-	-	3.1	47.3	5.7
2/2	Service Station Entry Left	U	C1:F		1	12	-	248	2035	353	70.3%	-	-	-	3.2	46.0	6.0
3/1	A120 W Exit Ahead	U	C1:E		1	53	-	990	1965	1415	70.0%	-	-	-	2.0	7.1	7.8

Basic Results Summary

3/2	A120 W Exit Ahead	U	C1:E		1	53	-	827	1940	1397	59.2%	-	-	-	1.2	5.1	3.5
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.9%**	**0**	**0**	**0**	**13.4**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:C		1	27	-	102	2070	773	13.2%	-	-	-	0.2	8.6	0.7
1/2	A120 W Circ Ahead	U	C1:C		1	27	-	438	2070	773	56.7%	-	-	-	1.5	12.3	5.4
1/3	A120 W Circ Right	U	C1:C		1	27	-	2	2070	773	0.3%	-	-	-	0.0	3.0	0.0
1/4	A120 W Circ Right	U	C1:C		1	27	-	86	2070	773	11.1%	-	-	-	0.7	31.0	1.5
2/1	A120 W Entry Ahead	U	C1:D		1	37	-	437	1972	999	43.7%	-	-	-	1.8	14.9	6.1
2/2	A120 W Entry Ahead	U	C1:D		1	37	-	648	1940	983	65.9%	-	-	-	3.4	19.1	10.9
2/3	A120 W Entry Ahead	U	C1:D		1	37	-	480	2100	980	49.0%	-	-	-	2.3	17.4	7.3
2/4	A120 W Entry Ahead	U	C1:D		1	37	-	670	2100	1064	63.0%	-	-	-	3.3	18.0	10.9
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.3%**	**0**	**0**	**0**	**16.2**	**-**	**-**
1/1	Ahead	U	C2:A		1	33	-	650	2018	915	71.1%	-	-	-	2.7	15.2	4.5
1/2	Ahead Ahead2	U	C2:A		1	33	-	566	2040	925	61.2%	-	-	-	2.8	17.7	6.1
1/3	Right	U	C2:A		1	33	-	670	2016	914	73.3%	-	-	-	3.8	20.2	6.4
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	30	-	757	2056:1921	1094	69.2%	-	-	-	4.6	21.7	8.8
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	30	-	245	2080	860	28.5%	-	-	-	1.2	17.6	3.5
2/4	M11 SB Off Slip Ahead	U	C2:B		1	30	-	246	2085	862	28.5%	-	-	-	1.2	17.6	3.5
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**	**0**	**0**	**0**	**10.1**	**-**	**-**
1/1	Ahead	U	C2:C		1	17	-	429	2100	504	85.1%	-	-	-	6.2	52.3	11.6
1/2		U	C2:C		1	17	-	0	2100	504	0.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	47	-	640	2075:1927	1320	48.5%	-	-	-	1.9	10.5	6.9
2/3	Thremhall Avenue Ahead	U	C2:D		1	47	-	631	2075	1245	50.7%	-	-	-	2.0	11.6	8.0
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.4%**	**0**	**0**	**0**	**5.3**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	50	-	0	2120	1442	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	50	-	565	2074	1410	40.1%	-	-	-	0.3	2.2	0.4
1/3	Dunmow Rd Circ Right	U	C2:E		1	50	-	631	2074	1410	44.7%	-	-	-	0.4	2.4	0.4
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	14	-	328	1990:1832	571	57.4%	-	-	-	3.1	33.8	4.6
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	14	-	160	1990	398	40.2%	-	-	-	1.5	33.7	3.2
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**	**0**	**0**	**0**	**16.2**	**-**	**-**
1/1	Right	U	C2:H		1	28	-	390	2100	812	48.0%	-	-	-	3.7	33.8	7.6
1/2	Right Right2	U	C2:H		1	28	-	512	2100	812	63.1%	-	-	-	4.0	28.2	10.5
1/3	Right	U	C2:H		1	28	-	126	2100	812	15.5%	-	-	-	0.4	10.1	2.1
2/1	Ahead	U	C2:G		1	36	-	116	2015	994	11.7%	-	-	-	0.1	2.3	0.7
2/2	Ahead	U	C2:G		1	36	-	777	2100	1036	75.0%	-	-	-	3.9	18.1	11.2
2/3	Ahead	U	C2:G		1	36	-	791	2100	1036	76.4%	-	-	-	4.2	19.1	10.6
J8: J0	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.9%**	**0**	**0**	**0**	**0.1**	**-**	**-**
1/1		U	-		-	-	-	56	1940	1940	2.9%	-	-	-	0.0	1.0	0.0
1/2		U	-		-	-	-	177	2080	2080	8.5%	-	-	-	0.0	0.9	0.0
1/3		U	-		-	-	-	248	2080	2080	11.9%	-	-	-	0.1	1.0	0.1

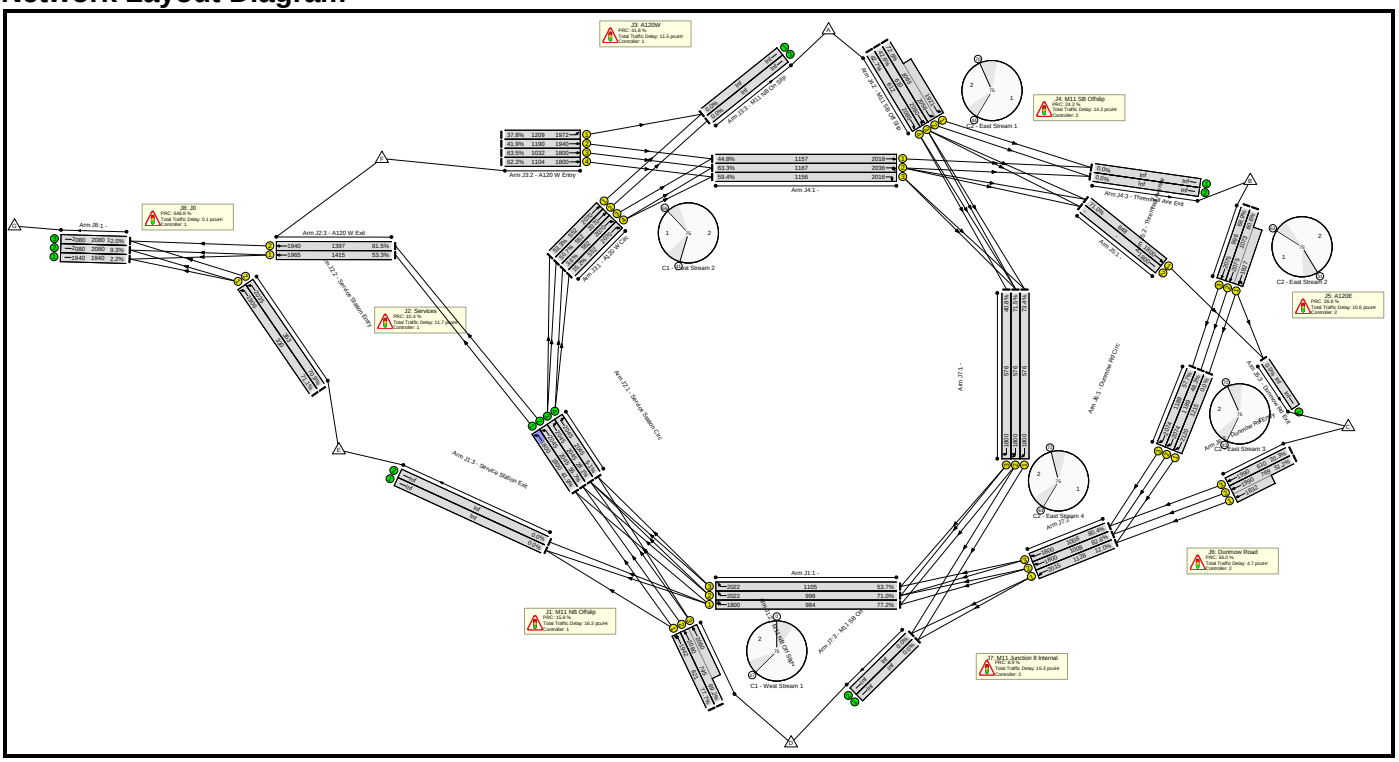
C1 - West	Stream: 1 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	19.63	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	36.5	Total Delay for Signalled Lanes (pcuHr):	13.38	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	27.6	Total Delay for Signalled Lanes (pcuHr):	9.36	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	22.8	Total Delay for Signalled Lanes (pcuHr):	16.23	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	10.13	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	56.8	Total Delay for Signalled Lanes (pcuHr):	5.33	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	17.9	Total Delay for Signalled Lanes (pcuHr):	16.20	Cycle Time (s): 75
	PRC Over All Lanes (%):	1.7	Total Delay Over All Lanes(pcuHr):	91.38	

Basic Results Summary

Basic Results Summary

Scenario 7: '2018 PM Base + Committed' (FG7: '2018 PM Base + Committed', Plan 2: 'PM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**	**0**	**0**	**0**	**85.5**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**	**0**	**0**	**0**	**16.3**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	40	-	760	1800	984	77.2%	-	-	-	3.0	14.1	8.7
1/2	Right	U	C1:A		1	40	-	708	2022	998	71.0%	-	-	-	3.1	15.8	9.3
1/3	Right	U	C1:A		1	40	-	594	2022	1105	53.7%	-	-	-	1.3	7.8	2.4
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	23	-	483	1942	621	77.7%	-	-	-	4.8	35.8	10.7
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	23	-	515	2080:2080	745	69.2%	-	-	-	4.2	29.0	8.8
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.5%**	**0**	**0**	**0**	**11.7**	**-**	**-**
1/1	Service Station Circ Left	U	-		-	-	-	754	1800	1800	41.9%	-	-	-	0.4	1.7	0.4
1/2	Service Station Circ Left	U	-		-	-	-	1139	2045	2045	55.7%	-	-	-	0.6	2.0	3.5
1/3	Service Station Circ Right	U	-		-	-	-	574	2045	2045	28.1%	-	-	-	0.2	1.2	0.2
1/4	Service Station Circ Right	U	-		-	-	-	104	2045	2045	5.1%	-	-	-	0.0	0.9	0.0
2/1	Service Station Entry Left	U	C1:F		1	12	-	235	1906	330	71.1%	-	-	-	3.1	47.6	5.8
2/2	Service Station Entry Left	U	C1:F		1	12	-	250	2035	353	70.9%	-	-	-	3.2	46.4	6.1
3/1	A120 W Exit Ahead	U	C1:E		1	53	-	754	1965	1415	53.3%	-	-	-	1.0	4.7	3.9

Basic Results Summary

3/2	A120 W Exit Ahead	U	C1:E		1	53	-	1139	1940	1397	81.5%	-	-	-	3.2	10.0	14.8
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.5%**	**0**	**0**	**0**	**11.5**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:C		1	19	-	294	2070	552	53.3%	-	-	-	1.4	17.5	5.9
1/2	A120 W Circ Ahead	U	C1:C		1	19	-	280	2070	552	50.7%	-	-	-	1.3	16.5	5.4
1/3	A120 W Circ Right	U	C1:C		1	19	-	20	2070	552	3.6%	-	-	-	0.1	17.5	0.4
1/4	A120 W Circ Right	U	C1:C		1	19	-	84	2070	552	15.2%	-	-	-	0.7	29.7	1.0
2/1	A120 W Entry Ahead	U	C1:D		1	45	-	457	1972	1209	37.8%	-	-	-	1.2	9.7	5.0
2/2	A120 W Entry Ahead	U	C1:D		1	45	-	498	1940	1190	41.9%	-	-	-	1.4	10.1	5.8
2/3	A120 W Entry Ahead	U	C1:D		1	45	-	655	1800	1032	63.5%	-	-	-	2.8	15.5	10.0
2/4	A120 W Entry Ahead	U	C1:D		1	45	-	687	1800	1104	62.2%	-	-	-	2.6	13.4	9.6
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**	**0**	**0**	**0**	**14.3**	**-**	**-**
1/1	Ahead	U	C2:A		1	42	-	518	2018	1157	44.8%	-	-	-	0.8	5.5	3.3
1/2	Ahead Ahead2	U	C2:A		1	42	-	739	2036	1167	63.3%	-	-	-	1.9	9.1	4.4
1/3	Right	U	C2:A		1	42	-	687	2016	1156	59.4%	-	-	-	1.5	7.7	2.7
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	21	-	772	2056:1921	1065	72.5%	-	-	-	6.3	29.3	8.5
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	21	-	260	2080	610	42.6%	-	-	-	1.9	26.5	4.7
2/4	M11 SB Off Slip Ahead	U	C2:B		1	21	-	261	2085	612	42.7%	-	-	-	1.9	26.5	4.7
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.0%**	**0**	**0**	**0**	**10.6**	**-**	**-**
1/1	Ahead	U	C2:C		1	26	-	460	1800	648	71.0%	-	-	-	3.4	26.6	8.5
1/2		U	C2:C		1	26	-	0	1800	-	-	-	-	-	-	-	-

Basic Results Summary

2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	38	-	650	2075:1927	1073	60.6%	-	-	-	3.2	17.7	9.2
2/3	Thremhall Avenue Ahead	U	C2:D		1	38	-	686	2075	996	68.9%	-	-	-	4.0	20.9	12.2
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.7%**	**0**	**0**	**0**	**4.7**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	42	-	0	2120	1215	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	42	-	574	2074	1189	48.3%	-	-	-	0.5	3.0	1.1
1/3	Dunmow Rd Circ Right	U	C2:E		1	42	-	686	2074	1189	57.7%	-	-	-	0.7	3.6	3.6
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	22	-	394	1990:1832	769	51.2%	-	-	-	2.7	25.1	4.8
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	22	-	124	1990	610	20.3%	-	-	-	0.8	22.9	2.0
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**	**0**	**0**	**0**	**16.3**	**-**	**-**
1/1	Right	U	C2:H		1	23	-	423	1800	576	73.4%	-	-	-	4.0	34.2	10.1
1/2	Right Right2	U	C2:H		1	23	-	412	1800	576	71.5%	-	-	-	3.2	28.4	7.5
1/3	Right	U	C2:H		1	23	-	235	1800	576	40.8%	-	-	-	1.0	14.9	1.4
2/1	Ahead	U	C2:G		1	41	-	135	2015	1128	12.0%	-	-	-	0.7	18.6	2.8
2/2	Ahead	U	C2:G		1	41	-	833	1800	1008	82.6%	-	-	-	4.4	19.1	17.9
2/3	Ahead	U	C2:G		1	41	-	810	1800	1008	80.4%	-	-	-	2.9	13.0	11.1
J8: J0	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**12.0%**	**0**	**0**	**0**	**0.1**	**-**	**-**
1/1		U	-		-	-	-	42	1940	1940	2.2%	-	-	-	0.0	0.9	0.0
1/2		U	-		-	-	-	193	2080	2080	9.3%	-	-	-	0.1	1.0	0.1
1/3		U	-		-	-	-	250	2080	2080	12.0%	-	-	-	0.1	1.0	0.1

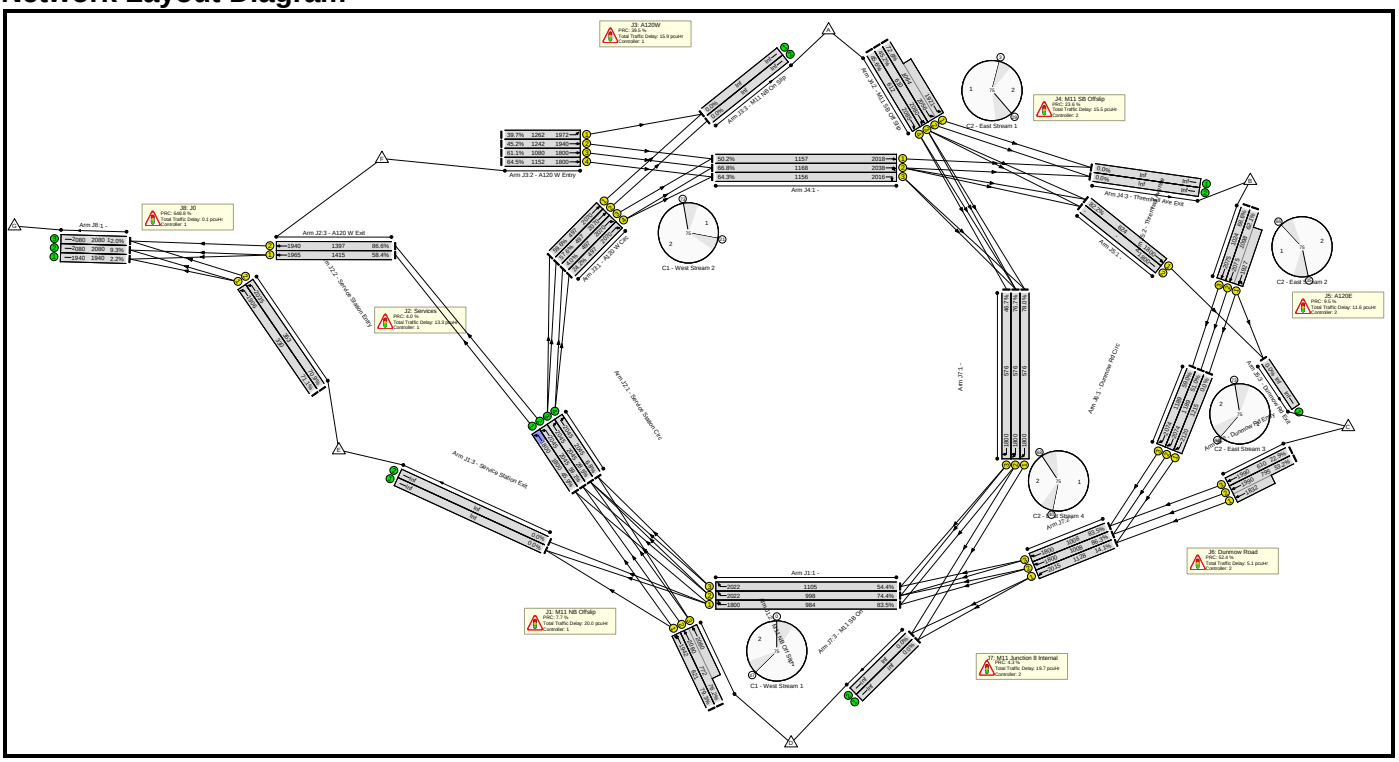
C1 - West	Stream: 1 PRC for Signalled Lanes (%):	15.8	Total Delay for Signalled Lanes (pcuHr):	16.34	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	41.8	Total Delay for Signalled Lanes (pcuHr):	11.51	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	10.4	Total Delay for Signalled Lanes (pcuHr):	10.50	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	24.2	Total Delay for Signalled Lanes (pcuHr):	14.27	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	26.8	Total Delay for Signalled Lanes (pcuHr):	10.58	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	56.0	Total Delay for Signalled Lanes (pcuHr):	4.69	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	8.9	Total Delay for Signalled Lanes (pcuHr):	16.27	Cycle Time (s):	75
	PRC Over All Lanes (%):	8.9	Total Delay Over All Lanes(pcuHr):	85.49		

Basic Results Summary

Basic Results Summary

Scenario 8: '2018 PM Base + Committed + ULP' (FG8: '2018 PM Base + Committed + ULP', Plan 2: 'PM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.6%**	**0**	**0**	**0**	**101.3**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.5%**	**0**	**0**	**0**	**20.0**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	40	-	822	1800	984	83.5%	-	-	-	4.2	18.6	15.0
1/2	Right	U	C1:A		1	40	-	742	2022	998	74.4%	-	-	-	4.4	21.3	11.6
1/3	Right	U	C1:A		1	40	-	601	2022	1105	54.4%	-	-	-	1.2	7.3	2.1
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	23	-	493	1942	621	79.3%	-	-	-	5.0	36.9	11.2
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	23	-	588	2080:2080	772	76.2%	-	-	-	5.1	31.2	10.0
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.6%**	**0**	**0**	**0**	**13.3**	**-**	**-**
1/1	Service Station Circ Left	U	-		-	-	-	826	1800	1800	45.9%	-	-	-	0.4	1.8	0.4
1/2	Service Station Circ Left	U	-		-	-	-	1209	2045	2045	59.1%	-	-	-	0.7	2.2	4.7
1/3	Service Station Circ Right	U	-		-	-	-	582	2045	2045	28.5%	-	-	-	0.2	1.2	0.2
1/4	Service Station Circ Right	U	-		-	-	-	140	2045	2045	6.8%	-	-	-	0.0	0.9	0.0
2/1	Service Station Entry Left	U	C1:F		1	12	-	235	1906	330	71.1%	-	-	-	3.1	47.6	5.8
2/2	Service Station Entry Left	U	C1:F		1	12	-	250	2035	353	70.9%	-	-	-	3.2	46.4	6.1
3/1	A120 W Exit Ahead	U	C1:E		1	53	-	826	1965	1415	58.4%	-	-	-	1.1	4.8	4.6

Basic Results Summary

3/2	A120 W Exit Ahead	U	C1:E		1	53	-	1209	1940	1397	86.6%	-	-	-	4.5	13.3	18.7
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.5%**	**0**	**0**	**0**	**15.9**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:C		1	17	-	296	2070	497	59.6%	-	-	-	3.7	45.4	6.4
1/2	A120 W Circ Ahead	U	C1:C		1	17	-	286	2070	497	57.6%	-	-	-	3.5	44.3	6.1
1/3	A120 W Circ Right	U	C1:C		1	17	-	20	2070	497	4.0%	-	-	-	0.3	50.4	0.4
1/4	A120 W Circ Right	U	C1:C		1	17	-	120	2070	497	24.2%	-	-	-	0.5	15.9	2.4
2/1	A120 W Entry Ahead	U	C1:D		1	47	-	501	1972	1262	39.7%	-	-	-	1.2	8.9	5.3
2/2	A120 W Entry Ahead	U	C1:D		1	47	-	561	1940	1242	45.2%	-	-	-	1.5	9.5	6.2
2/3	A120 W Entry Ahead	U	C1:D		1	47	-	660	1800	1080	61.1%	-	-	-	2.5	13.7	9.4
2/4	A120 W Entry Ahead	U	C1:D		1	47	-	743	1800	1152	64.5%	-	-	-	2.6	12.7	10.2
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**	**0**	**0**	**0**	**15.5**	**-**	**-**
1/1	Ahead	U	C2:A		1	42	-	581	2018	1157	50.2%	-	-	-	1.1	6.7	7.9
1/2	Ahead Ahead2	U	C2:A		1	42	-	780	2038	1168	66.8%	-	-	-	2.3	10.8	8.5
1/3	Right	U	C2:A		1	42	-	743	2016	1156	64.3%	-	-	-	1.6	7.7	4.3
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	21	-	775	2056:1921	1064	72.8%	-	-	-	6.3	29.4	8.6
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	21	-	276	2080	610	45.2%	-	-	-	2.1	27.0	5.1
2/4	M11 SB Off Slip Ahead	U	C2:B		1	21	-	279	2085	612	45.6%	-	-	-	2.1	27.0	5.1
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.2%**	**0**	**0**	**0**	**11.6**	**-**	**-**
1/1	Ahead	U	C2:C		1	25	-	513	1800	624	82.2%	-	-	-	4.4	30.9	11.8
1/2		U	C2:C		1	25	-	0	1800	-	-	-	-	-	-	-	-

Basic Results Summary

2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	39	-	682	2075:1927	1098	62.1%	-	-	-	3.3	17.4	9.7
2/3	Thremhall Avenue Ahead	U	C2:D		1	39	-	702	2075	1024	68.6%	-	-	-	3.9	20.1	12.2
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.0%**	**0**	**0**	**0**	**5.1**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	42	-	0	2120	1215	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	42	-	606	2074	1189	51.0%	-	-	-	0.5	3.1	1.1
1/3	Dunmow Rd Circ Right	U	C2:E		1	42	-	702	2074	1189	59.0%	-	-	-	0.7	3.7	3.6
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	22	-	423	1990:1832	795	53.2%	-	-	-	3.0	25.2	4.9
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	22	-	140	1990	610	22.9%	-	-	-	0.9	23.2	2.3
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**	**0**	**0**	**0**	**19.7**	**-**	**-**
1/1	Right	U	C2:H		1	23	-	449	1800	576	78.0%	-	-	-	4.1	32.5	7.5
1/2	Right Right2	U	C2:H		1	23	-	442	1800	576	76.7%	-	-	-	4.1	33.8	9.2
1/3	Right	U	C2:H		1	23	-	269	1800	576	46.7%	-	-	-	2.2	28.8	6.0
2/1	Ahead	U	C2:G		1	41	-	159	2015	1128	14.1%	-	-	-	0.5	12.0	3.1
2/2	Ahead	U	C2:G		1	41	-	870	1800	1008	86.3%	-	-	-	4.9	20.3	11.1
2/3	Ahead	U	C2:G		1	41	-	842	1800	1008	83.5%	-	-	-	3.9	16.8	11.6
J8: J0	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**12.0%**	**0**	**0**	**0**	**0.1**	**-**	**-**
1/1		U	-		-	-	-	42	1940	1940	2.2%	-	-	-	0.0	0.9	0.0
1/2		U	-		-	-	-	193	2080	2080	9.3%	-	-	-	0.1	1.0	0.1
1/3		U	-		-	-	-	250	2080	2080	12.0%	-	-	-	0.1	1.0	0.1

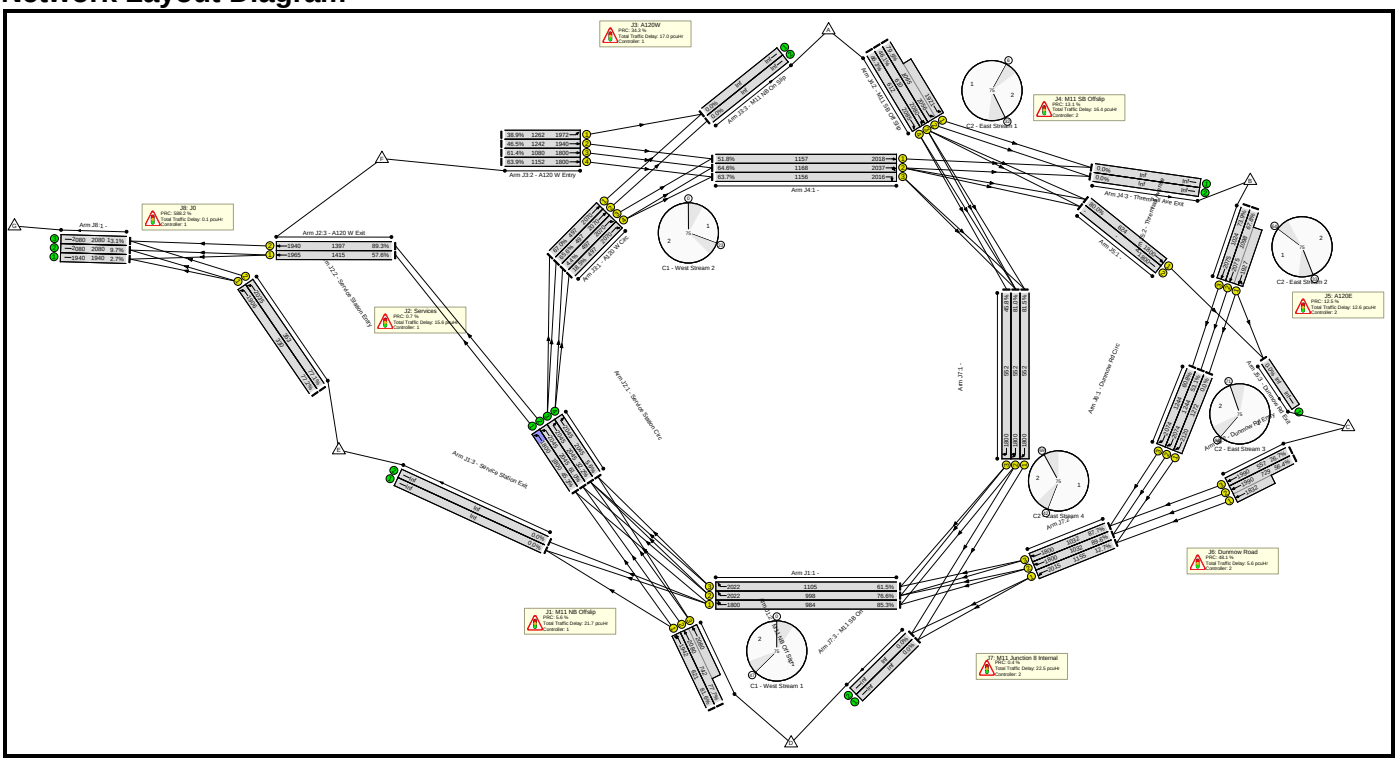
C1 - West	Stream: 1 PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	19.99	Cycle Time (s): 75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	39.5	Total Delay for Signalled Lanes (pcuHr):	15.91	Cycle Time (s): 75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	4.0	Total Delay for Signalled Lanes (pcuHr):	11.92	Cycle Time (s): 75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	23.6	Total Delay for Signalled Lanes (pcuHr):	15.51	Cycle Time (s): 75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	9.5	Total Delay for Signalled Lanes (pcuHr):	11.62	Cycle Time (s): 75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	52.4	Total Delay for Signalled Lanes (pcuHr):	5.12	Cycle Time (s): 75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):	19.72	Cycle Time (s): 75
	PRC Over All Lanes (%):	4.0	Total Delay Over All Lanes(pcuHr):	101.29	

Basic Results Summary

Basic Results Summary

Scenario 9: '2026 PM Base + Committed' (FG9: '2026 PM Base + Committed', Plan 2: 'PM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.6%**	**0**	**0**	**0**	**111.6**	**-**	**-**
J1: M11 NB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.3%**	**0**	**0**	**0**	**21.7**	**-**	**-**
1/1	Ahead Right	U	C1:A		1	40	-	839	1800	984	85.3%	-	-	-	4.8	20.7	16.0
1/2	Right	U	C1:A		1	40	-	764	2022	998	76.6%	-	-	-	4.5	21.3	11.9
1/3	Right	U	C1:A		1	40	-	680	2022	1105	61.5%	-	-	-	1.7	9.0	3.1
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	23	-	507	1942	621	81.6%	-	-	-	5.4	38.6	11.9
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	23	-	577	2080:2080	742	77.7%	-	-	-	5.2	32.6	10.6
J2: Services	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**	**0**	**0**	**0**	**15.6**	**-**	**-**
1/1	Service Station Circ Left	U	-		-	-	-	815	1800	1800	45.3%	-	-	-	0.4	1.8	0.4
1/2	Service Station Circ Left	U	-		-	-	-	1248	2045	2045	61.0%	-	-	-	0.8	2.3	4.8
1/3	Service Station Circ Right	U	-		-	-	-	659	2045	2045	32.2%	-	-	-	0.2	1.3	0.2
1/4	Service Station Circ Right	U	-		-	-	-	114	2045	2045	5.6%	-	-	-	0.0	0.9	0.0
2/1	Service Station Entry Left	U	C1:F		1	12	-	255	1906	330	77.2%	-	-	-	3.7	52.5	6.7
2/2	Service Station Entry Left	U	C1:F		1	12	-	272	2035	353	77.1%	-	-	-	3.9	51.0	7.0
3/1	A120 W Exit Ahead	U	C1:E		1	53	-	815	1965	1415	57.6%	-	-	-	1.1	5.0	4.1

Basic Results Summary

3/2	A120 W Exit Ahead	U	C1:E		1	53	-	1248	1940	1397	89.3%	-	-	-	5.5	15.8	20.3
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.0%**	**0**	**0**	**0**	**17.0**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:C		1	17	-	333	2070	497	67.0%	-	-	-	4.3	46.4	7.0
1/2	A120 W Circ Ahead	U	C1:C		1	17	-	326	2070	497	65.6%	-	-	-	4.1	45.7	6.8
1/3	A120 W Circ Right	U	C1:C		1	17	-	22	2070	497	4.4%	-	-	-	0.3	52.0	0.5
1/4	A120 W Circ Right	U	C1:C		1	17	-	92	2070	497	18.5%	-	-	-	0.4	17.2	1.9
2/1	A120 W Entry Ahead	U	C1:D		1	47	-	491	1972	1262	38.9%	-	-	-	1.2	8.8	5.1
2/2	A120 W Entry Ahead	U	C1:D		1	47	-	577	1940	1242	46.5%	-	-	-	1.5	9.6	6.5
2/3	A120 W Entry Ahead	U	C1:D		1	47	-	663	1800	1080	61.4%	-	-	-	2.5	13.8	9.4
2/4	A120 W Entry Ahead	U	C1:D		1	47	-	736	1800	1152	63.9%	-	-	-	2.6	12.5	10.1
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**	**0**	**0**	**0**	**16.4**	**-**	**-**
1/1	Ahead	U	C2:A		1	42	-	599	2018	1157	51.8%	-	-	-	1.2	7.0	8.1
1/2	Ahead Ahead2	U	C2:A		1	42	-	755	2037	1168	64.6%	-	-	-	2.0	9.7	7.1
1/3	Right	U	C2:A		1	42	-	736	2016	1156	63.7%	-	-	-	1.5	7.3	4.9
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	21	-	847	2056:1921	1065	79.5%	-	-	-	7.5	31.9	10.1
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	21	-	281	2080	610	46.1%	-	-	-	2.1	27.1	5.2
2/4	M11 SB Off Slip Ahead	U	C2:B		1	21	-	283	2085	612	46.3%	-	-	-	2.1	27.1	5.2
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**	**0**	**0**	**0**	**12.6**	**-**	**-**
1/1	Ahead	U	C2:C		1	25	-	499	1800	624	80.0%	-	-	-	4.2	30.1	10.6
1/2		U	C2:C		1	25	-	0	1800	-	-	-	-	-	-	-	-

Basic Results Summary

2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	39	-	745	2075:1927	1098	67.8%	-	-	-	3.8	18.6	11.1
2/3	Thremhall Avenue Ahead	U	C2:D		1	39	-	756	2075	1024	73.9%	-	-	-	4.6	21.8	13.8
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.8%**	**0**	**0**	**0**	**5.6**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	44	-	0	2120	1272	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	44	-	661	2074	1244	53.1%	-	-	-	0.6	3.1	2.3
1/3	Dunmow Rd Circ Right	U	C2:E		1	44	-	756	2074	1244	60.8%	-	-	-	0.8	3.7	4.8
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	20	-	411	1990:1832	729	56.4%	-	-	-	3.2	27.6	5.2
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	20	-	149	1990	557	26.7%	-	-	-	1.1	25.4	2.6
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.6%**	**0**	**0**	**0**	**22.5**	**-**	**-**
1/1	Right	U	C2:H		1	22	-	450	1800	552	81.5%	-	-	-	4.7	37.6	8.3
1/2	Right Right2	U	C2:H		1	22	-	447	1800	552	81.0%	-	-	-	4.8	38.3	10.1
1/3	Right	U	C2:H		1	22	-	253	1800	552	45.8%	-	-	-	1.9	27.6	5.7
2/1	Ahead	U	C2:G		1	42	-	147	2015	1155	12.7%	-	-	-	0.5	13.2	3.0
2/2	Ahead	U	C2:G		1	42	-	925	1800	1032	89.6%	-	-	-	6.0	23.2	21.7
2/3	Ahead	U	C2:G		1	42	-	905	1800	1032	87.7%	-	-	-	4.6	18.5	14.4
J8: J0	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**13.1%**	**0**	**0**	**0**	**0.1**	**-**	**-**
1/1		U	-		-	-	-	53	1940	1940	2.7%	-	-	-	0.0	1.0	0.0
1/2		U	-		-	-	-	202	2080	2080	9.7%	-	-	-	0.1	1.0	0.1
1/3		U	-		-	-	-	272	2080	2080	13.1%	-	-	-	0.1	1.0	0.1

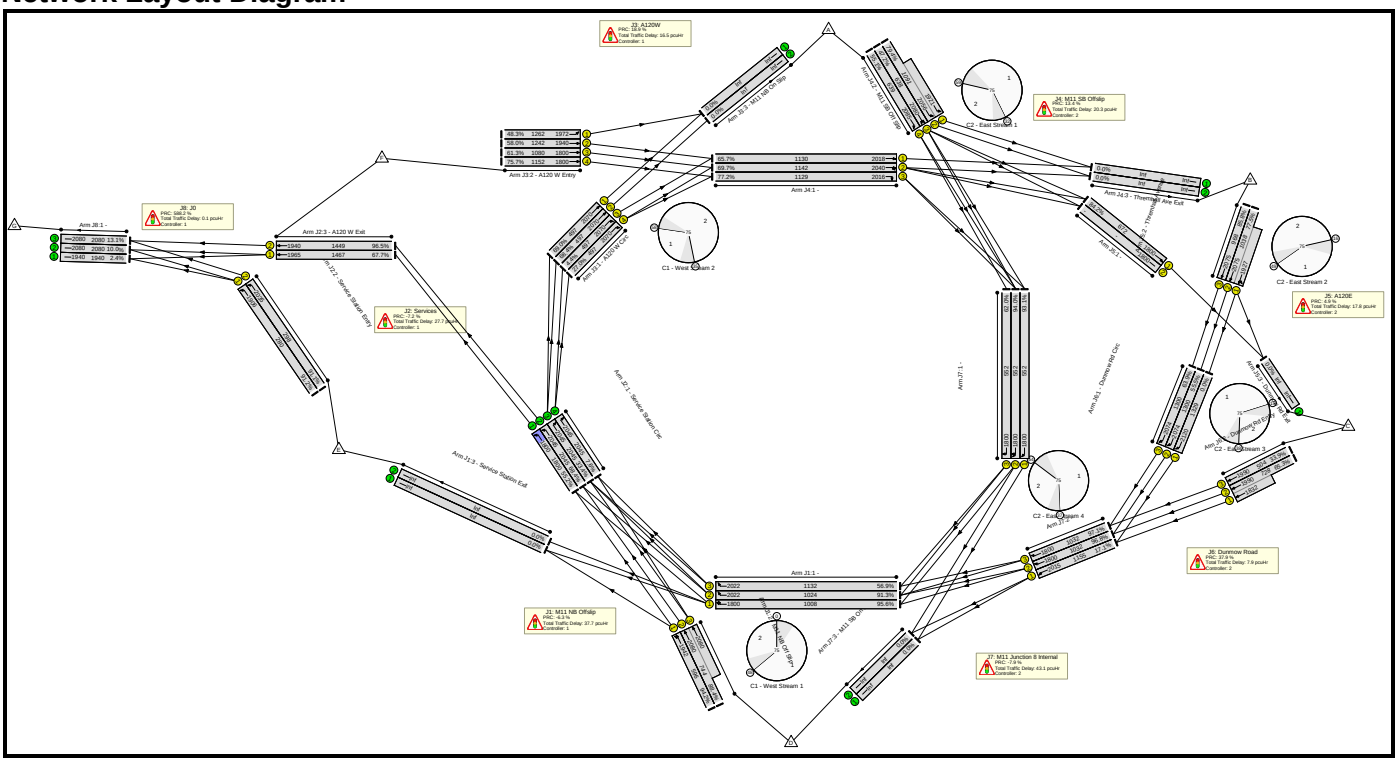
C1 - West	Stream: 1 PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	21.71	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):	17.04	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	14.16	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	13.1	Total Delay for Signalled Lanes (pcuHr):	16.45	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	12.5	Total Delay for Signalled Lanes (pcuHr):	12.60	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	48.1	Total Delay for Signalled Lanes (pcuHr):	5.55	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	22.54	Cycle Time (s):	75
	PRC Over All Lanes (%):	0.4	Total Delay Over All Lanes(pcuHr):	111.64		

Basic Results Summary

Basic Results Summary

Scenario 10: '2026 PM Base + Committed + ULP' (FG10: '2026 PM Base + Committed + ULP', Plan 2: 'PM Existing')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M11 Junction 8 Model	-	-	-		-	-	-	-	-	-	**97.1%**	**0**	**0**	**0**	**171.3**	-	-
J1: M11 NB Offslip	-	-	-		-	-	-	-	-	-	**95.6%**	**0**	**0**	**0**	**37.7**	-	-
1/1	Ahead Right	U	C1:A		1	41	-	964	1800	1008	95.6%	-	-	-	10.5	39.2	25.5
1/2	Right	U	C1:A		1	41	-	935	2022	1024	91.3%	-	-	-	8.6	33.3	22.2
1/3	Right	U	C1:A		1	41	-	644	2022	1132	56.9%	-	-	-	0.9	4.8	1.5
2/1	M11 NB Off Slip Ahead Ahead2	U	C1:B		1	22	-	561	1942	596	94.2%	-	-	-	10.0	64.0	17.4
2/2+2/3	M11 NB Off Slip Ahead	U	C1:B		1	22	-	658	2080:2080	744	88.4%	-	-	-	7.8	42.5	14.0
J2: Services	-	-	-		-	-	-	-	-	-	**96.5%**	**0**	**0**	**0**	**27.7**	-	-
1/1	Service Station Circ Left	U	-		-	-	-	994	1800	1800	55.2%	-	-	-	0.6	2.2	0.6
1/2	Service Station Circ Left	U	-		-	-	-	1398	2045	2045	68.4%	-	-	-	1.1	2.8	5.7
1/3	Service Station Circ Right	U	-		-	-	-	683	2045	2045	33.4%	-	-	-	0.3	1.3	0.3
1/4	Service Station Circ Right	U	-		-	-	-	156	2045	2045	7.6%	-	-	-	0.0	1.0	0.0
2/1	Service Station Entry Left	U	C1:F		1	10	-	255	1906	280	91.2%	-	-	-	6.2	87.1	9.1
2/2	Service Station Entry Left	U	C1:F		1	10	-	272	2035	298	91.1%	-	-	-	6.3	83.9	9.5
3/1	A120 W Exit Ahead	U	C1:E		1	55	-	994	1965	1467	67.7%	-	-	-	1.5	5.6	5.5

Basic Results Summary

3/2	A120 W Exit Ahead	U	C1:E		1	55	-	1398	1940	1449	96.5%	-	-	-	11.7	30.1	29.5
J3: A120W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.7%**	**0**	**0**	**0**	**16.5**	**-**	**-**
1/1	A120 W Circ Ahead	U	C1:C		1	17	-	343	2070	497	69.0%	-	-	-	2.1	21.9	7.0
1/2	A120 W Circ Ahead	U	C1:C		1	17	-	340	2070	497	68.4%	-	-	-	2.0	21.7	6.9
1/3	A120 W Circ Right	U	C1:C		1	17	-	22	2070	497	4.4%	-	-	-	0.2	25.2	0.3
1/4	A120 W Circ Right	U	C1:C		1	17	-	134	2070	497	27.0%	-	-	-	1.9	51.9	3.0
2/1	A120 W Entry Ahead	U	C1:D		1	47	-	609	1972	1262	48.3%	-	-	-	1.7	9.8	7.1
2/2	A120 W Entry Ahead	U	C1:D		1	47	-	720	1940	1242	58.0%	-	-	-	2.2	11.2	9.1
2/3	A120 W Entry Ahead	U	C1:D		1	47	-	662	1800	1080	61.3%	-	-	-	2.5	13.8	9.4
2/4	A120 W Entry Ahead	U	C1:D		1	47	-	872	1800	1152	75.7%	-	-	-	3.8	15.8	14.1
J4: M11 SB Offslip	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.4%**	**0**	**0**	**0**	**20.3**	**-**	**-**
1/1	Ahead	U	C2:A		1	41	-	742	2018	1130	65.7%	-	-	-	1.9	9.2	4.4
1/2	Ahead Ahead2	U	C2:A		1	41	-	796	2040	1142	69.7%	-	-	-	2.9	13.0	7.0
1/3	Right	U	C2:A		1	41	-	872	2016	1129	77.2%	-	-	-	3.2	13.2	5.8
2/2+2/1	M11 SB Off Slip Left	U	C2:B		1	22	-	866	2056:1921	1091	79.4%	-	-	-	7.4	30.9	10.1
2/3	M11 SB Off Slip Ahead Ahead2	U	C2:B		1	22	-	301	2080	638	47.2%	-	-	-	2.2	26.4	5.5
2/4	M11 SB Off Slip Ahead	U	C2:B		1	22	-	352	2085	639	55.1%	-	-	-	2.7	27.9	6.7
J5: A120E	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**	**0**	**0**	**0**	**17.8**	**-**	**-**
1/1	Ahead	U	C2:C		1	27	-	566	1800	672	84.2%	-	-	-	5.6	35.3	12.5
1/2		U	C2:C		1	27	-	0	1800	-	-	-	-	-	-	-	-

Basic Results Summary

2/2+2/1	Thremhall Avenue Left Ahead	U	C2:D		1	37	-	805	2075:1927	1038	77.5%	-	-	-	5.2	23.3	14.2
2/3	Thremhall Avenue Ahead	U	C2:D		1	37	-	831	2075	968	85.8%	-	-	-	7.0	30.4	18.1
J6: Dunmow Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.3%**	**0**	**0**	**0**	**7.9**	**-**	**-**
1/1	Dunmow Rd Circ Right	U	C2:E		1	46	-	0	2120	1329	0.0%	-	-	-	0.0	0.0	0.0
1/2	Dunmow Rd Circ Right	U	C2:E		1	46	-	721	2074	1300	55.5%	-	-	-	1.1	5.3	4.7
1/3	Dunmow Rd Circ Right	U	C2:E		1	46	-	831	2074	1300	63.9%	-	-	-	1.4	6.2	7.8
2/2+2/1	Dunmow Rd Entry Ahead	U	C2:F		1	18	-	475	1990:1832	728	65.3%	-	-	-	4.1	31.0	6.0
2/3	Dunmow Rd Entry Ahead	U	C2:F		1	18	-	171	1990	504	33.9%	-	-	-	1.3	28.3	3.2
J7: M11 Junction 8 Internal	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**	**0**	**0**	**0**	**43.1**	**-**	**-**
1/1	Right	U	C2:H		1	22	-	514	1800	552	93.1%	-	-	-	9.1	64.1	16.0
1/2	Right Right2	U	C2:H		1	22	-	519	1800	552	94.0%	-	-	-	8.8	61.3	16.5
1/3	Right	U	C2:H		1	22	-	342	1800	552	62.0%	-	-	-	1.5	15.5	2.3
2/1	Ahead	U	C2:G		1	42	-	197	2015	1155	17.1%	-	-	-	0.5	9.0	1.2
2/2	Ahead	U	C2:G		1	42	-	999	1800	1032	96.8%	-	-	-	11.5	41.4	26.3
2/3	Ahead	U	C2:G		1	42	-	1002	1800	1032	97.1%	-	-	-	11.7	42.0	30.6
J8: J0	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**13.1%**	**0**	**0**	**0**	**0.1**	**-**	**-**
1/1		U	-		-	-	-	47	1940	1940	2.4%	-	-	-	0.0	1.0	0.0
1/2		U	-		-	-	-	208	2080	2080	10.0%	-	-	-	0.1	1.0	0.1
1/3		U	-		-	-	-	272	2080	2080	13.1%	-	-	-	0.1	1.0	0.1

C1 - West	Stream: 1 PRC for Signalled Lanes (%):	-6.3	Total Delay for Signalled Lanes (pcuHr):	37.75	Cycle Time (s):	75
C1 - West	Stream: 2 PRC for Signalled Lanes (%):	18.9	Total Delay for Signalled Lanes (pcuHr):	16.47	Cycle Time (s):	75
C1 - West	Stream: 3 PRC for Signalled Lanes (%):	-7.2	Total Delay for Signalled Lanes (pcuHr):	25.75	Cycle Time (s):	75
C2 - East	Stream: 1 PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	20.34	Cycle Time (s):	75
C2 - East	Stream: 2 PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	17.77	Cycle Time (s):	75
C2 - East	Stream: 3 PRC for Signalled Lanes (%):	37.9	Total Delay for Signalled Lanes (pcuHr):	7.92	Cycle Time (s):	75
C2 - East	Stream: 4 PRC for Signalled Lanes (%):	-7.9	Total Delay for Signalled Lanes (pcuHr):	43.14	Cycle Time (s):	75
	PRC Over All Lanes (%):	-7.9	Total Delay Over All Lanes(pcuHr):	171.27		

Appendix H

Junction Analysis Technical Note

Uttlesford Local Plan Highway Impact Assessment

Junction Analysis Technical Note

September 2013

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Distribution

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Technical Note: Results of 2012, 2018 and 2026 Junction Assessments in Saffron Walden, Great Dunmow & Newport

1. Introduction

Junction Analysis:

The results shown in the next section have been obtained from junction capacity assessments of selected priority, roundabout and signalised junctions within Saffron Walden, Great Dunmow and Newport. These have been done for the AM and PM peak hours for the 2012 Base year, 2018 and 2026 with Committed Development, and the latter two scenarios again with the addition of ULP development.

We would note that the modelled results for the Base Year evaluations have not been directly calibrated against on-site observations although the outputs have been checked to ensure that the results offer a satisfactory assessment of junction capacities.

Junction Analysis with Infrastructure Change:

For Saffron Walden, the ULP includes a requirement for the provision of a new link road, to facilitate residential development to the south-east of the town. This is not likely to be in place until 2026, and so further analysis has been undertaken to estimate its impact on junctions within the town, which will involve reassignment of background traffic.

Junction Analysis with Mitigation Measures:

Several mitigation measures have been proposed in order to address junction capacity issues in Saffron Walden. The results for the 2026 with committed and ULP development, with link road and with each individual mitigation measure, are reported in this section.

Technical:

The LinSig program was used to undertake the assessments of the signalised junctions and the ARCADY program for the assessments of the priority and roundabout junctions. In order to show how close to capacity the junction approaches are for each scenario, we have presented a Degree of Saturation (DoS) % figure, which represents both the Ratio of Flow to Capacity (RFC) values obtained from the ARCADY assessments and a Degree of Saturation (DoS) value from the LinSig assessments, these being in effect the same unit.

RFC values between 0.00 and 0.85 are generally accepted as representing stable operating conditions; generally RFC values in excess of 0.85 represent overloaded conditions (i.e., congested conditions), although for LinSig, the threshold value is more usually considered to be 90%. The queue lengths shown are mean maximum queue lengths calculated by the software over the hour period and are in equivalent passenger car units (PCUs).

The majority of the roundabout junctions assessed are mini-roundabouts, and this option has been selected within the ARCADY software. However, for the London Road / Debden Road junction in Saffron Walden, the use of the standard roundabout option was found to produce a closer correlation to existing conditions and so this option was used and is reported herein.

2. Junction Analysis

2.1. Saffron Walden

Junction 1: B184 Thaxted Rd / B1053 Radwinter Rd

The junction currently operates using MOVA, which takes account of live traffic conditions at this junction and automatically adjusts signal timings accordingly. Undertaking the analysis with a fixed cycle time (as shown in Tables 1a and 1b below) does not represent the flexible nature of the MOVA function. However, the proprietary software does not provide an option for evaluation of MOVA. Instead we have re-analysed the junction using a shorter cycle time and in the Optimisation Mode in order to try and replicate this function. The outputs from this are illustrated in Tables 1c and 1d below.

Table 1a: B184 Thaxted Road / B1053 Radwinter Road AM Peak (Fixed Cycle Time=180sec)

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	92.8%	**27**	102.1%	**39**	106.4%	**49**	104.9%	**46**	116.7%	**76**
B184 Thaxted Rd	1	95.1%	**32**	100.9%	**41**	101.5%	**43**	103.8%	**48**	106.7%	**56**
B184 East St	1	68.2%	**18**	77.8%	**21**	78.1%	**21**	80.5%	**22**	83.4%	**23**

Base Year:
The capacity assessment of this signal controlled junction shows that in the AM peak hour the Thaxted Road and Radwinter Road approaches are operating at capacity. The analysis also shows extensive queuing on all arms.
Future Years:
As would be expected the addition of the committed development takes the junction over capacity.

Table 1b: B184 Thaxted Road / B1053 Radwinter Road PM Peak (Fixed Cycle Time=180sec)

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	83.8%	**23**	90.9%	**27**	93.1%	**28**	96.0%	**31**	101.8%	**40**
B184 Thaxted Rd	1	94.3%	**29**	103.3%	**43**	104.6%	**46**	108.9%	**58**	111.6%	**66**
B184 East St	1	71.5%	**22**	82.4%	**26**	84.6%	**27**	91.4%	**31**	104.1%	**51**

Base Year:
The results for the PM peak are broadly comparable to those seen for the AM peak, albeit with slightly better results on Radwinter Road, reflecting the lower westbound flows at this time of day. There are

still, however, lengthy queues on all approaches and the Thaxted Road arm is shown to be operating at capacity.

Future Years:

Conditions on Thaxted Road, already the most congested arm, continue to worsen with the addition of committed development.

Table 1c: B184 Thaxted Road / B1053 Radwinter Road AM Peak (Cycle Time=120sec, Optimised)

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	61.0%	**13**	68.0%	**15**	69.5%	**15**	68.6%	**15**	71.9%	**17**
B184 Thaxted Rd	1	86.6%	**19**	91.9%	**23**	94.7%	**24**	96.9%	**27**	107.7%	**48**
B184 East St	1	79.6%	**14**	91.4%	**18**	91.9%	**18**	94.5%	**20**	97.7%	**23**

Base Year - Optimised:

Optimisation of the junction clearly theoretically improves its capacity although queuing still occurs on all arms.

Future Years - Optimised:

Thaxted Road and East Street are both shown to be over capacity with committed development, but the optimisation 'shares' some of the congestion between these links, which moderates the impact of the additional traffic.

Table 1d: B184 Thaxted Road / B1053 Radwinter Road PM Peak (Cycle Time=120sec, Optimised)

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	54.8%	**11**	59.4%	**13**	60.9%	**13**	61.6%	**13**	62.9%	**14**
B184 Thaxted Rd	1	84.4%	**17**	92.4%	**22**	93.6%	**23**	100.1%	**30**	108.4%	**47**
B184 East St	1	80.7%	**17**	90.8%	**21**	94.0%	**23**	98.5%	**28**	103.5%	**40**

Base Year - Optimised:

Optimisation of the junction clearly theoretically improves its capacity although queuing still occurs on all arms.

Future Years - Optimised:

As with the morning peak analysis Thaxted Road and East Street are both shown to be over capacity with committed development, but the optimisation 'shares' some of the congestion between these links, which moderates the impact of the additional traffic.

Note:
It should be borne in mind that the spreadsheet methodology used in our analysis makes no allowance for possible re-assignment of existing traffic as a result of the Saffron Walden SE link road being implemented. This may lead to traffic using the link to avoid the town centre at peak periods which could have a beneficial impact on this junction. Closure of Thaxted Rd to the south of the junction would obviously reduce pressure on the junction but would cause traffic to re-assign which would impact on other junctions, particularly Mount Pleasant Rd / Debden Rd.

Junction 2: B184 Thaxted Rd / Peaslands Rd

Table 2a: B184 Thaxted Road / Peaslands Road AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B184 Thaxted Rd N	1	0.40	**1**	0.43	**1**	0.44	**1**	0.45	**1**	0.51	**1**
B184 Thaxted Rd S	1	0.60	**1**	0.64	**2**	0.64	**2**	0.66	**2**	0.94	**11**
Peaslands Rd	1	0.74	**3**	0.80	**4**	0.81	**4**	0.83	**4**	1.01	**19**

Base Year:

It is evident from the assessments that, in the AM peak hour, the mini-roundabout junction approaches operate within capacity and with only minimal queuing.

Future Years:

The junction continues to operate satisfactorily with the addition of committed development, however, in 2026 both Thaxted Rd S and Peaslands Road reach capacity with ULP development .

Table 2b: B184 Thaxted Road / Peaslands Road PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B184 Thaxted Rd N	1	0.78	**3**	0.84	**5**	0.84	**5**	0.90	**7**	1.08	**35**
B184 Thaxted Rd S	1	0.36	**1**	0.41	**1**	0.42	**1**	0.44	**1**	0.65	**2**
Peaslands Rd	1	0.72	**2**	0.78	**3**	0.79	**4**	0.83	**5**	1.09	**40**

Base Year:

As with the AM peak assessments, the PM peak analysis indicates that all approaches operate within capacity and with very little queuing. The Thaxted Road north approach is approaching the threshold value of 0.85, however the negligible increase in queuing would suggest that the junction is operating satisfactorily.

Future Years:

The junction continues to operate satisfactorily with the addition of committed development until 2026, when the Thaxted Road N arm begins to reach capacity. In 2026 with ULP development both this arm and Peaslands Road are over capacity.

Junction 3: Debden Rd / Mount Pleasant Rd / Borough Ln

Table 3a: Debden Road / Mount Pleasant Road / Borough Lane AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Debden Rd N	1	0.04	**0**	0.04	**0**	0.04	**0**	0.04	**0**	0.04	**0**
Mount Pleasant Rd	1	0.40	**1**	0.48	**2**	0.49	**2**	0.51	**2**	0.98	**18**
Debden Rd S	1	0.20	**0**	0.22	**0**	0.23	**0**	0.23	**0**	0.26	**0**
Borough Ln	1	0.33	**1**	0.37	**1**	0.37	**1**	0.39	**1**	0.48	**1**

Base Year:

The analysis indicates that this priority cross roads junction is operating within capacity for both the AM and PM peak hours.

Future Years:

The junction continues to operate satisfactorily in both time periods with all development, although Mount Pleasant Rd is indicated to be reaching capacity in 2026 with ULP development. As previously mentioned no allowance has been made for possible re-assignment of existing traffic as a result of the SE link road being implemented. This may lead to additional traffic using Mount Pleasant Road to avoid the town centre at peak periods.

Table 3b: Debden Road / Mount Pleasant Road / Borough Lane PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Debden Rd N	1	0.02	**0**	0.02	**0**	0.02	**0**	0.02	**0**	0.02	**0**
Mount Pleasant Rd	1	0.40	**1**	0.48	**2**	0.48	**2**	0.53	**2**	0.80	**6**
Debden Rd S	1	0.17	**0**	0.21	**0**	0.22	**0**	0.22	**0**	0.25	**0**
Borough Ln	1	0.45	**1**	0.53	**1**	0.53	**1**	0.56	**1**	0.82	**4**

Junction 4: Debden Rd / London Rd

As stated previously, the use of the standard roundabout option in ARCADY was found to produce a closer correlation to existing conditions at this junction than the mini-roundabout option and so the former was used and is reported herein.

Table 4a: Debden Road / B1052 London Road AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 Debden Rd N	1	0.76	**3**	0.81	**4**	0.81	**4**	0.83	**5**	0.87	**6**
Debden Rd S	1	0.51	**1**	0.58	**1**	0.58	**1**	0.60	**2**	0.68	**2**
B1052 London Rd	1	0.42	**1**	0.45	**1**	0.45	**1**	0.46	**1**	0.48	**1**

Base Year:

The analysis of this mini-roundabout junction indicates that the junction operates satisfactorily in the base year in both time periods.

Future Years:

During the PM period, the northern arm operates above 0.85, and exceeds capacity with ULP development in 2026, which is likely to be a consequence of vehicles turning right into Debden Road, which adversely impacts the capacity of the northern arm.

Table 4b: Debden Road / B1052 London Road PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 Debden Rd N	1	0.85	**5**	0.93	**10**	0.93	**10**	0.99	**19**	1.04	**33**
Debden Rd S	1	0.31	**0**	0.34	**1**	0.34	**1**	0.36	**1**	0.40	**1**
B1052 London Rd	1	0.45	**1**	0.49	**1**	0.49	**1**	0.52	**1**	0.53	**1**

Junction 5: B184 High St / B184 George St

Table 5a: B184 High Street / B184 George Street AM Peak (Fixed Cycle=120sec)

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
High St N	1	82.2%	11	86.8%	12	86.9%	12	89.3%	13	94.2%	16
High St S	1 (LT/SA)	85.8%	5	91.2%	5	91.8%	5	93.9%	5	100.1 %	5
	2 (RT)		8		12		13		15		27

Base Year:

The results of the analysis of this signal-controlled junction show that in the AM and PM peaks both the High Street north and south approaches operate within capacity. However there are queues during both time periods, and those to the north would be likely to block back across the turning to King Street at peak periods.

Future Years:

In the AM peak with committed development the queues on the northern arm increase marginally until 2026 with ULP development when the queue is slightly greater. The southern arm reaches capacity in 2018 with committed development, the main problem on this arm being the right-turning traffic. The northern arm exceeds capacity with the addition of committed development in 2018.

Table 5b: B184 High Street / B184 George Street PM Peak (Fixed Cycle=120sec)

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
High St N	1	87.9%	13	96.6%	18	97.1%	19	101.8%	25	112.8%	50
High St S	1 (LT/SA)	89.1%	5	97.0%	5	98.1%	5	102.2%	5	106.1%	5
	2 (RT)		11		20		21		32		48

Future Years:

In the PM peak the junction reaches capacity with the addition of committed development and worsens with the addition of all ULP traffic.

It should be noted that this junction has been evaluated as a single lane entry with a flare, to reflect its current layout. However, traffic conditions at this junction could possibly be improved with the removal of on-street parking on the western side south of the junction, which can restrict the flow of

traffic arriving at the stop line in peak periods. It could then be modelled with two full lanes, which would undoubtedly improve the situation.

Junction 6: B184 Bridge St / Castle St

Table 6a: B184 Bridge Street / Castle Street AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B184 Bridge St	1	-	-	-	-	-	-	-	-	-	-
B184 High St	1	0.15	**0**	0.16	**0**	0.16	**0**	0.16	**0**	0.17	**0**

Base Year:
The operation of this uncontrolled priority junction is affected by right-turning traffic from Bridge Street into Castle Street which leads to the straight ahead northbound traffic being held up. Delays to southbound traffic would be primarily caused by traffic slowing down to turn left into Castle Street, but this is not shown in the junction analysis. The junction is shown to operate satisfactorily in both peak periods.

Future Years:
The addition of committed and ULP development indicates that the junction would continue to operate satisfactorily in both time periods.

Table 6b: B184 Bridge Street / Castle Street PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B184 Bridge St	1	-	-	-	-	-	-	-	-	-	-
B184 High St	1	0.19	**0**	0.21	**0**	0.21	**0**	0.23	**0**	0.25	**0**

Junction 7: B184 High St / Church St

Table 7a: B184 High Street / Church Street AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Church St	1	1.11	**37**	1.23	**67**	1.25	**72**	1.27	**79**	1.38	**115**

Base Year:

This priority junction has restricted movements in that Church Street is one-way, approaching the High Street. It is also a narrow street and there is little or no opportunity for two lanes of traffic to form. While the northbound High Street traffic would be intermittent as a result of the George Street traffic signals, a greater proportion of traffic turns right from Church Street during both time periods (during the AM approx. 70% of traffic turns right, and during the PM approx. 60%). This traffic then requires sufficient gap in both directions of traffic on the High Street in order to exit from Church Street.

The analysis clearly shows the delays to traffic during both time periods at this junction.

Future Years:

The situation worsens in both time periods with the addition of committed and ULP development traffic.

Table 7b: B184 High Street / Church Street PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Church St	1	0.84	**5**	0.93	**9**	0.94	**10**	1.00	**16**	1.08	**29**

Junction 8: B184 Audley Rd / High St

Table 8a: B184 Audley Road / High Street AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B184 Audley Rd	1	0.82	**4**	0.90	**7**	0.92	**8**	0.94	**10**	1.00	**15**
	2	0.53	**1**	0.58	**1**	0.58	**1**	0.61	**1**	0.69	**2**

Base Year:

The results show that this restricted movement priority junction operates just within capacity in the AM and PM peaks, with small queues shown in the Audley End left and right turn lanes. Given that right turning traffic has to give way to traffic from both directions on the High Street, this movement has lower capacity available than does the left turn lane.

Future Years:

With the addition of committed development the right turn lane approaches capacity in both time periods, and reaches capacity in 2026 with the ULP traffic.

Table 8b: B184 Audley Road / High Street PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B184 Audley Rd	1	0.86	**5**	0.92	**8**	0.93	**9**	0.99	**14**	1.04	**21**
	2	0.50	**1**	0.50	**1**	0.50	**1**	0.54	**1**	0.60	**1**

Junction 9: Fairycroft Rd / Cates Corner

Table 9a: Fairycroft Road / Cates Corner AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Fairycroft Rd	1	0.06	**0**	0.07	**0**	0.07	**0**	0.07	**0**	0.07	**0**
	2	0.07	**0**	0.07	**0**	0.07	**0**	0.07	**0**	0.07	**0**

Base Year:

The AM and PM peak assessments for this restricted movement priority junction show that the the junction has plenty of capacity.

Future Years:

This situation does not change with the addition of committed and ULP development traffic.

Table 9b: Fairycroft Road / Cates Corner PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Fairycroft Rd	1	0.11	**0**	0.11	**0**	0.11	**0**	0.12	**0**	0.12	**0**
	2	0.29	**0**	0.31	**0**	0.31	**0**	0.34	**1**	0.35	**1**

Junction 10: B1052 London Rd / Borough Ln

Table 10a: B1052 London Road / Borough Lane AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 London Rd N	1	0.75	**3**	0.84	**5**	0.85	**5**	0.87	**6**	0.90	**7**
Borough Ln	1	0.34	**1**	0.59	**1**	0.59	**1**	0.62	**2**	0.78	**3**
B1052 London Rd S	1	0.73	**3**	0.74	**3**	0.75	**3**	0.77	**3**	0.80	**4**

Base Year:

The results for the AM and PM peak hours show that all approaches to the mini-roundabout function are within capacity and with little queuing.

Future Years:

In the AM period the London Road N arm is approaching capacity in 2026 with the addition of committed development, which is slightly worsened with the addition of the ULP traffic in the same year.

Table 10b: B1052 London Road / Borough Lane PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 London Rd N	1	0.78	**3**	0.81	**4**	0.82	**4**	0.87	**6**	0.92	**9**
Borough Ln	1	0.52	**1**	0.38	**1**	0.38	**1**	0.41	**1**	0.48	**1**
B1052 London Rd S	1	0.71	**2**	0.80	**4**	0.81	**4**	0.85	**5**	0.95	**13**

Future Years:

In the PM period the London Road arms are approaching capacity in 2026 with the addition of committed development, which, like in the AM period, is slightly worsened with the addition of the ULP traffic in the same year.

Junction 10b: B1052 Newport Road / Audley End Road

Table 10c: B1052 Newport Road / Audley End Road AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 Newport Road	1	0.95	**13**	0.99	**19**	1.04	**31**	1.06	**39**	1.07	**42**
Audley End Road	1	0.79	**3**	0.83	**4**	0.86	**5**	0.88	**6**	0.90	**7**
B1052 London Rd	1	0.53	**1**	0.56	**1**	0.56	**1**	0.58	**1**	0.62	**2**

Base Year:

The results for the AM peak show that Newport Road is currently operating close to capacity.

Future Years:

In the AM period the Newport Road arm reaches capacity in 2018 with the addition of committed development, which is slightly worsened with the addition of the ULP traffic in the same year and then in the 2026 scenarios.

Table 10d: B1052 Newport Road / Audley End Road PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 Newport Road	1	0.83	**4**	0.88	**6**	0.89	**7**	0.94	**11**	0.99	**18**
Audley End Road	1	0.53	**1**	0.56	**1**	0.62	**2**	0.65	**2**	0.68	**2**
B1052 London Rd	1	0.63	**2**	0.67	**2**	0.70	**2**	0.74	**3**	0.81	**4**

Future Years:

In the PM period Newport Road is approaching capacity in all 2018 and 2026 scenarios. All other approaches have sufficient spare capacity in the future year scenarios.

2.2 Great Dunmow

Junction 11: Hoblongs Junction - B1256 / Chelmsford Rd

Table 11a: B1256 / Chelmsford Road (Hoblongs Junction) AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Chelmsford Rd	1	0.29	**0**	0.19	**0**	0.24	**0**	0.24	**0**	1.44	**12**
	2	0.85	**5**	0.70	**2**	0.79	**3**	0.77	**3**	1.40	**59**
B1256 (north)	1	0.27	**0**	0.30	**0**	0.30	**0**	0.31	**0**	0.40	**1**

It is recognised that there is an existing capacity issue at this junction on the Chelmsford Road arm, particularly in the evening peak period and designs are being developed to address this issue and to facilitate planned growth.

The analysis of its existing configuration shows that the right-turn lane on this arm is approaching capacity in both the AM and PM peaks, with corresponding queuing. In 2018 the situation improves in the AM with the completion of the western bypass and associated reassignment of traffic from Chelmsford Road to the B1256. However, there is no corresponding improvement in the PM, mainly due to a smaller reduction in traffic turning right, a reduction in vehicles turning left into Chelmsford Road, and an increase in northbound through flows on the B1256. This means there are fewer opportunities for vehicles to turn right out of Chelmsford Rd.

In 2026 with committed development, during the AM the junction continues to operate satisfactorily. However, once ULP development flows are added the Chelmsford Road arm is greatly in excess of capacity. During the PM peak, with committed development the junction is at capacity but with the ULP traffic, the junction is considerably over capacity.

Table 11b: B1256 / Chelmsford Road (Hoblongs Junction) PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Chelmsford Rd	1	0.40	**1**	0.47	**1**	0.63	**1**	0.98	6	1.89	**42**
	2	0.86	**5**	0.86	**5**	0.90	**6**	0.98	11	1.92	**206**
B1256 (north)	1	0.09	**0**	0.11	**0**	0.11	**0**	0.12	0	0.16	0

Junction 12: High St / Stortford Rd / B184 Market Pl

Table 12a: High Street / Stortford Road / B184 Market Place AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Stortford Rd	1	-	-	-	-	-	-	-	-	-	-
B184 Market Pl	1	0.41	**1**	0.29	**0**	0.29	**0**	0.30	**0**	0.35	**1**
	2	0.27	**0**	0.25	**0**	0.25	**0**	0.26	**0**	0.30	**0**
B184 High St	1	0.46	**1**	0.27	**0**	0.27	**0**	0.29	**0**	0.31	**0**

The results show that in the AM and PM peak hours this priority junction currently operates with all approaches well within capacity. In 2026 with committed and ULP development traffic, the junction is likely to operate with greater capacity than at present in both time periods, due to the relief resulting from the construction of the bypass.

Table 12b: High Street / Stortford Road / B184 Market Place PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Stortford Rd	1	-	-	-	-	-	-	-	-	-	-
B184 Market Pl	1	0.50	**1**	0.27	**0**	0.28	**0**	0.31	**0**	0.33	**0**
	2	0.29	**0**	0.24	**0**	0.24	**0**	0.27	**0**	0.29	**0**
B184 High St	1	0.50	**1**	0.18	**0**	0.18	**0**	0.21	**0**	0.29	**0**

Junction 13: Stortford Rd / Rosemary Ln

Table 13a: Stortford Road / Rosemary Lane AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Rosemary Ln	1	0.83	**4**	0.60	**1**	0.61	**2**	0.64	**2**	0.75	**3**
Stortford Rd E	1	0.45	**1**	0.43	**1**	0.44	**1**	0.46	**1**	0.49	**1**
Stortford Rd W	1	0.68	**2**	0.56	**1**	0.56	**1**	0.59	**1**	0.61	**2**

The Rosemary Lane arm of this mini-roundabout is shown in the AM peak to be approaching capacity, although the queuing levels are not significant. With the construction of the bypass the junction operates well within capacity in 2026 with all committed and ULP traffic on the network.

Table 13b: Stortford Road / Rosemary Lane PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Rosemary Ln	1	0.57	**1**	0.44	**1**	0.44	**1**	0.49	**1**	0.51	**1**
Stortford Rd E	1	0.50	**1**	0.50	**1**	0.50	**1**	0.53	**1**	0.56	**1**
Stortford Rd W	1	0.98	**16**	0.85	**5**	0.85	**1**	0.92	**9**	0.96	**14**

During the PM peak hour, the Stortford Road west arm operates at capacity. This is likely to be due to the weight of traffic arriving from the west, some 800 PCUs, which means that even very low opposing traffic movements (ie traffic turning right from the eastern arm) have a disproportionate impact on the capacity of the western arm of the junction. This is somewhat relieved by the bypass, although this arm of junction is expected to continue to have capacity issues with all development in place.

A simplistic methodology has been used to reassign traffic to the western bypass. It is suggested that sensitivity tests could be undertaken to estimate the level of reassignment that could be anticipated before the arm operates with a greater degree of spare capacity.

Junction 14: A120 / B1256 Interchange (north roundabout)

Table 14a: A120 eastbound off-slip / B1256 / B1008 Interchange (north roundabout) AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1256 southbound		0.71	**2**	0.81	**4**	0.83	**5**	0.86	**6**	1.02	**31**
A120 eastbound off-slip		0.38	**1**	0.41	**1**	0.42	**1**	0.44	**1**	0.53	**1**

The results show that in the AM and PM peaks, the northern dumbbell of this junction is operating within capacity. In the AM peak it continues to operate satisfactorily in 2018 with committed and ULP development traffic. In 2026 committed development traffic means that the junction would be approaching capacity in the AM peak, and with ULP traffic, the northern arm would be over capacity.

Table 14b: A120 eastbound off-slip / B1256 / B1008 Interchange (north roundabout) PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1256 southbound		0.64	**2**	0.73	**3**	0.74	**3**	0.81	**4**	1.09	**59**
A120 eastbound off-slip		0.50	**1**	0.57	**1**	0.59	**1**	0.62	**2**	0.79	**4**

The junction is expected to operate satisfactorily in the PM peak in 2026 with committed development, but the addition of ULP traffic means that the northern arm would be expected to be at capacity.

It should be noted that the A120 eastbound off-slip is not expected to experience capacity issues with its current configuration.

Junction 15: A120 / B1256 Interchange (south roundabout)

Table 15a: A120 / B1256 / B1008 Interchange (south roundabout) AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
A120 westbound off-slip	1	0.35	**1**	0.39	**1**	0.39	**1**	0.42	**1**	0.52	**1**
B1008 northbound	1	0.63	**2**	0.68	**2**	0.69	**2**	0.72	**2**	0.83	**4**

The southern element of the A120 dumb-bell junction is expected to operate well within capacity in both time periods and with all committed and ULP development traffic in 2026.

Table 15b: A120 / B1256 / B1008 Interchange (south roundabout) PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
A120 westbound off-slip	1	0.18	**0**	0.21	**0**	0.21	**0**	0.23	**0**	0.26	**0**
B1008 northbound	1	0.43	**1**	0.48	**1**	0.48	**1**	0.52	**1**	0.59	**1**

2.3 Newport

Junction 16: B1383 Cambridge Rd / Bury Water Ln

Table 16a: B1383 Cambridge Road / Bury Water Lane AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1383 Cambridge Rd	1	0.20	**1**	0.21	**1**	0.21	**1**	0.22	**1**	0.24	**1**
B1383 Belmont Hill	1	-	**-**	-	**-**	-	-	-	-	-	-
Bury Water Ln	1	0.47	**1**	0.51	**1**	0.51	**1**	0.53	**1**	0.62	**2**

The junction capacity evaluation of this priority junction indicates that it operates well within capacity and with minimal delay in the AM and PM peaks. While this does not necessarily represent the situation on the ground at all times, particularly when a large vehicle wishes to exit from Bury Water Lane, what is shown is that the impact of committed and ULP development has little relative impact on the overall operation of the junction in either peak periods.

Table 16b: B1383 Cambridge Road / Bury Water Lane PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1383 Cambridge Rd	1	0.20	**1**	0.22	**1**	0.22	**1**	0.25	**1**	0.28	**1**
B1383 Belmont Hill	1	-	**-**	-	**-**	-	-	-	-	-	-
Bury Water Ln	1	0.18	**0**	0.20	**0**	0.20	**1**	0.21	**0**	0.24	**0**

Junction 17: B1383 High St / Debden Rd

Table 17a: B1383 High Street / Debden Road AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1383 High St N	1	-	-	-	-	-	-	-	-	-	-
Debden Road	1	0.32	0	0.33	1	0.34	1	0.35	1	0.37	1
B1383 High St S	1	0.05	0	0.06	0	0.06	0	0.06	0	0.07	0

The junction is evaluated to show that all its approaches are operating well within capacity and with minimal delay in the AM and PM peaks. The addition of committed and ULP development traffic has minimal impact on the capacity of the junction.

Table 17b: B1383 High Street / Debden Road PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1383 High St N	1	-	-	-	-	-	-	-	-	-	-
Debden Road	1	0.17	0	0.18	0	0.19	0	0.20	0	0.21	0
B1383 High St S	1	0.07	0	0.08	0	0.08	0	0.09	0	0.09	0

Junction 18: B1383 High St / B1038 Wicken Rd

Table 18a: B1383 High Street / B1038 Wicken Road AM Peak

Approach & Lane		2012 AM Base		2018 AM with committed development		2018 AM with committed & ULP development		2026 AM with committed development		2026 AM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1383 High St N	1	0.42	**1**	0.45	**1**	0.45	**1**	0.47	**2**	0.48	**2**
B1383 High St S	1	-	**-**	-	**-**	-	-	-	-	-	-
B1038 Wicken Rd	1	0.63	**2**	0.67	**2**	0.67	**2**	0.70	**2**	0.71	**1**

The junction capacity analysis indicates that this priority junction operates within capacity and with minimal queuing in the AM and PM peaks. Committed and ULP development traffic is expected to have minimal impact on the operation of the junction during either peak period.

Table 18b: B1383 High Street / B1038 Wicken Road PM Peak

Approach & Lane		2012 PM Base		2018 PM with committed development		2018 PM with committed & ULP development		2026 PM with committed development		2026 PM with committed & ULP development	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1383 High St N	1	0.51	**2**	0.56	**2**	0.57	**2**	0.62	**3**	0.63	**3**
B1383 High St S	1	-	**-**	-	**-**	-	-	-	-	-	-
B1038 Wicken Rd	1	0.42	**1**	0.46	**1**	0.46	**1**	0.51	**1**	0.52	**1**

3 Junction Analysis with Infrastructure Change

3.1 Saffron Walden – with Link Road

One of the planning criteria for the implementation of Saffron Walden Policy 1 is to provide for a link road between Thaxted Road and Radwinter Road. Given that development information provided by UDC indicates that the majority of the housing on this site is not likely to be built until after 2020/21, for the purposes of the ULP assessment, the link road is not assumed to be in place until 2026. This section provides a comparison of junction capacities, without and with the link road. It has been assumed that background traffic will re-assign to the link road, where this is a feasible alternative.

Each table in this section is directly comparable with its equivalent in the previous section, the last column of which is reproduced, together with the evaluation with the link road in place, providing an indication of the likely impact of the new infrastructure.

Junction 1: B184 Thaxted Rd / B1053 Radwinter Rd

Table 1a-LR: B184 Thaxted Road / B1053 Radwinter Road AM Peak (Fixed Cycle Time=180sec)

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B1053 Radwinter Rd	1	116.7%	**76**	97.0%	**31**
B184 Thaxted Rd	1	106.7%	**56**	87.7%	**26**
B184 East St	1	83.4%	**23**	73.5%	**19**

Table 1b-LR: B184 Thaxted Road / B1053 Radwinter Road PM Peak (Fixed Cycle Time=180sec)

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B1053 Radwinter Rd	1	101.8%	**40**	75.7%	**19**
B184 Thaxted Rd	1	111.6%	**66**	84.0%	**23**
B184 East St	1	104.1%	**51**	73.4%	**24**

Table 1c-LR: B184 Thaxted Road / B1053 Radwinter Road AM Peak (Cycle Time=120sec, Optimised)

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B1053 Radwinter Rd	1	71.9%	**17**	53.3%	**16**
B184 Thaxted Rd	1	107.7%	**48**	81.8%	**24**
B184 East St	1	97.7%	**23**	62.1%	**17**

Table 1d-LR: B184 Thaxted Road / B1053 Radwinter Road PM Peak (Cycle Time=120sec, Optimised)

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B1053 Radwinter Rd	1	62.9%	**14**	47.0%	**9**
B184 Thaxted Rd	1	108.4%	**47**	84.0%	**16**
B184 East St	1	103.5%	**40**	74.5%	**17**

With the exception of the AM period with Fixed Cycle Time, the assessment indicates that the junction would operate satisfactorily were the estimated level of re-assignment of traffic to the link road to take place. However the Thaxted Road arm would be likely to be approaching congested conditions.

Junction 1: B184 Thaxted Rd / B1053 Radwinter Rd – with mitigation at junction

Given the reduced flow on the Thaxted Road approach due to the prohibition of northbound traffic at the junction with Peaslands Road, it was considered worthy for testing that the junction be revised from its current signalised layout to a priority junction arrangement, with traffic on the Thaxted Road approach giving way to the two-way flow between Radwinter Road and East Street. The results of this modelling can be seen below alongside the existing 2012 and 2026 testing:

Table 1e-LR: B184 Thaxted Road / B1053 Radwinter Road AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development & Link Rd + Junction mitigation	
		DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	71.9%	**17**	53.3%	**16**	0.12	**0**
B184 Thaxted Rd	1	107.7%	**48**	81.8%	**24**	0.66	**2**
B184 East St	1	97.7%	**23**	62.1%	**17**	0.52	**1**

Table 1f-LR: B184 Thaxted Road / B1053 Radwinter Road PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development & Link Rd + Junction mitigation	
		DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	62.9%	**14**	47.0%	**9**	0.14	**0**
B184 Thaxted Rd	1	108.4%	**47**	84.0%	**16**	0.76	**3**
B184 East St	1	103.5%	**40**	74.5%	**17**	0.59	**2**

Junction 2: B184 Thaxted Rd / Peaslands Rd

Table 2a-LR: B184 Thaxted Road / Peaslands Road AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B184 Thaxted Rd N	1	0.51	**1**	0.43	**1**
B184 Thaxted Rd S	1	0.94	**11**	0.95	**12**
Peaslands Rd	1	1.01	**19**	1.06	**29**

Table 2b-LR: B184 Thaxted Road / Peaslands Road PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B184 Thaxted Rd N	1	1.08	**35**	0.95	**11**
B184 Thaxted Rd S	1	0.65	**2**	0.69	**2**
Peaslands Rd	1	1.09	**40**	1.14	**55**

A consequence of traffic diverting to the link road is that the Peasland Road junction would become more congested in both time periods.

Junction 3: Debden Rd / Mount Pleasant Rd / Borough Ln

Table 3a-LR: Debden Road / Mount Pleasant Road / Borough Lane AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
Debden Rd N	1	0.04	**0**	0.04	**0**
Mount Pleasant Rd	1	0.98	**18**	1.09	**33**
Debden Rd S	1	0.26	**0**	0.26	**0**
Borough Ln	1	0.48	**1**	0.64	**2**

Table 3b-LR: Debden Road / Mount Pleasant Road / Borough Lane PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
Debden Rd N	1	0.02	**0**	0.02	**0**
Mount Pleasant Rd	1	0.80	**6**	0.85	**7**
Debden Rd S	1	0.25	**0**	0.24	**0**
Borough Ln	1	0.82	**4**	0.94	**9**

As with the Peasland Road junction, the capacity of the Mount Pleasant Road junction would reduce with the new link road in place, due to traffic reassignment in both time periods.

Junction 4: Debden Rd / London Rd

Table 4a-LR: Debden Road / B1052 London Road AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B1052 Debden Rd N	1	0.87	**6**	0.83	**5**
Debden Rd S	1	0.68	**2**	0.66	**2**
B1052 London Rd	1	0.48	**1**	0.43	**1**

Table 4b-LR: Debden Road / B1052 London Road PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B1052 Debden Rd N	1	1.04	**33**	0.97	**15**
Debden Rd S	1	0.40	**1**	0.38	**1**
B1052 London Rd	1	0.53	**1**	0.47	**1**

The capacity of the London Road / Debden Road junction is likely to improve very slightly following traffic reassignment with the link road in place, but it would still be over capacity on the northern arm during the PM period.

Junction 5: B184 High St / B184 George St

Table 5a-LR: B184 High Street / B184 George Street AM Peak (Fixed Cycle=120sec)

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
High St N	1	94.2%	**16**	94.2%	**16**
High St S	1 (LT/SA)	100.1%	**5**	97.0%	**5**
	2 (RT)		**27**		20

Table 5b-LR: B184 High Street / B184 George Street PM Peak (Fixed Cycle=120sec)

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
High St N	1	112.8%	**50**	109.1%	**41**
High St S	1 (LT/SA)	106.1%	**5**	94.9%	**5**
	2 (RT)		**48**		16

The capacity of the High Street / George Street junction is likely to improve very slightly following traffic reassignment with the link road in place, but it would remain over capacity during both time periods.

Junction 6: B184 Bridge St / Castle St

Table 6a-LR: B184 Bridge Street / Castle Street AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B184 Bridge St	1	-	-	-	-
B184 High St	1	0.17	**0**	0.17	**0**

Table 6b-LR: B184 Bridge Street / Castle Street PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B184 Bridge St	1	-	-	-	-
B184 High St	1	0.25	**0**	0.25	**0**

The capacity of the Bridge Street / Castle Street junction is likely to be unchanged following implementation of the new link road.

Junction 7: B184 High St / Church St

Table 7a-LR: B184 High Street / Church Street AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
Church St	1	1.38	**115**	1.38	**115**

Table 7b-LR: B184 High Street / Church Street PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
Church St	1	1.08	**29**	1.08	**29**

The capacity of the High Street / Church Street junction is also likely to be unchanged following implementation of the new link road, and would remain over capacity in both time periods.

Junction 8: B184 Audley Rd / High St

Table 8a-LR: B184 Audley Road / High Street AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B184 Audley Rd	1	1.00	**15**	0.92	**8**
	2	0.69	**2**	0.67	**2**

Table 8b-LR: B184 Audley Road / High Street PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B184 Audley Rd	1	1.04	**21**	0.93	**8**
	2	0.60	**1**	0.56	**1**

The capacity of the High Street / Audley Road junction would be likely to improve slightly, but would remain over capacity in both time periods.

Junction 9: Fairycroft Rd / Cates Corner

Table 9a-LR: Fairycroft Road / Cates Corner AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
Fairycroft Rd	1	0.07	**0**	0.07	**0**
	2	0.07	**0**	0.07	**0**

Table 9b-LR: Fairycroft Road / Cates Corner PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
Fairycroft Rd	1	0.12	**0**	0.12	**0**
	2	0.35	**1**	0.35	**1**

The capacity of the Fairycroft Road / Cates Corner junction would not be expected to change with the new link road in place.

Junction 10: B1052 London Rd / Borough Ln

Table 10a-LR: B1052 London Road / Borough Lane AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B1052 London Rd N	1	0.90	**7**	0.88	**6**
Borough Ln	1	0.78	**3**	0.83	**4**
B1052 London Rd S	1	0.80	**4**	0.80	**4**

Table 10b-LR: B1052 London Road / Borough Lane PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd	
		DoS	Q	DoS	Q
B1052 London Rd N	1	0.92	**9**	0.88	**6**
Borough Ln	1	0.48	**1**	0.49	**1**
B1052 London Rd S	1	0.95	**13**	0.92	**9**

The capacity of the London Road / Borough Lane junction is likely to be marginally improved with the new link road in place, but would be approaching capacity in both time periods.

4 Junction Analysis with Mitigation Measures

4.1 Saffron Walden

Measure 1: Thaxted Road No Entry Northbound at Peasland Road junction

As shown in the Link Road evaluation in the previous section, several junctions in Saffron Walden continue to experience capacity issues in 2026 with committed and ULP developments. Several mitigation measures have been suggested, the first one of which is to restrict northbound movements on Thaxted Road north of its junction with Peasland Road, by introducing a No Entry restriction.

The consequence of this measure is likely to be an increase in traffic on Peasland Road, as well as greater use of the link road. A benefit would be a reduction in traffic at the Thaxted Road / Radwinter Road junction. The evaluation has been done, using professional judgement, of the likely reassignment patterns, and the results are reported below.

Each table in this section is directly comparable with its equivalent in the previous section, with an additional column to report on the mitigation measure impact, annotated as MM1.

Junction 1: B184 Thaxted Rd / B1053 Radwinter Rd

Table 1a-LR-MM1: B184 Thaxted Road/B1053 Radwinter Road AM Peak (Fixed Cycle Time=180sec)

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	116.7%	**76**	97.0%	**31**	129.5%	**114**
B184 Thaxted Rd	1	106.7%	**56**	87.7%	**26**	35.4%	**8**
B184 East St	1	83.4%	**23**	73.5%	**19**	76.3%	**20**

Table 1b-LR-MM1: B184 Thaxted Road/B1053 Radwinter Road PM Peak (Fixed Cycle Time=180sec)

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	101.8%	**40**	75.7%	**19**	102.2%	**41**
B184 Thaxted Rd	1	111.6%	**66**	84.0%	**23**	44.5%	**10**
B184 East St	1	104.1%	**51**	73.4%	**24**	97.7%	**37**

Table 1c-LR-MM1: B184 Thaxted Rd/B1053 Radwinter Rd AM Peak (Cycle Time=120sec, Optimised)

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	71.9%	**17**	53.3%	**16**	58.8%	**14**
B184 Thaxted Rd	1	107.7%	**48**	81.8%	**24**	73.4%	**8**
B184 East St	1	97.7%	**23**	62.1%	**17**	60.0%	**10**

Table 1d-LR-MM1: B184 Thaxted Rd/B1053 Radwinter Rd PM Peak (Cycle Time=120sec, Optimised)

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	62.9%	**14**	47.0%	**9**	49.6%	**11**
B184 Thaxted Rd	1	108.4%	**47**	84.0%	**16**	75.6%	**9**
B184 East St	1	103.5%	**40**	74.5%	**17**	62.9%	**15**

The junction would be expected to operate satisfactorily with the traffic restriction in place on Thaxted Road. While the existing layout would be expected to work, consideration could be given to changing the layout and reverting to a priority junction, which could give additional space to pedestrians and cyclists.

Junction 2: B184 Thaxted Rd / Peaslands Rd

Table 2a-LR-MM1: B184 Thaxted Road / Peaslands Road AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B184 Thaxted Rd N	1	0.51	**1**	0.43	**1**	0.50	**1**
B184 Thaxted Rd S	1	0.94	**11**	0.95	**12**	0.79	**3**
Peaslands Rd	1	1.01	**19**	1.06	**29**	0.62	**2**

Table 2b-LR-MM1: B184 Thaxted Road / Peaslands Road PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B184 Thaxted Rd N	1	1.08	**35**	0.95	**11**	1.20	**54**
B184 Thaxted Rd S	1	0.65	**2**	0.69	**2**	0.51	**1**
Peaslands Rd	1	1.09	**40**	1.14	**55**	0.82	**4**

While the junction would be expected to operate satisfactorily in the AM peak period with the traffic restriction in place, during the PM peak period, the northern arm would be likely to experience delays. This is likely to be due to there being fewer opportunities to enter the roundabout from the northern arm as the western arm traffic would be unopposed.

Further mitigation measure could be to signalise the junction.

Junction 3: Debden Rd / Mount Pleasant Rd / Borough Ln

Table 3a-LR-MM1: Debden Road / Mount Pleasant Road / Borough Lane AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
Debden Rd N	1	0.04	**0**	0.04	**0**	0.04	**0**
Mount Pleasant Rd	1	0.98	**18**	1.09	**33**	1.51	**140**
Debden Rd S	1	0.26	**0**	0.26	**0**	0.12	**0**
Borough Ln	1	0.48	**1**	0.64	**2**	0.56	**1**

Table 3b-LR-MM1: Debden Road / Mount Pleasant Road / Borough Lane PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
Debden Rd N	1	0.02	**0**	0.02	**0**	0.02	**0**
Mount Pleasant Rd	1	0.80	**6**	0.85	**7**	1.15	**24**
Debden Rd S	1	0.25	**0**	0.24	**0**	0.17	**0**
Borough Ln	1	0.82	**4**	0.94	**9**	0.85	**5**

During the AM peak period Mount Pleasant Road would be likely to become more congested, and during the PM peak period both this and the Borough Lane arm would experience increased delays.

Further mitigation measures could be to change the priority of this junction, prevent traffic from entering Debden Road in a northbound direction at this junction ('No Entry'), or to introduce traffic signals.

Junction 4: Debden Rd / London Rd

Table 4a-LR-MM1: Debden Road / B1052 London Road AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B1052 Debden Rd N	1	0.87	**6**	0.83	**5**	0.78	**3**
Debden Rd S	1	0.68	**2**	0.66	**2**	1.01	**20**
B1052 London Rd	1	0.48	**1**	0.43	**1**	0.53	**1**

Table 4b-LR-MM1: Debden Road / B1052 London Road PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B1052 Debden Rd N	1	1.04	**33**	0.97	**15**	0.99	**19**
Debden Rd S	1	0.40	**1**	0.38	**1**	0.58	**1**
B1052 London Rd	1	0.53	**1**	0.47	**1**	0.57	**1**

It is likely that the Thaxted Road traffic restriction would have an adverse effect on the London Rd / Debden Rd junction, as shown in the tables above. This is as a result of traffic diverting to this link from Thaxted Road. A possible solution is to introduce a similar restriction on Debden Road at its junction with Mount Pleasant Road, as discussed above. This would facilitate the junction reverting to a priority configuration, enabling B1052 traffic to move without restriction.

Junction 5: B184 High St / B184 George St

Table 5a-LR-MM1: B184 High Street / B184 George Street AM Peak (Fixed Cycle=120sec)

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
High St N	1	94.2%	**16**	94.2%	**16**	114.1%	**44**
High St S	1 (LT/SA)	100.1%	**5**	97.0%	**5**	111.6%	**5**
	2 (RT)		**27**		20		**85**

Table 5b-LR-MM1: B184 High Street / B184 George Street PM Peak (Fixed Cycle=120sec)

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
High St N	1	112.8%	**50**	109.1%	**41**	118.0%	**61**
High St S	1 (LT/SA)	106.1%	**5**	94.9%	**5**	116.1%	**5**
	2 (RT)		**48**		16		**95**

The Thaxted Road traffic restriction is expected to have a significant impact on the capacity of the High Street / George Street junction in both time periods as traffic reassigns to the High Street.

It is suggested that a peak period parking restriction is introduced on the High Street to enable two lanes of traffic to access the junction from the south. From the north, the junction capacity is hampered by the pedestrian crossing and the need for the stop line to be set back some distance from George Street. Consideration should therefore be given to relocating the pedestrian crossing and bringing the stop line further south.

Junction 6: B184 Bridge St / Castle St

Table 6a-LR-MM1: B184 Bridge Street / Castle Street AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B184 Bridge St	1	-	-	-	-	-	-
B184 High St	1	0.17	**0**	0.17	**0**	0.25	**0**

Table 6b-LR-MM1: B184 Bridge Street / Castle Street PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B184 Bridge St	1	-	-	-	-	-	-
B184 High St	1	0.25	**0**	0.25	**0**	0.33	**0**

The capacity of the Bridge Street / Castle Street junction is likely to be unchanged following implementation of the Thaxted Road restriction.

Junction 7: B184 High St / Church St

Table 7a-LR-MM1: B184 High Street / Church Street AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
Church St	1	1.38	**115**	1.38	**115**	1.22	**62**

Table 7b-LR-MM1: B184 High Street / Church Street PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
Church St	1	1.08	**29**	1.08	**29**	0.92	**8**

The capacity of the High Street / Church Street junction would be likely to be marginally improved following implementation of the Thaxted Road restriction, but would remain over capacity in both time periods.

Junction 8: B184 Audley Rd / High St

Table 8a-LR-MM1: B184 Audley Road / High Street AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B184 Audley Rd	1	1.00	**15**	0.92	**8**	0.82	**4**
	2	0.69	**2**	0.67	**2**	0.68	**2**

Table 8b-LR-MM1: B184 Audley Road / High Street PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B184 Audley Rd	1	1.04	**21**	0.93	**8**	0.94	**9**
	2	0.60	**1**	0.56	**1**	0.62	**2**

During the AM peak period the capacity of the High Street / Audley Road junction would be likely to improve, and to slightly deteriorate in the PM peak period with the introduction of the Thaxted Road restriction.

Junction 9: Fairycroft Rd / Cates Corner

Table 9a-LR-MM1: Fairycroft Road / Cates Corner AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
Fairycroft Rd	1	0.07	**0**	0.07	**0**	0.07	**0**
	2	0.07	**0**	0.07	**0**	0.07	**0**

Table 9b-LR-MM1: Fairycroft Road / Cates Corner PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
Fairycroft Rd	1	0.12	**0**	0.12	**0**	0.12	**0**
	2	0.35	**1**	0.35	**1**	0.34	**0**

The capacity of the Fairycroft Road / Cates Corner junction would not be expected to change with the Thaxted Road restriction in place.

Junction 10: B1052 London Rd / Borough Ln

Table 10a-LR-MM1: B1052 London Road / Borough Lane AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B1052 London Rd N	1	0.90	**7**	0.88	**6**	0.80	**4**
Borough Ln	1	0.78	**3**	0.83	**4**	0.79	**3**
B1052 London Rd S	1	0.80	**4**	0.80	**4**	0.84	**5**

Table 10b-LR-MM1: B1052 London Road / Borough Lane PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1	
		DoS	Q	DoS	Q	DoS	Q
B1052 London Rd N	1	0.92	**9**	0.88	**6**	0.88	**6**
Borough Ln	1	0.48	**1**	0.49	**1**	0.51	**1**
B1052 London Rd S	1	0.95	**13**	0.92	**9**	1.01	**22**

While the capacity of the London Road / Borough Lane junction is likely to be improved in the AM peak period, its capacity reduces during the PM peak period with the Thaxted Road restriction in place.

Measure 2: Debden Road No Entry Northbound at Mount Pleasant/Borough Lane junction

A second route closure has been considered involving the prohibition of northbound traffic along Debden Road north of the junction with Mount Pleasant Road and Borough Lane. The introduction of a No Entry restriction at this location would prevent northbound through-movements and significantly reduce the flow approaching the junction with London Road, currently an AQMA site.

The consequence of this measure is likely to be a substantial increase in traffic on Borough Lane and London Road west of the junction with Debden Road. The evaluation has been done, using professional judgement, of the likely reassignment patterns, and the results are reported below. Note that only three of the junctions already assessed within this study would be directly affected by this particular closure:

- Debden Road / Mount Pleasant Road / Borough Lane
- B1052 London Road / Borough Lane
- Debden Road / B1052 London Road

Each table in this section is directly comparable with its equivalent in the previous section, with an additional column to report on the mitigation measure impact, annotated as MM2.

Junction 3: Debden Rd / Mount Pleasant Rd / Borough Ln

Table 3a-LR-MM1-MM2: Debden Road / Mount Pleasant Road / Borough Lane AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1		2026 AM with committed & ULP development, Link Rd & MM1 & MM2	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
Debden Rd N	1	0.04	**0**	0.04	**0**	0.04	**0**	0.04	**0**
Mount Pleasant Rd	1	0.98	**18**	1.09	**33**	1.51	**140**	**1.45**	**137**
Debden Rd S	1	0.26	**0**	0.26	**0**	0.12	**0**	0.12	**0**
Borough Ln	1	0.48	**1**	0.64	**2**	0.56	**1**	0.46	**1**

Table 3b-LR-MM1-MM2: Debden Road / Mount Pleasant Road / Borough Lane PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1		2026 PM with committed & ULP development, Link Rd & MM1 & MM2	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
Debden Rd N	1	0.02	**0**	0.02	**0**	0.02	**0**	0.02	**0**
Mount Pleasant Rd	1	0.80	**6**	0.85	**7**	1.15	**24**	1.06	**28**
Debden Rd S	1	0.25	**0**	0.24	**0**	0.17	**0**	0.17	**0**
Borough Ln	1	0.82	**4**	0.94	**9**	0.85	**5**	0.77	**3**

The No Entry sign to Debden Road northbound traffic at the junction would be unlikely to alter the traffic levels on the approaches but only change their route through the junction. Therefore, the measure would be unlikely to have a marked impact in either peak hour.

Junction 4: Debden Rd / London Rd

Table 4a-LR-MM1-MM2: Debden Road / B1052 London Road AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1		2026 AM with committed & ULP development, Link Rd & MM1 & MM2	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 Debden Rd N	1	0.87	**6**	0.83	**5**	0.78	**3**	0.81	**4**
Debden Rd S	1	0.68	**2**	0.66	**2**	1.01	**20**	0.13	**0**
B1052 London Rd	1	0.48	**1**	0.43	**1**	0.53	**1**	0.91	**9**

The reassignment of traffic away from the Debden Road south approach and onto London Road would invariably lead to longer queues on both the London Road and Debden Road north approaches. This is a consequence of a higher traffic flow on London Road and a greater number of vehicles turning right into Debden Road south. In the AM peak, the London Road south approach would see the largest impact of the reassignment and near its capacity, while in the PM peak the Debden Road north approach would see the most noteworthy impact, with the approach exceeding capacity and the queues stretching further back. However, as could be expected, the queues on Debden Road south would be significantly reduced.

Table 4b-LR-MM1-MM2: Debden Road / B1052 London Road PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1		2026 PM with committed & ULP development, Link Rd & MM1 & MM2	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 Debden Rd N	1	1.04	**33**	0.97	**15**	0.99	**19**	1.02	**26**
Debden Rd S	1	0.40	**1**	0.38	**1**	0.58	**1**	0.10	**0**
B1052 London Rd	1	0.53	**1**	0.47	**1**	0.57	**1**	0.78	**3**

Junction 10: B1052 London Rd / Borough Ln

Table 10a-LR-MM1-MM2: B1052 London Road / Borough Lane AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1		2026 AM with committed & ULP development, Link Rd & MM1 & MM2	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 London Rd N	1	0.90	**7**	0.88	**6**	0.80	**4**	0.79	**3**
Borough Ln	1	0.78	**3**	0.83	**4**	0.79	**3**	1.97	**429**
B1052 London Rd S	1	0.80	**4**	0.80	**4**	0.84	**5**	1.04	**27**

This junction would see the most significant impact of the Debden Road northbound closure as much, if not all, of the reassigned traffic would be likely to channel along Borough Lane and pass through the junction to head north towards the town centre road network. The results suggest that the Borough Lane approach would operate at a level significantly above capacity and with associated extensive queuing, most notably in the AM peak. The London Road south approach would also be heavily impacted upon by such a reassignment of traffic as vehicles on this approach would have greatly reduced opportunities to enter the roundabout.

Table 10b-LR-MM1-MM2: B1052 London Road / Borough Lane PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1		2026 PM with committed & ULP development, Link Rd & MM1 & MM2	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 London Rd N	1	0.92	**9**	0.88	**6**	0.88	**6**	0.84	**5**
Borough Ln	1	0.48	**1**	0.49	**1**	0.51	**1**	1.18	**56**
B1052 London Rd S	1	0.95	**13**	0.92	**9**	1.01	**22**	1.23	**102**

Measures 3 to 8: Mitigation Measures at Junctions 1, 2, 3, 4, 5 & 10

We have modelled a number of further measures likely to be required to accommodate the shift in traffic resulting from Mitigation Measures 1 and 2. These are specifically focussed upon providing improvements to some of the key junctions within the town.

Each table in this section is directly comparable with its equivalent in the previous sections, with an additional column to report on the mitigation measure impact, annotated as MM3-MM8.

We have undertaken some further reassignment of traffic for these measures due to the scheme proposed in Measure 8 which involves banning eastbound traffic along Borough Lane via a No Entry sign to the east of the junction with London Road. This diverted traffic would be likely to instead use Debden Road southbound or the routes to the south of Borough Lane to head east across the town, something we have accounted for within the traffic flow modelling.

Measure 3a: Conversion of Junction 1 - B184 Thaxted Rd / B1053 Radwinter Rd from signalised operation to priority layout.

Given the reduced flow on the Thaxted Road approach due to the prohibition of northbound traffic at the junction with Peaslands Road, it was considered worthy for testing that the junction be revised from its current signalised layout to a priority junction arrangement, with traffic on the Thaxted Road approach giving way to the two-way flow between Radwinter Road and East Street. A ban on right-turns from Radwinter Road into Chaters Hill has also been modelled.

Table 1c-LR-MM1-MM3: B184 Thaxted Rd/B1053 Radwinter Rd AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1		2026 AM with committed & ULP development, Link Rd & MM1 & MM3a	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	71.9%	**17**	53.3%	**16**	58.8%	**14**	-	**-**
B184 Thaxted Rd	1	107.7%	**48**	81.8%	**24**	73.4%	**8**	0.64	**2**
B184 East St	1	97.7%	**23**	62.1%	**17**	60.0%	**10**	0.50	**1**

Table 1d-LR-MM1-MM3: B184 Thaxted Rd/B1053 Radwinter Rd PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1		2026 PM with committed & ULP development, Link Rd & MM1 & MM3a	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1053 Radwinter Rd	1	62.9%	**14**	47.0%	**9**	49.6%	**11**	-	**-**
B184 Thaxted Rd	1	108.4%	**47**	84.0%	**16**	75.6%	**9**	0.74	**3**
B184 East St	1	103.5%	**40**	74.5%	**17**	62.9%	**15**	0.57	**1**

The results suggest that such a layout would suit the revised traffic flows on the approaches and enable the main flow between East Street and Radwinter Road to operate with little or no delay. However, the results from the PM peak assessment suggest that there is potential for right-turners on East Street heading to Thaxted Road to tail back and block the straight-ahead movement. The queues on Thaxted Road would be likely to be minimal under give-way control.

Measure 4: Signalisation of Junction 2 - B184 Thaxted Rd / Peaslands Road

The increase in flows at the junction resulting from the introduction of the link road would require changes in operation to be made to restore the junction to a state below capacity. A signalised layout has been drawn and assessed within LinSig to help mitigate the impact of the link road. The results are shown below:

Table 2a-LR-MM1-MM4: B184 Thaxted Road / Peaslands Road AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1		2026 AM with committed & ULP development, Link Rd & MM1 & MM4	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
B184 Thaxted Rd N	1	0.51	1	0.43	1	0.50	1	47.0%	3
B184 Thaxted Rd S	1	0.94	11	0.95	12	0.79	3	50.8%	4
Peaslands Rd	1	1.01	19	1.06	29	0.62	2	44.5%	3

Table 2b-LR-MM1-MM4: B184 Thaxted Road / Peaslands Road PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1		2026 PM with committed & ULP development, Link Rd & MM1 & MM4	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
B184 Thaxted Rd N	1	1.08	35	0.95	11	1.20	54	70.8%	6
B184 Thaxted Rd S	1	0.65	2	0.69	2	0.51	1	37.5%	3
Peaslands Rd	1	1.09	40	1.14	55	0.82	4	73.1%	6

The analysis suggests that the measure would lower the operation of the junction below capacity and in particular reduce the queuing on Thaxted Road north.

Measure 5: Signalisation of Junction 3 - Debden Road / Mount Pleasant Road / Borough Lane

The reassignment of traffic onto Mount Pleasant Road resulting from the introduction of the eastern link road and northbound Thaxted Road closure schemes would, as the 2026 results suggest, lead to lengthy queuing on the Mount Pleasant Road approach at the junction. Consequently, it was felt necessary that the existing priority crossroads arrangement of Debden Road as the priority movement over Mount Pleasant Road and Borough Lane be removed and a signalised arrangement be implemented to give the approaches appropriate green time based on demand. A pedestrian stage has been included within the modelling as the area has a high number of pedestrian movements.

Table 3a-LR-MM1-MM2-MM5: Debden Road / Mount Pleasant Road / Borough Lane AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1		2026 AM with committed & ULP development, Link Rd & MM1 & MM2		2026 AM with committed & ULP development, Link Rd & MM1 & MM2 & MM5b	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Debden Rd N	1	0.04	0	0.04	0	0.04	0	0.04	0	37.6%	5
Mount Pleasant Rd	1	0.98	18	1.09	33	1.51	140	1.45	137	101.3%	30
Debden Rd S	1	0.26	0	0.26	0	0.12	0	0.12	0	98.8%	27
Borough Ln	1	0.48	1	0.64	2	0.56	1	0.46	1	2.6%	0

Table 3b-LR-MM1-MM2-MM5: Debden Road / Mount Pleasant Road / Borough Lane PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1		2026 PM with committed & ULP development, Link Rd & MM1 & MM2		2026 PM with committed & ULP development, Link Rd & MM1 & MM2 & MM5b	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
Debden Rd N	1	0.02	0	0.02	0	0.02	0	0.02	0	61.6%	11
Mount Pleasant Rd	1	0.80	6	0.85	7	1.15	24	1.06	28	97.6%	20
Debden Rd S	1	0.25	0	0.24	0	0.17	0	0.17	0	101.2%	24
Borough Ln	1	0.82	4	0.94	9	0.85	5	0.77	3	8.6%	1

The modelling shows that converting the junction to a signalised crossroads layout would enable the demand at the junction to be managed in a more effective way, with queuing on Mount Pleasant Road reduced albeit at the cost of increased queues on the other approaches. The introduction of a pedestrian stage to the junction would as expected cause increased delay to each approach, although this would not result in significant delays.

Measure 6: Conversion of Junction 4 - Debden Road / London Road from a mini-roundabout to a priority junction

The closure of Debden Road northbound from north of the junction with Mount Pleasant Road and Borough Lane would lead to a relatively small flow on Debden Road approaching this junction from the south. Taking into account this reduction in flow on the route and the Air Quality Management Area status of the surrounding area, it was decided that the junction could be transformed into a priority junction with the London Road and Debden Road north approaches operating with priority over the Debden Road south approach. Such an arrangement would remove the instances of queuing on the Debden Road north approach and limit the requirement to queue on the London Road approach to only occasions where a vehicle is turning right into Debden Road south.

Table 4a-LR-MM1-MM2-MM6: Debden Road / B1052 London Road AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1		2026 AM with committed & ULP development, Link Rd & MM1 & MM2		2026 AM with committed & ULP development, Link Rd & MM1 & MM2 & MM6	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 Debden Rd N	1	0.87	**6**	0.83	**5**	0.78	**3**	0.81	**4**	-	**-**
Debden Rd S	1	0.68	**2**	0.66	**2**	1.01	**20**	0.13	**0**	0.33	**0**
B1052 London Rd	1	0.48	**1**	0.43	**1**	0.53	**1**	0.91	**9**	0.61	**4**

Table 4b-LR-MM1-MM2-MM6: Debden Road / B1052 London Road PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1		2026 PM with committed & ULP development, Link Rd & MM1 & MM2		2026 PM with committed & ULP development, Link Rd & MM1 & MM2 & MM6	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 Debden Rd N	1	1.04	**33**	0.97	**15**	0.99	**19**	1.02	**26**	-	**-**
Debden Rd S	1	0.40	**1**	0.38	**1**	0.58	**1**	0.10	**0**	0.27	**0**
B1052 London Rd	1	0.53	**1**	0.47	**1**	0.57	**1**	0.78	**3**	0.89	**14**

The results suggest that the revised layout would only lead to moderate queuing on the London Road approach in both the AM and PM peak hours and provide an overall benefit over a mini-roundabout option, largely due to the removal of any queuing on Debden Road north.

Measure 7: Provision of additional capacity at Junction 5 – High Street / George Street

This key bottleneck junction in the town has once again been identified for option testing to try to maximise capacity where possible. A scheme involving banning parking on High Street south of the junction to allow for two full approach lanes has been tested, in addition to relocating the pedestrian crossing immediately to the north of the junction.

Table 5a-LR-MM1-MM7: B184 High Street / B184 George Street AM Peak (Fixed Cycle=120sec)

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1		2026 AM with committed & ULP development, Link Rd & MM1 & MM7	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
High St N	1	94.2%	**16**	94.2%	**16**	114.1%	**44**	87.6%	**13**
High St S	1 (LT/SA)	100.1%	**5**	97.0%	**5**	111.6%	**5**	71.4%	**12**
	2 (RT)		**27**		20		**85**	86.9%	**15**

Table 5b-LR-MM1-MM7: B184 High Street / B184 George Street PM Peak (Fixed Cycle=120sec)

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1		2026 PM with committed & ULP development, Link Rd & MM1 & MM7	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
High St N	1	112.8%	**50**	109.1%	**41**	118.0%	**61**	97.0%	**21**
High St S	1 (LT/SA)	106.1%	**5**	94.9%	**5**	116.1%	**5**	51.1%	**7**
	2 (RT)		**48**		16		**95**	100.3%	**28**

The results indicate that the scheme would bring about some benefit to the operation of the junction, with reduced queuing on both approaches.

Measure 8: Conversion of Junction 10 – B1052 London Road / Borough Lane junction to signalised operation

The northbound closures of Thaxted Road and Debden Road to through traffic would in all likelihood result in vehicles using Borough Lane as an alternative route to access the wider road network - additional amounts of traffic which could be considered significant for such a road. Therefore, a need has been identified to look at ways in which the junction of Borough Lane with London Road, possibly in combination with Newport Road and Audley End Road, could be controlled. In the absence of traffic data for the Newport Road / Audley End / London Road junction, we have focussed on identifying whether a simple signalised junction layout would work at the Borough Lane / London Road in isolation of the neighbouring Newport Road / Audley End Road junction. This would include three signal stages; one for the London Road west and east traffic, one for the Borough Lane traffic and one for pedestrians.

In addition, we have tested a number of further measures which would require widening or route closures at the junction to seek the best possible option. These options are as follows:

- Further measures #2: Two components would be included. The first being the widening of the eastbound London Road carriageway between the junctions with Newport Road and Borough Lane to incorporate a right-turn lane for traffic wishing to turn right into Borough Lane. The second measure would include the construction of a three-vehicle long flare on Borough Lane to accommodate left-turning traffic.
- Further measures #3: Instead of providing an extra lane for the right-turners into Borough Lane, the movement would be banned and traffic would be required to seek an alternative route. A left-turn flare would still be provided on Borough Lane.
- Further measures #4: Including the measures listed in #3, this would also incorporate a ban on eastbound traffic along Borough Lane. Such a measure would free up roadspace for two full length lanes on the Borough Lane approach to the junction.

It has been assumed within all option testing that a stage for pedestrians would be included at the junction.

Table 10a-LR-MM1-MM2-MM8: B1052 London Road / Borough Lane AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development & Link Rd		2026 AM with committed & ULP development, Link Rd & MM1		2026 AM with committed & ULP development, Link Rd & MM1 & MM2		2026 AM with committed & ULP development, Link Rd & MM1 & MM2 & MM8	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 London Rd N	1	0.90	**7**	0.88	**6**	0.80	**4**	0.79	**3**	58.5%	**13**
Borough Ln	1	0.78	**3**	0.83	**4**	0.79	**3**	1.97	**429**	126.2%	**147**
B1052 London Rd S	1	0.80	**4**	0.80	**4**	0.84	**5**	1.04	**27**	124.3%	**94**

Approach & Lane		2026 AM with committed & ULP development, Link Rd & MM1 & MM2 & MM8+Further Measures #2		2026 AM with committed & ULP development, Link Rd & MM1 & MM2 & MM8+Further Measures #3		2026 AM with committed & ULP development, Link Rd & MM1 & MM2 & MM8+Further Measures #4	
		DoS	Q	DoS	Q	DoS	Q
B1052 London Rd N	1	69.2%	**15**	72.5%	**15**	75.4%	**12**
Borough Ln	1	102.7%	**55**	99.5%	**45**	45.1%	**7**
						82.6%	**16**
B1052 London Rd S	1	95.9%	**26**	97.9%	**32**	83.0%	**15**

Signalising the junction would enable Borough Lane to operate with reduced delay; however the amount of queuing would, in the AM peak, remain at a significantly high level and also cause the London Road south approach to experience greater delay than with the existing mini-roundabout layout. By introducing Further Measures #2, the junction would operate with greater capacity, although in the AM peak there would still be lengthy queuing on the Borough Lane and London Road south approaches. Implementing a right-turn ban into Borough Lane in Further Measures #3 would help to further reduce the delay at the junction, although the effects of such a tactic on other junctions would need to be studied separately. The Further measures #4 scheme to additionally ban eastbound movements along Borough Lane and introduce two full approach lanes on the approach would add a significant amount of additional capacity to the junction, however whilst the results would suggest that the junction would operate within capacity, queuing amounts would still be relatively high. The interaction of this junction with the Newport Road / Audley End Road junction would remain affected by the queuing back on London Road south.

Table 10b-LR-MM1-MM2-MM8: B1052 London Road / Borough Lane PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development & Link Rd		2026 PM with committed & ULP development, Link Rd & MM1		2026 PM with committed & ULP development, Link Rd & MM1 & MM2		2026 AM with committed & ULP development, Link Rd & MM1 & MM2 & MM8	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1052 London Rd N	1	0.92	9	0.88	6	0.88	6	0.84	5	72.5%	15
Borough Ln	1	0.48	1	0.49	1	0.51	1	1.18	56	99.5%	45
B1052 London Rd S	1	0.95	13	0.92	9	1.01	22	1.23	102	97.9%	32

Approach & Lane		2026 PM with committed & ULP development, Link Rd & MM1 & MM2 & MM8+Further Measures #2		2026 PM with committed & ULP development, Link Rd & MM1 & MM2 & MM8+Further Measures #3		2026 PM with committed & ULP development, Link Rd & MM1 & MM2 & MM8+Further Measures #4	
		DoS	Q	DoS	Q	DoS	Q
B1052 London Rd N	1	59.7%	7	57.5%	7	64.2%	7
Borough Ln	1	88.1%	10	92.2%	12	51.5%	4
						80.7%	7
B1052 London Rd S	1	85.0%	11	92.2%	18	78.5%	11

Assessments of signalisation at the junction in the PM peak suggest that more balanced queuing could be achieved on the approaches with London Road south in particular seeing a large reduction. However, queuing levels would increase on London Road north and remain lengthy on Borough Lane and London Road south. Implementing the Further Measures #2 would significantly reduce queuing at the junction to manageable levels, although queuing back on London Road south would still impact on the Newport Road / Audley End Road junction. Introducing the right-turn ban as part of Further measures #3 would not provide any benefit over introducing a right-turn lane for vehicles turning into Borough Lane in the PM peak assessments, whilst the addition of two approach lanes in Further Measures #4 would again not offer any discernible benefit over Further Measures #2.

However, it is felt that the right-turn ban on London Road south and one-way system on Borough Lane included in Further Measures #4 would be the most feasible scheme to implement.

Measure 9: Mitigation Measure at Newport Road / Audley End Road / London Road junction

This three-arm mini-roundabout junction falls outside of our existing study area but is within close proximity of the studied London Road / Borough Lane junction and can therefore influence one another.

The B1052 London Road to/from B1052 Newport Road is the priority route with Audley End Road being a local route of some importance but one subject to a 7.5 tonne weight restriction. Therefore, we have considered the idea of changing the junction layout to a priority junction arrangement to prioritise the flow between the London Road and Newport Road while also allowing for any queues stretching back from the London Road / Borough Lane junction to be more suitably accommodated. This new layout has been tested and compared against the results for the existing mini-roundabout arrangement.

Junction 10b: B1052 Newport Road / Audley End Road

Table 10c: B1052 Newport Road / Audley End Road AM Peak

Approach & Lane		2026 AM with committed & ULP development		2026 AM with committed & ULP development + MM9	
		DoS	Q	DoS	Q
B1052 Newport Road	1	1.07	**42**	-	**-**
Audley End Road	1	0.90	**7**	0.71	**2**
	2			0.60	**1**
B1052 London Rd	1	0.62	**2**	1.06	**11**

Table 10d: B1052 Newport Road / Audley End Road PM Peak

Approach & Lane		2026 PM with committed & ULP development		2026 PM with committed & ULP development + MM9	
		DoS	Q	DoS	Q
B1052 Newport Road	1	0.99	**18**	-	**-**
Audley End Road	1	0.68	**2**	1.07	**21**
	2			1.02	**9**
B1052 London Rd	1	0.81	**4**	0.67	**2**

While it is clear that such a scheme would remove the queuing on the Newport Road approach to the junction, the results suggest that the change in layout would lead to London Road operating over capacity in the AM peak as a result of traffic waiting to turn right into Audley Road, with associated queuing which could stretch back to the Borough Lane junction. The analysis also suggests that Audley End Road would be over capacity in the PM peak as the relatively large flow on the approach waits to enter the main carriageway.

The change to a priority junction would accommodate any traffic queuing back from the London Road / Borough Lane junction, however the results have shown that the operation of certain approaches would be significantly worsened by introducing such a scheme. Therefore, we would question the worth of changing the existing mini-roundabout layout.

Great Dunmow

Measure 10: New signalised gyratory at Chelmsford Road at B1256 / Chelmsford Road (Hoblongs) junction

The addition of ULP development traffic to the town would place this junction, which is already operating close to capacity, under significant pressure and lead to excessive queuing on the Chelmsford Road approach. Signalisation of the existing layout was considered and modelled, however this was shown to be inadequate in providing the necessary additional capacity required. Therefore a more radical layout has been devised. This involves creating a form of gyratory which allows B1256 northbound traffic from the A120 interchange to head directly into Chelmsford Road via a new stretch of road and also provides for two lanes to link in to the B1256 / A120 Interchange. The circulatory on the B1256 / A120 interchange roundabout would also be restored enabling u-turners from the B1256 to complete the movement at this roundabout and not be required to pass around the southern roundabout.

Assessments have been carried out to gauge the impact of this revised layout at the Hoblong's junction and at the B1256 / A120 interchange northern roundabout. The results are shown below in the tables alongside the 2018 and 2026 ULP flow scenario assessment results, and are noted down under the MM10 heading.

Junction 11: Hoblongs Junction - B1256 / Chelmsford Rd

Table 11a: B1256 / Chelmsford Road (Hoblongs Junction) AM Peak

Approach & Lane		2018 AM with committed & ULP development		2018 AM with committed & ULP development + MM10		2026 AM with committed & ULP development		2026 AM with committed & ULP development + MM10	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
Chelmsford Rd	1	0.24	**0**	0.22	**0**	1.44	**12**	21.5%	**0**
	2	0.79	**3**	0.75	**3**	1.40	**59**		
B1256 (north)	1	0.30	**0**	-	-	0.40	**1**	61.8%	**3**

The junction capacity assessment results show that the new layout would offer a significant improvement over the existing layout, with queues reduced to negligible amounts in both the AM and PM peak.

Table 11b: B1256 / Chelmsford Road (Hoblongs Junction) PM Peak

Approach & Lane		2018 PM with committed & ULP development		2018 PM with committed & ULP development + MM10		2026 PM with committed & ULP development		2018 PM with committed & ULP development + MM10	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
Chelmsford Rd	1	0.63	**1**	0.56	**1**	1.89	**42**	41.0%	**1**
	2	0.90	**6**	0.88	**6**	1.92	**206**		
B1256 (north)	1	0.11	**0**	-	-	0.16	0	48.9%	2

Junction 14: A120 / B1256 Interchange (north roundabout)

Table 14a: A120 eastbound off-slip / B1256 / B1008 Interchange (north roundabout) AM Peak

Approach & Lane		2018 AM with committed & ULP development		2018 AM with committed & ULP development + MM10		2026 AM with committed & ULP development		2026 AM with committed & ULP development + MM10	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1256 southbound		0.83	**5**	0.97	**19**	1.02	**31**	0.90	**8**
A120 eastbound off-slip		0.42	**1**	0.46	**1**	0.53	**1**	0.60	**1**

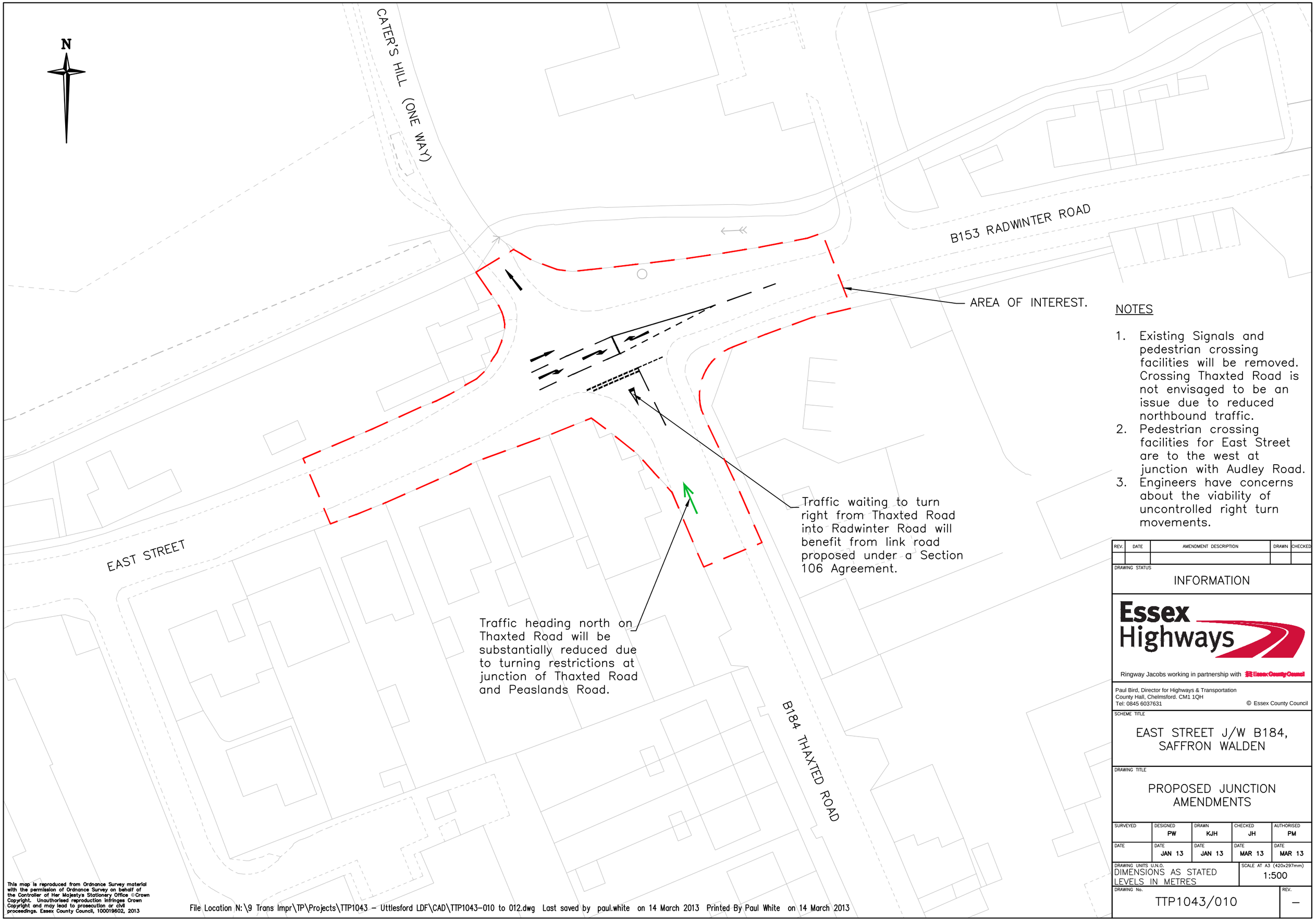
The results suggest that by implementing two lanes on the B1256 approach to the roundabout would result in the junction operating at a level below capacity in both the AM and PM peak scenarios.

Table 14b: A120 eastbound off-slip / B1256 / B1008 Interchange (north roundabout) PM Peak

Approach & Lane		2018 PM with committed & ULP development		2018 PM with committed & ULP development + MM10		2026 PM with committed & ULP development		2026 PM with committed & ULP development + MM10	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q
B1256 southbound		0.74	**3**	0.80	**4**	1.09	**59**	0.86	**6**
A120 eastbound off-slip		0.59	**1**	0.61	**2**	0.79	**4**	0.82	**5**

Appendix I

Junction Mitigation Measures Sketches



NOTES

1. Existing Signals and pedestrian crossing facilities will be removed. Crossing Thaxted Road is not envisaged to be an issue due to reduced northbound traffic.
2. Pedestrian crossing facilities for East Street are to the west at junction with Audley Road.
3. Engineers have concerns about the viability of uncontrolled right turn movements.

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INFORMATION

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Ringway Jacobs working in partnership with Essex County Council

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Tel: 0845 6037631

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SCHEME TITLE

EAST STREET J/W B184, SAFFRON WALDEN

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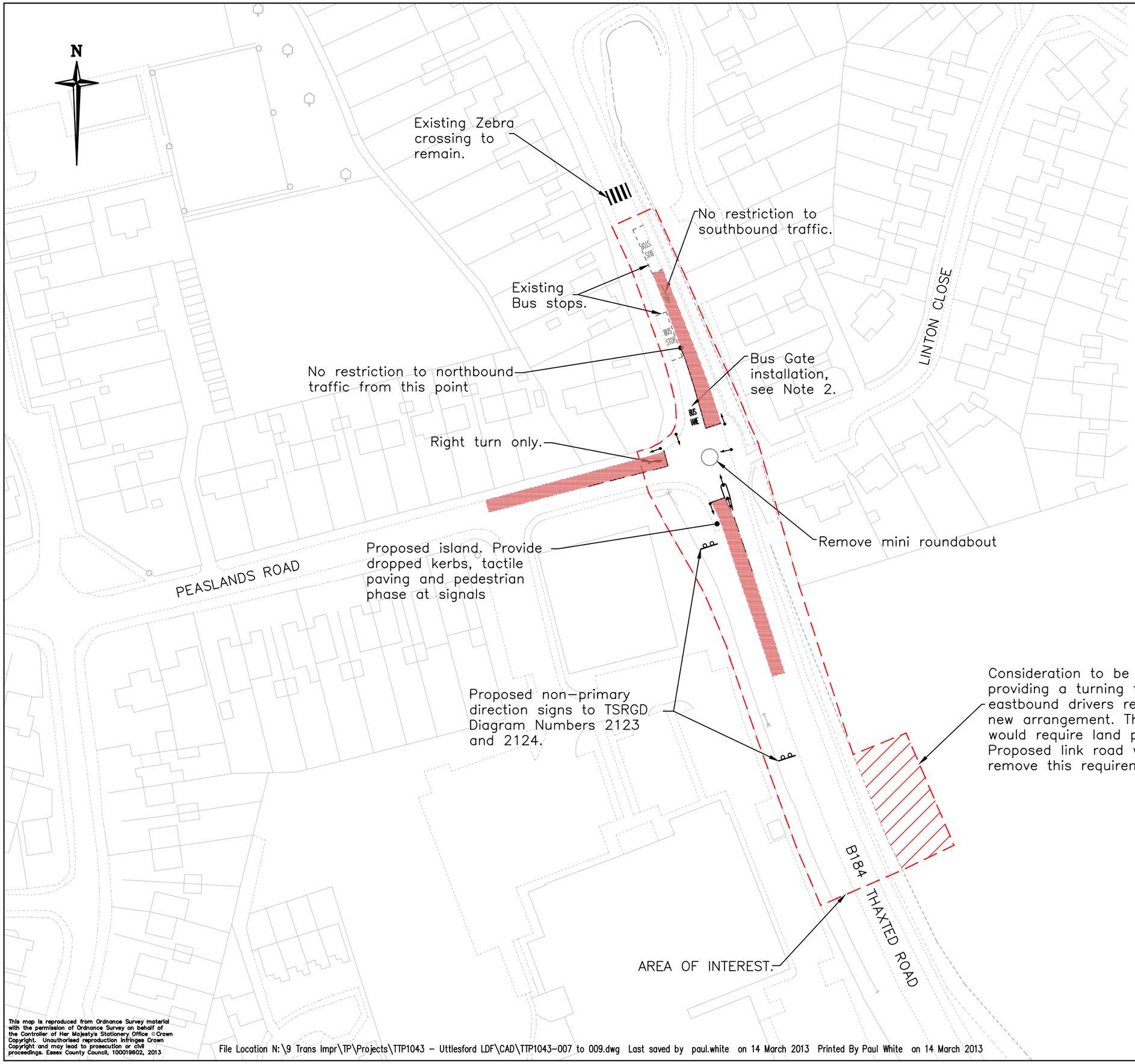

NOTES

1. Do not scale.
2. Bus gate can be amended to show a physical island/build out to restrict all motorised northbound access, however bus routes will require permanent diversion. Otherwise existing kerblines and footways shall not be altered.
3. Traffic flow and associated noise etc. will be increased along Peaslands Road.
4. Advanced signing will need to be erected on Debden Road and London Road advising Road Users of turning restrictions.
5. If vehicles/road users continually ignore bus gate restrictions, consideration shall be given to providing a permanent enforcement camera.
6. Northbound approach will require it's own phasing. It is unclear how this could be set up to run more efficiently than existing, unless bus gate is replaced by build out.
7. If private hire vehicles are to be permitted to use bus lanes/gates, then signs require DfT approval.
8. Area will be subject to resurfacing after removal of mini roundabout.

KEY

Proposed Traffic Signal head

High-friction Surfacing treatment

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SCHEME TITLE

THAXTED ROAD J/W PEASLANDS ROAD, SAFFRON WALDEN

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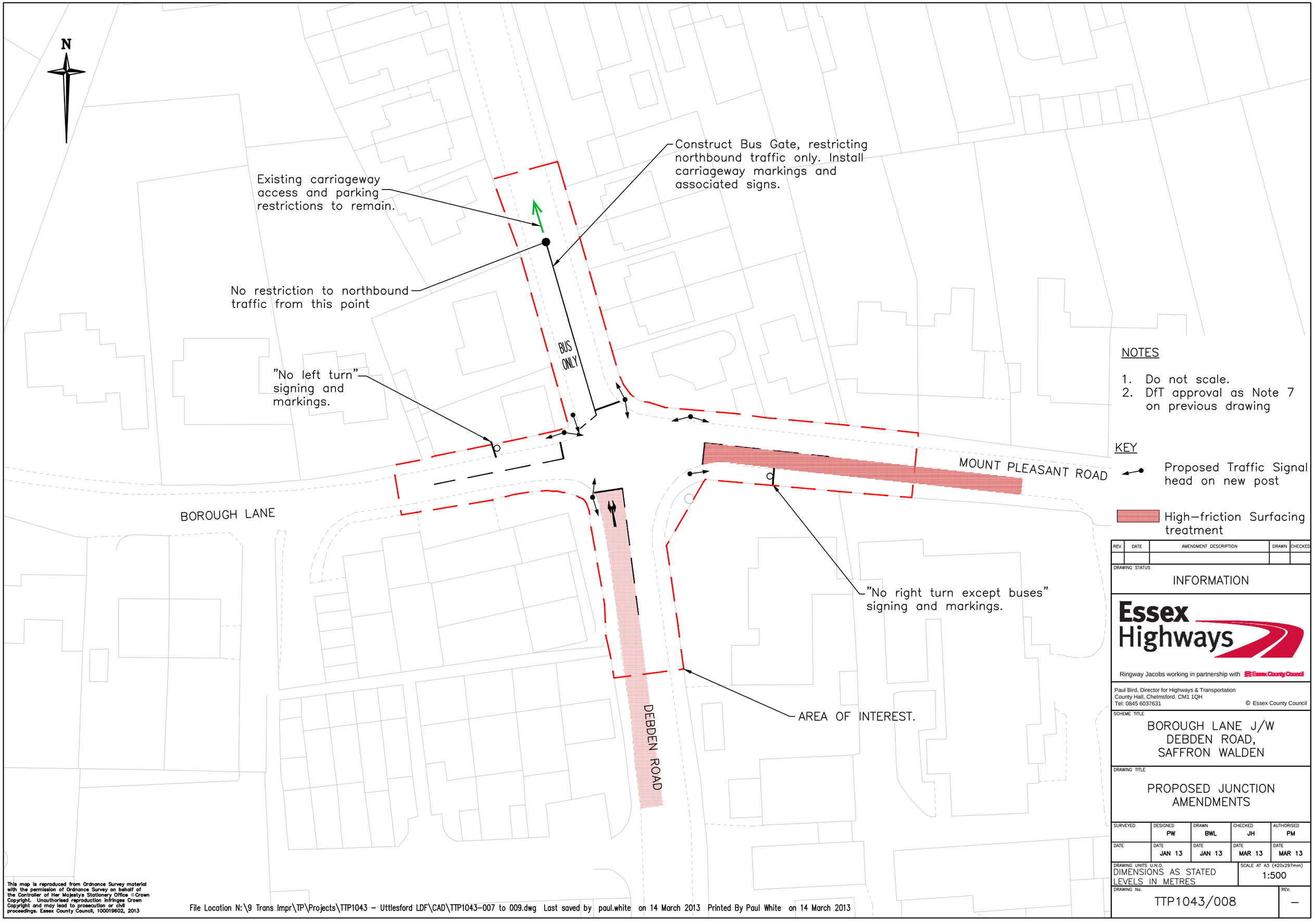

NOTES

1. Do not scale.
2. DfT approval as Note 7 on previous drawing

KEY

Proposed Traffic Signal head on new post

High–friction Surfacing treatment

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SCHEME TITLE

BOROUGH LANE J/W DEBDEN ROAD, SAFFRON WALDEN

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AUDLEY ROAD

AREA OF INTEREST.

Remove mini–roundabout. Install signage directing local traffic and traffic for leisure centre south along Debden Road. Existing markings to be removed and proposed junction/give way markings to be laid.

Diverted northbound traffic from Debden Road will now use London Road. Disruption to flow by northbound local traffic will be minimal.

Northbound Debden Road traffic will be minimal due to access restrictions at its junction with Borough Lane.

Southbound traffic along Debden Road will increase marginally due to the restrictions at London Road junction with Borough Lane.

LONDON ROAD

DEBDEN ROAD

NOTES

1. Area will be subject to resurfacing after removal of the mini–roundabout.

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SCHEME TITLE

LONDON ROAD J/W DEBDEN ROAD, SAFFRON WALDEN

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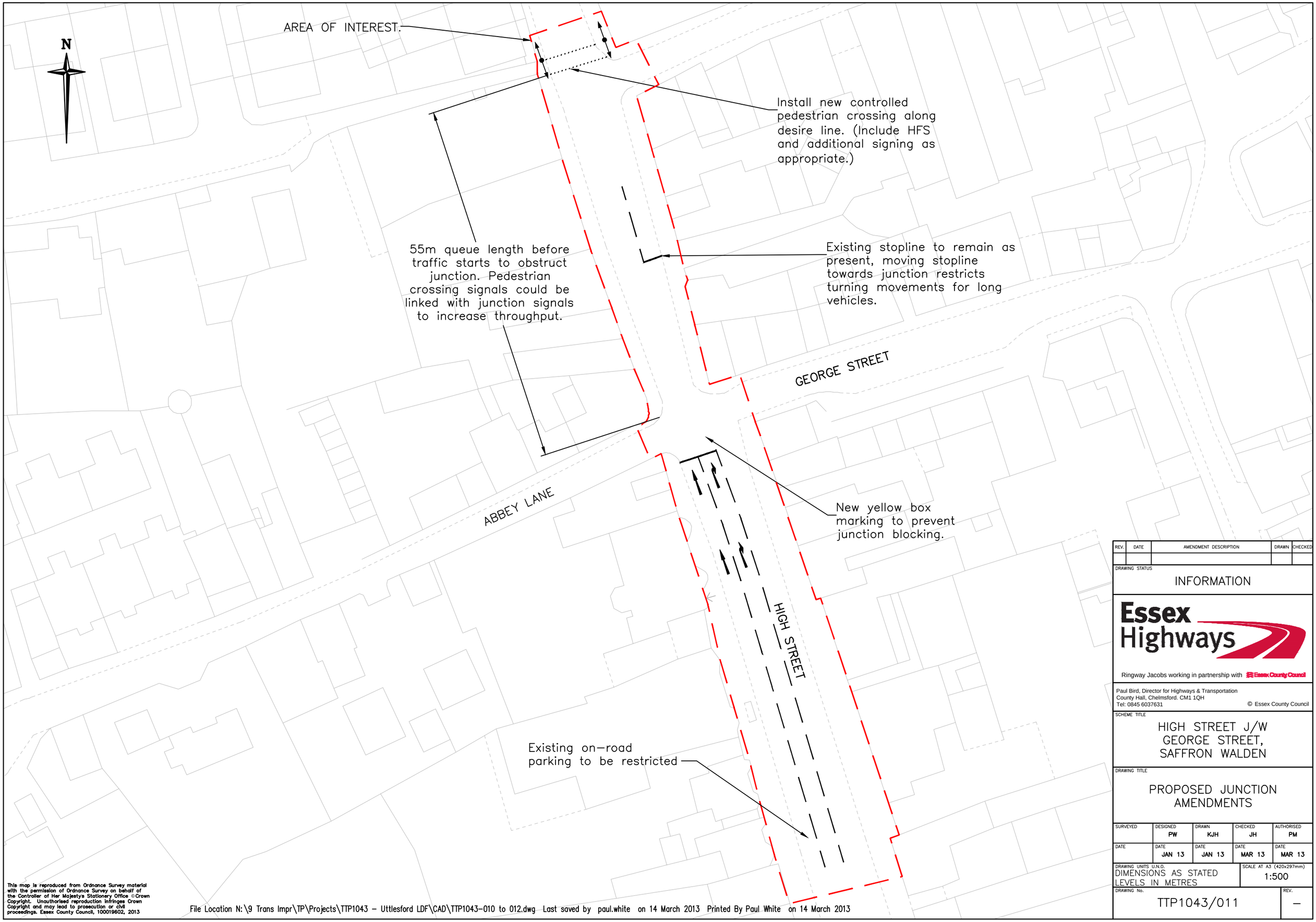

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HIGH STREET J/W GEORGE STREET, SAFFRON WALDEN

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N

LONDON ROAD

Remove 2 No. mini roundabouts.

Traffic signals to control joining traffic

Proposed one–way exit only, with separate left and right turning lanes. Pedestrian crossing phase to be incorporated

Install new island to suit new alignment.

Approximate visibility splay x 70m.

AUDLEY END ROAD

AREA OF INTEREST.

BOROUGH LANE

Minor kerb realignment. Not envisaged to affect drainage.

Proposed pedestrian guardrail

Newport Road to London Road to be priority movement. Remove existing traffic islands.

Proposed controlled (pending approval by Network) crossing or similar. Visibility appears to be satisfactory. High friction surfacing to be installed on approaches.

NEWPORT ROAD

One–way restriction to extend south to Springhill Road junction.

NOTES

1. Do not scale.
2. Traffic Signal installation to be to current standards, with high friction surfacing and refreshed road markings to suit.
3. Northbound HGVs on Newport Road destined for Borough Lane will be diverted via Rowntree Way/Debden Road.
4. Existing 7.5T weight limit of Audley End Road to remain.
5. Area will be subject to resurfacing after removal of mini roundabouts.

KEY

Section of footway to be removed to discourage crossing away from the proposed Zebra Crossing.

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SCHEME TITLE

BOROUGH LANE J/W LONDON ROAD, SAFFRON WALDEN

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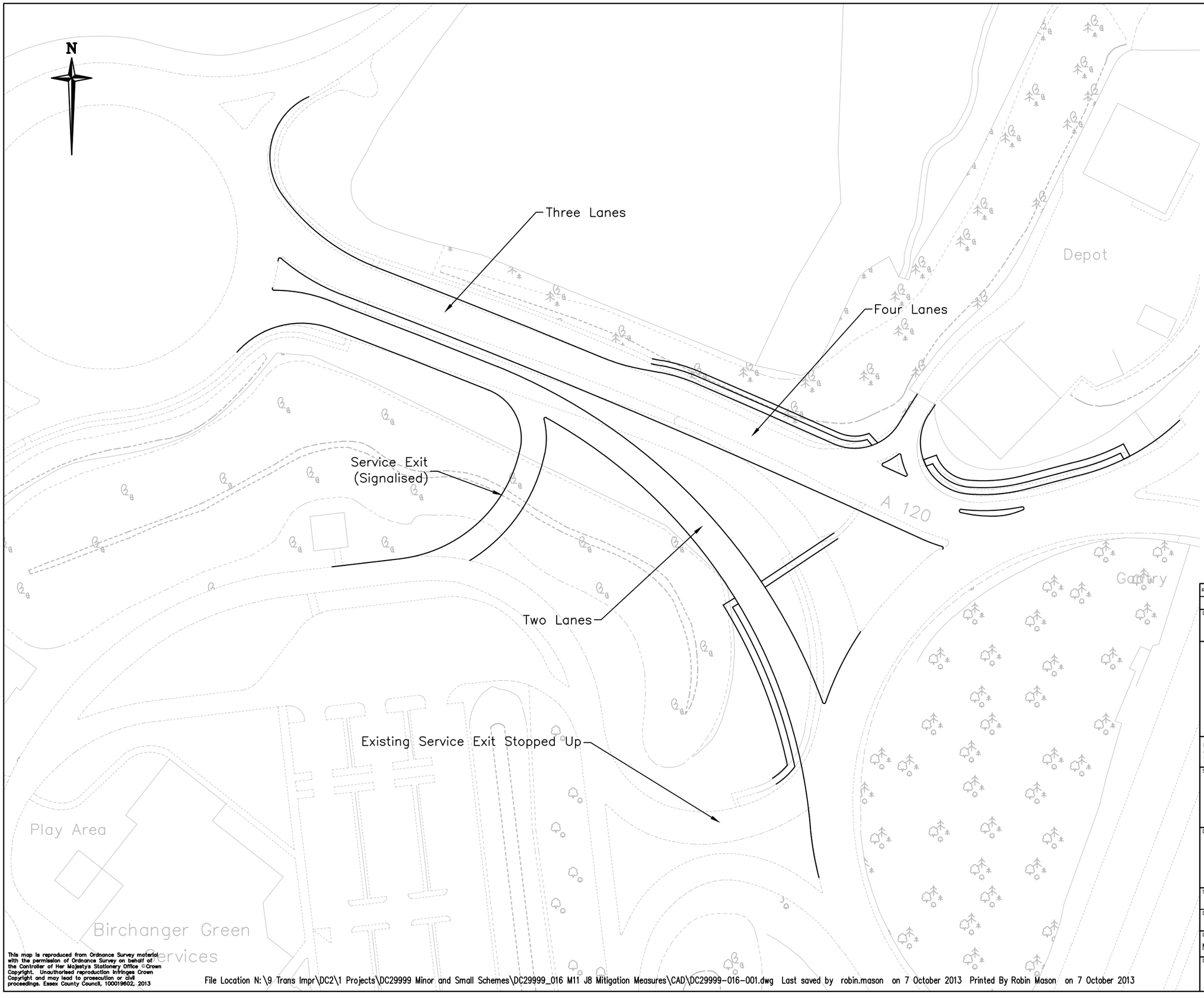

Notes

1. Do not scale.

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