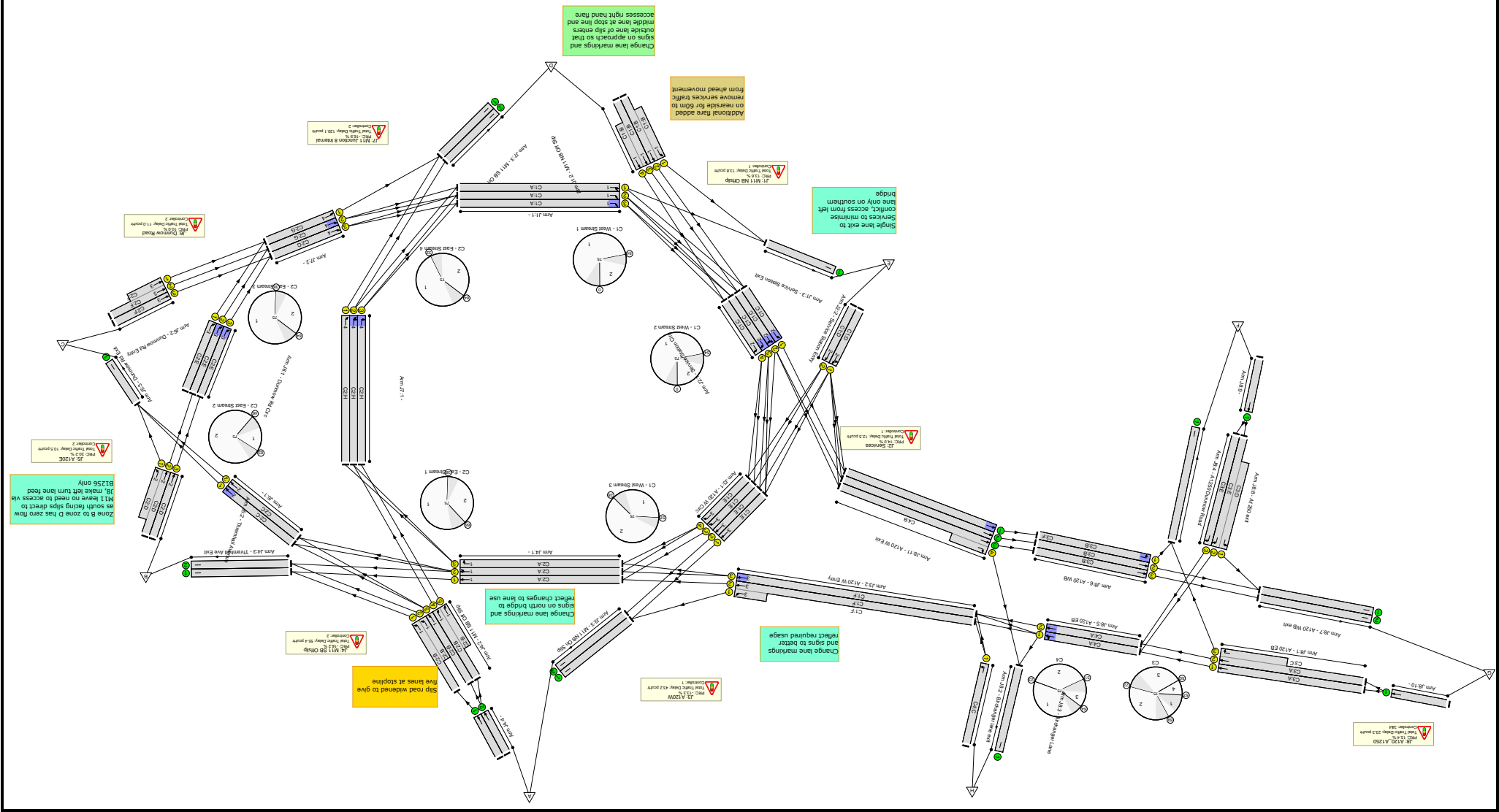


# Full Input Data And Results Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Current Interim Scheme Assessment</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>105.2%</b>
<b>J1: M11 NB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>79.2%</b>
1/1	Ahead Right	U	1:1	N/A	C1:A		1	47	-	727	1800	1152	58.5%
1/2	Right	U	1:1	N/A	C1:A		1	47	-	977	2022	1186	79.2%
1/3	Right	U	1:1	N/A	C1:A		1	47	-	677	2022	1294	49.9%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	16	-	421	2080:1928	845	49.8%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	16	-	502	2080:2080	664	75.6%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
<b>J2: Services</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>78.9%</b>
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	48	-	728	1800	1176	59.4%
1/2	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	48	-	1072	2045	1336	78.3%
1/3	Service Station Circ Right	U	1:2	N/A	C1:C		1	48	-	908	2045	1336	64.8%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	48	-	176	2045	1336	13.2%
2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	16	-	77	2036	461	16.7%
2/2	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	16	-	322	1800	408	78.9%
<b>J3: A120W</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>102.0%</b>
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	23	-	484	2070	662	70.0%

Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	23	-	483	2070	662	69.6%
1/3	A120 W Circ Right	U	1:3	N/A	C1:E		1	23	-	42	2070	662	6.3%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	23	-	456	2070	662	68.8%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	41	-	1052	1800:1972	1197	87.9%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	41	-	1028	1800	1008	102.0%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
<b>J4: M11 SB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>104.6%</b>
1/1	Ahead	U	2:1	N/A	C2:A		1	40	-	629	2060	1126	55.9%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	40	-	314	2060	1126	27.6%
1/3	Right	U	2:1	N/A	C2:A		1	40	-	1170	2016	1102	104.6%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	23	-	878	1945:2085	981	89.5%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	23	-	81	2031	650	12.5%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	23	-	449	2085:2120	895	50.2%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1107	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	878	1990	1990	44.1%
4/2	Ahead	U	N/A	N/A	-		-	-	-	530	2130	2130	24.9%
<b>J5: A120E</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>69.1%</b>
1/1	Ahead	U	2:2	N/A	C2:C		1	11	-	187	1800	288	64.2%
1/2	Ahead	U	2:2	N/A	C2:C		1	11	-	200	1800	288	69.1%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	53	-	991	2075:1927	1467	67.5%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	53	-	800	2075	1411	56.7%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
<b>J6: Dunmow Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.8%</b>
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	0	2120	-	-
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	907	2074	1217	74.5%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	800	2074	1217	65.7%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	21	-	467	1990:1832	571	81.8%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	21	-	156	1990	584	26.7%
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>105.2%</b>
1/1	Right	U	2:4	N/A	C2:H		1	27	-	714	1800	672	101.8%
1/2	Right Right2	U	2:4	N/A	C2:H		1	27	-	745	1800	672	105.2%
1/3	Right	U	2:4	N/A	C2:H		1	27	-	160	1800	672	23.8%
2/1	Ahead	U	2:4	N/A	C2:G		1	37	-	420	2015	1021	41.1%
2/2	Ahead	U	2:4	N/A	C2:G		1	37	-	954	1800	912	104.6%
2/3	Ahead	U	2:4	N/A	C2:G		1	37	-	956	1800	912	104.8%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	1134	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
<b>J8: A120_A1250</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>78.0%</b>
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	31	-	613	1975	869	70.5%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	31:7	-	565	2115:1806	934	60.5%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	7	-	54	1781	190	28.4%

Full Input Data And Results

4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	23:32	-	438	1747:1841	562	78.0%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	23	-	414	1871	599	69.1%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	1049	1965	1520	69.0%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	977	2105	1628	60.0%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	27	735	1709	1322	53.4%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	30	-	547	2105	870	61.1%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	30	-	426	2105	870	48.1%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
8/1	A1250 exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	852	1800	1800	47.3%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	735	1965	1965	35.9%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	547	2105	2105	25.3%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	536	2105:1887	1103	47.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Current Interim Scheme Assessment</b>	-	-	0	0	0	91.6	198.2	0.0	289.8	-	-	-	-
<b>J1: M11 NB Offslip</b>	-	-	0	0	0	8.7	5.1	0.0	13.8	-	-	-	-
1/1	674	674	-	-	-	0.8	0.7	-	1.5	8.0	5.2	0.7	5.9
1/2	940	940	-	-	-	1.3	1.9	-	3.2	12.1	15.2	1.9	17.1
1/3	646	646	-	-	-	0.0	0.5	-	0.5	2.9	0.3	0.5	0.8
2/2+2/1	421	421	-	-	-	2.9	0.5	-	3.4	29.3	4.2	0.5	4.7
2/3+2/4	502	502	-	-	-	3.6	1.5	-	5.2	37.0	6.6	1.5	8.1
3/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Services</b>	-	-	0	0	0	7.1	5.4	0.0	12.5	-	-	-	-
1/1	699	699	-	-	-	1.5	0.7	-	2.2	11.2	6.6	0.7	7.3
1/2	1046	1046	-	-	-	2.0	1.8	-	3.8	12.9	12.8	1.8	14.6
1/3	865	865	-	-	-	0.1	0.9	-	1.1	4.4	0.5	0.9	1.4
1/4	176	176	-	-	-	0.6	0.1	-	0.7	14.3	3.2	0.1	3.3
2/1	77	77	-	-	-	0.5	0.1	-	0.6	28.0	1.3	0.1	1.4
2/2	322	322	-	-	-	2.4	1.8	-	4.2	47.4	6.3	1.8	8.1
<b>J3: A120W</b>	-	-	0	0	0	14.5	28.7	0.0	43.2	-	-	-	-
1/1	464	464	-	-	-	1.2	1.2	-	2.4	18.5	6.6	1.2	7.8
1/2	461	461	-	-	-	1.1	1.1	-	2.3	17.8	6.5	1.1	7.6
1/3	42	42	-	-	-	0.2	0.0	-	0.3	23.6	0.7	0.0	0.8
1/4	456	456	-	-	-	4.9	1.1	-	6.0	47.1	9.5	1.1	10.6
2/2+2/1	1052	1052	-	-	-	2.7	3.5	-	6.2	21.1	6.6	3.5	10.1
2/3	1028	1008	-	-	-	4.3	21.8	-	26.1	91.4	21.8	21.8	43.6
3/1	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

<b>J4: M11 SB Offslip</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>39.8</b>	<b>0.0</b>	<b>55.4</b>	-	-	-	-
1/1	629	629	-	-	-	0.6	0.6	-	1.3	7.2	1.8	0.6	2.4
1/2	311	311	-	-	-	0.7	0.2	-	0.9	10.4	4.0	0.2	4.2
1/3	1153	1102	-	-	-	6.0	33.9	-	39.9	124.6	25.1	33.9	59.0
2/1+2/2	878	878	-	-	-	5.4	4.0	-	9.4	38.6	9.2	4.0	13.2
2/3	81	81	-	-	-	0.4	0.1	-	0.5	21.2	1.2	0.1	1.3
2/4+2/5	449	449	-	-	-	2.5	0.5	-	3.0	23.7	4.7	0.5	5.2
3/1	1107	1107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	878	878	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	530	530	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
<b>J5: A120E</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>3.7</b>	<b>0.0</b>	<b>10.5</b>	-	-	-	-
1/1	185	185	-	-	-	2.2	0.9	-	3.1	60.0	3.9	0.9	4.7
1/2	199	199	-	-	-	1.5	1.1	-	2.6	46.6	4.1	1.1	5.2
2/2+2/1	991	991	-	-	-	1.8	1.0	-	2.8	10.3	10.6	1.0	11.6
2/3	800	800	-	-	-	1.4	0.7	-	2.0	9.2	8.7	0.7	9.3
3/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: Dunmow Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>4.8</b>	<b>0.0</b>	<b>11.0</b>	-	-	-	-
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	907	907	-	-	-	1.2	1.5	-	2.7	10.6	3.6	1.5	5.1
1/3	800	800	-	-	-	1.1	1.0	-	2.0	9.1	3.0	1.0	3.9
2/2+2/1	467	467	-	-	-	3.1	2.2	-	5.3	40.6	8.2	2.2	10.3
2/3	156	156	-	-	-	0.9	0.2	-	1.1	24.5	2.5	0.2	2.7
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>19.3</b>	<b>100.8</b>	<b>0.0</b>	<b>120.1</b>	-	-	-	-
1/1	684	672	-	-	-	3.9	16.4	-	20.2	106.5	14.7	16.4	31.1
1/2	707	672	-	-	-	4.2	24.8	-	29.0	147.5	15.5	24.8	40.2
1/3	160	160	-	-	-	0.5	0.2	-	0.6	13.9	0.9	0.2	1.0
2/1	420	420	-	-	-	1.8	0.3	-	2.1	18.2	8.7	0.3	9.1
2/2	954	912	-	-	-	4.3	29.2	-	33.4	126.2	21.1	29.2	50.3

Full Input Data And Results

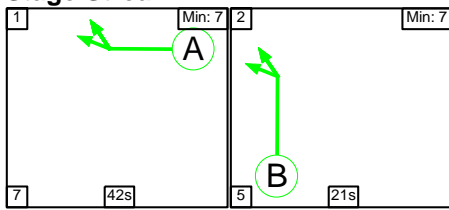
2/3	956	912	-	-	-	4.7	30.0	-	34.7	130.7	20.8	30.0	50.8																																																																																
3/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
3/2	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
<b>J8: A120_A1250</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>10.0</b>	<b>0.0</b>	<b>23.3</b>	-	-	-	-																																																																																
1/1	613	613	-	-	-	2.0	1.2	-	3.2	18.8	8.3	1.2	9.5																																																																																
1/2+1/3	565	565	-	-	-	1.8	0.8	-	2.5	16.0	7.2	0.8	8.0																																																																																
2/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
3/1	54	54	-	-	-	0.5	0.2	-	0.7	44.1	1.0	0.2	1.2																																																																																
4/2+4/1	438	438	-	-	-	2.8	1.7	-	4.5	37.2	8.1	1.7	9.8																																																																																
4/3	414	414	-	-	-	2.6	1.1	-	3.7	31.9	7.5	1.1	8.6																																																																																
5/1	1049	1049	-	-	-	0.4	1.1	-	1.5	5.1	3.7	1.1	4.8																																																																																
5/2	977	977	-	-	-	0.3	0.7	-	1.1	3.9	3.4	0.7	4.1																																																																																
6/1	706	706	-	-	-	0.3	0.6	-	0.9	4.6	1.8	0.6	2.4																																																																																
6/2	532	532	-	-	-	1.2	0.8	-	2.0	13.3	6.0	0.8	6.8																																																																																
6/3	418	418	-	-	-	0.8	0.5	-	1.2	10.6	5.4	0.5	5.8																																																																																
7/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
7/2	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
8/1	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
9/1	852	852	-	-	-	0.0	0.4	-	0.4	1.9	0.0	0.4	0.4																																																																																
10/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
11/1	706	706	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3																																																																																
11/2	532	532	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2																																																																																
11/3+11/4	526	526	-	-	-	0.7	0.5	-	1.1	7.9	2.2	0.5	2.6																																																																																
<table> <tbody> <tr> <td>C1 - West</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>13.6</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>13.77</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C1 - West</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>14.0</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>12.54</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C1 - West</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>-13.3</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>43.17</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>-16.2</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>54.89</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>30.2</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>10.53</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>10.0</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>11.02</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>-16.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>120.08</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>15.4</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>18.00</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>30.4</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>3.21</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-16.9</td> <td>Total Delay Over All Lanes (pcuHr)</td> <td>289.81</td> <td></td> <td></td> </tr> </tbody> </table>														C1 - West	Stream: 1	PRC for Signalled Lanes (%)	13.6	Total Delay for Signalled Lanes (pcuHr)	13.77	Cycle Time (s)	75	C1 - West	Stream: 2	PRC for Signalled Lanes (%)	14.0	Total Delay for Signalled Lanes (pcuHr)	12.54	Cycle Time (s)	75	C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-13.3	Total Delay for Signalled Lanes (pcuHr)	43.17	Cycle Time (s)	75	C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-16.2	Total Delay for Signalled Lanes (pcuHr)	54.89	Cycle Time (s)	75	C2 - East	Stream: 2	PRC for Signalled Lanes (%)	30.2	Total Delay for Signalled Lanes (pcuHr)	10.53	Cycle Time (s)	75	C2 - East	Stream: 3	PRC for Signalled Lanes (%)	10.0	Total Delay for Signalled Lanes (pcuHr)	11.02	Cycle Time (s)	75	C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-16.9	Total Delay for Signalled Lanes (pcuHr)	120.08	Cycle Time (s)	75	C3		PRC for Signalled Lanes (%)	15.4	Total Delay for Signalled Lanes (pcuHr)	18.00	Cycle Time (s)	75	C4		PRC for Signalled Lanes (%)	30.4	Total Delay for Signalled Lanes (pcuHr)	3.21	Cycle Time (s)	75			PRC Over All Lanes (%)	-16.9	Total Delay Over All Lanes (pcuHr)	289.81		
C1 - West	Stream: 1	PRC for Signalled Lanes (%)	13.6	Total Delay for Signalled Lanes (pcuHr)	13.77	Cycle Time (s)	75																																																																																						
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C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-16.2	Total Delay for Signalled Lanes (pcuHr)	54.89	Cycle Time (s)	75																																																																																						
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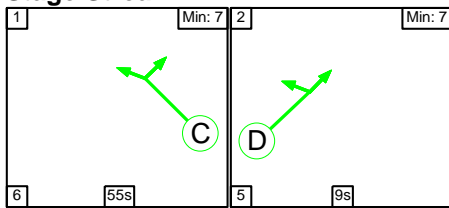
C1 - West

Stage Sequence Diagram

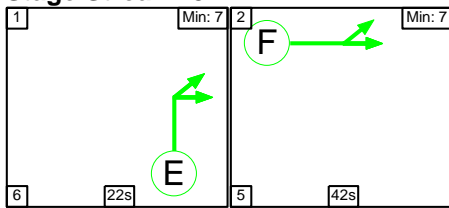
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	42	21
Change Point	68	42

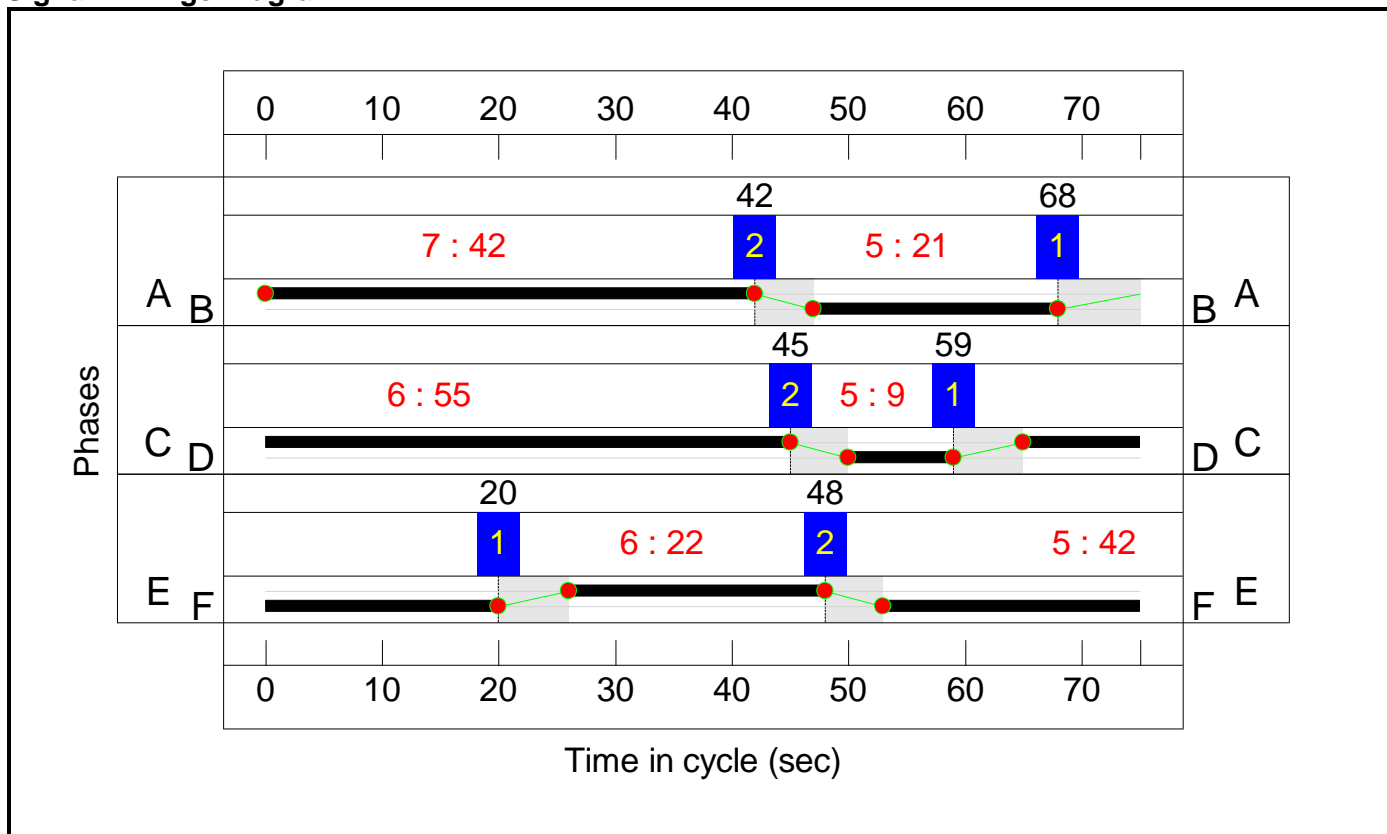
Stage Stream: 2

Stage	1	2
Duration	55	9
Change Point	59	45

Stage Stream: 3

Stage	1	2
Duration	22	42
Change Point	20	48

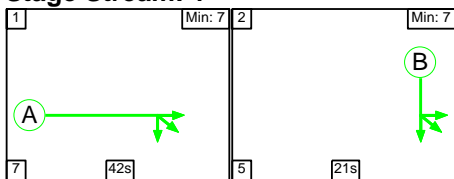
Signal Timings Diagram



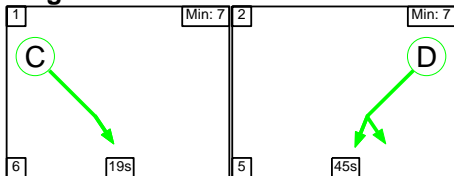
C2 - East

Stage Sequence Diagram

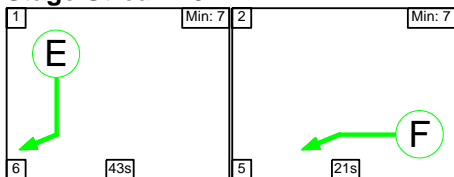
Stage Stream: 1



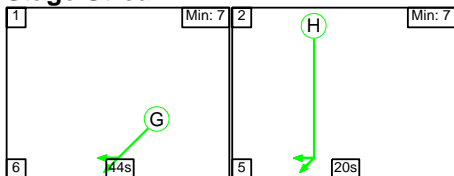
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	42	21
Change Point	55	29

**Stage Stream: 2**

Stage	1	2
Duration	19	45
Change Point	73	23

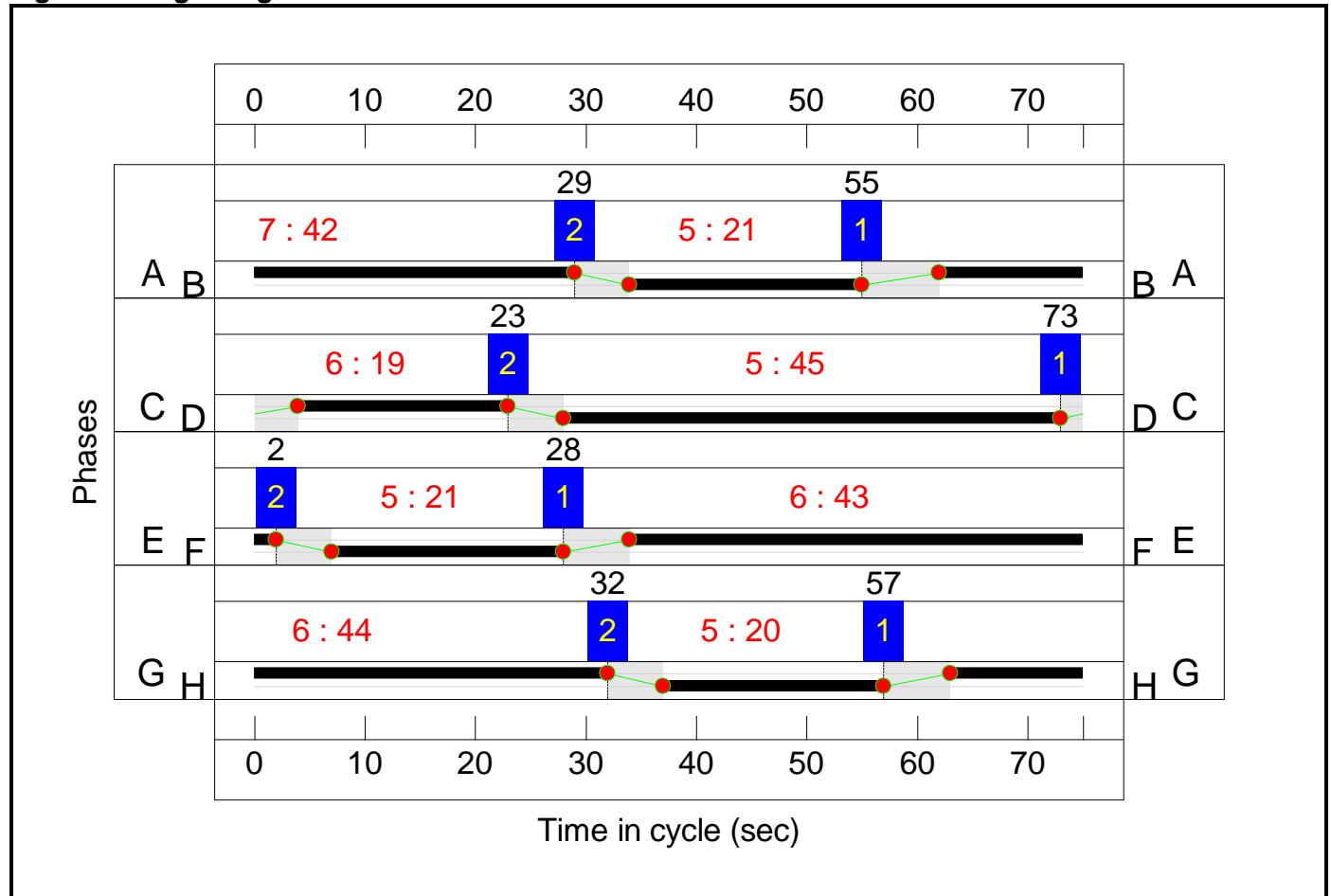
**Stage Stream: 3**

Stage	1	2
Duration	43	21
Change Point	28	2

**Stage Stream: 4**

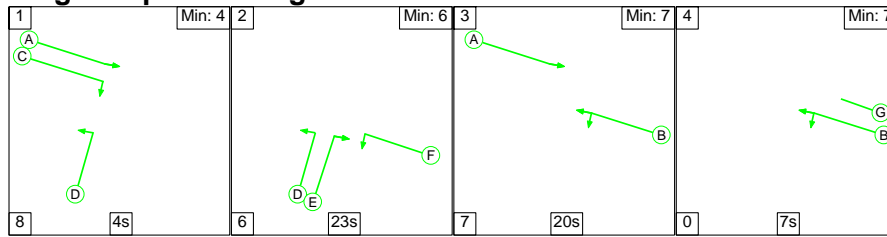
Stage	1	2
Duration	44	20
Change Point	57	32

**Signal Timings Diagram**



## Full Input Data And Results

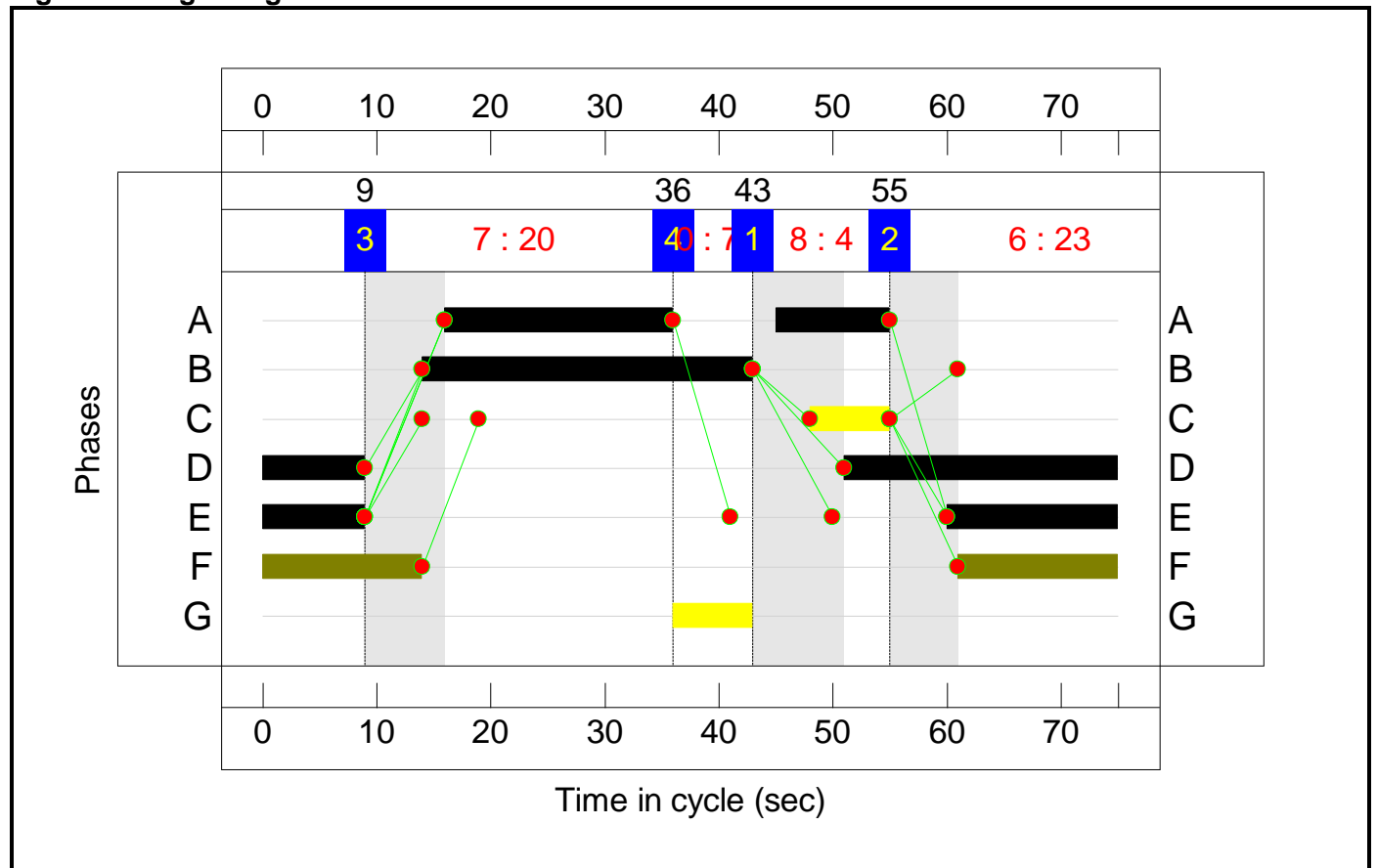
### C3 Stage Sequence Diagram



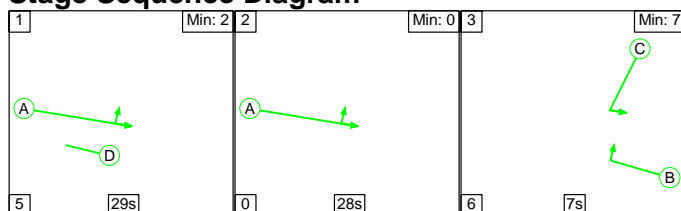
### Stage Timings

Stage	1	2	3	4
Duration	4	23	20	7
Change Point	43	55	9	36

### Signal Timings Diagram



### C4 Stage Sequence Diagram

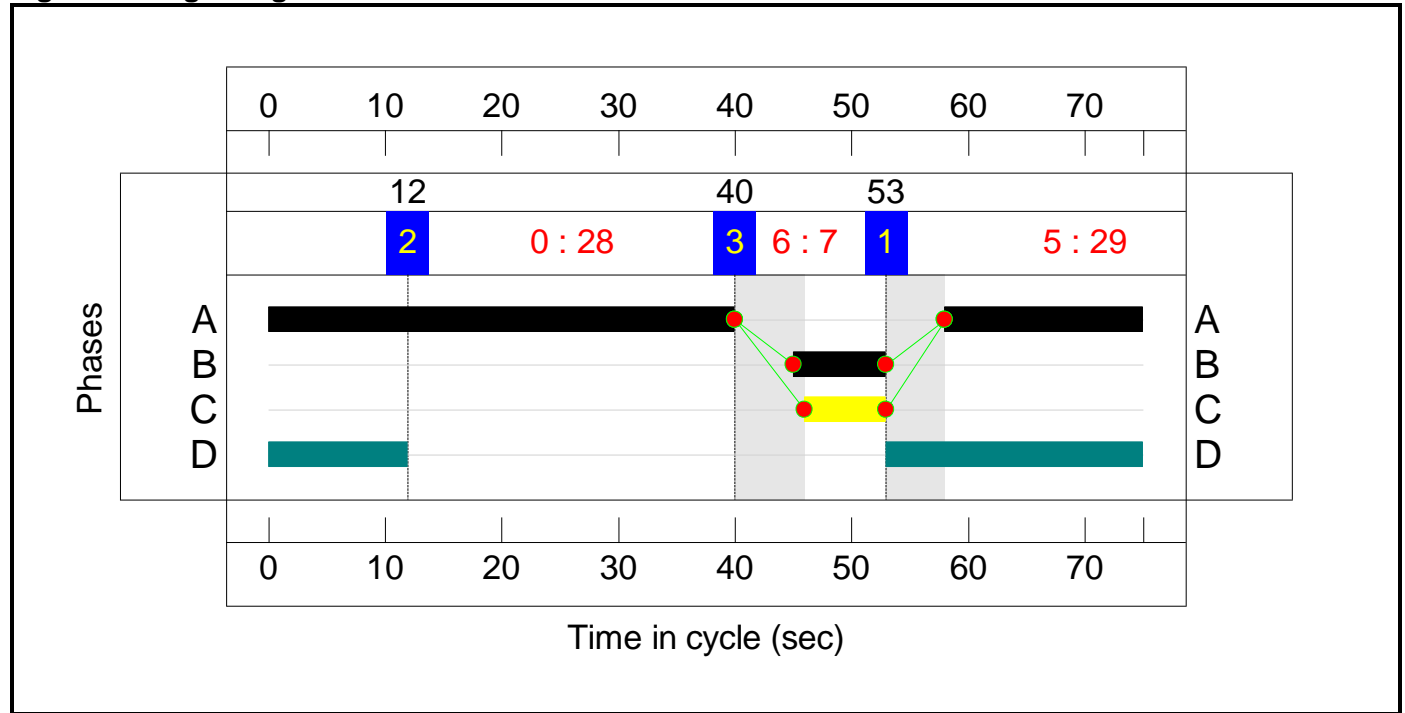


Full Input Data And Results

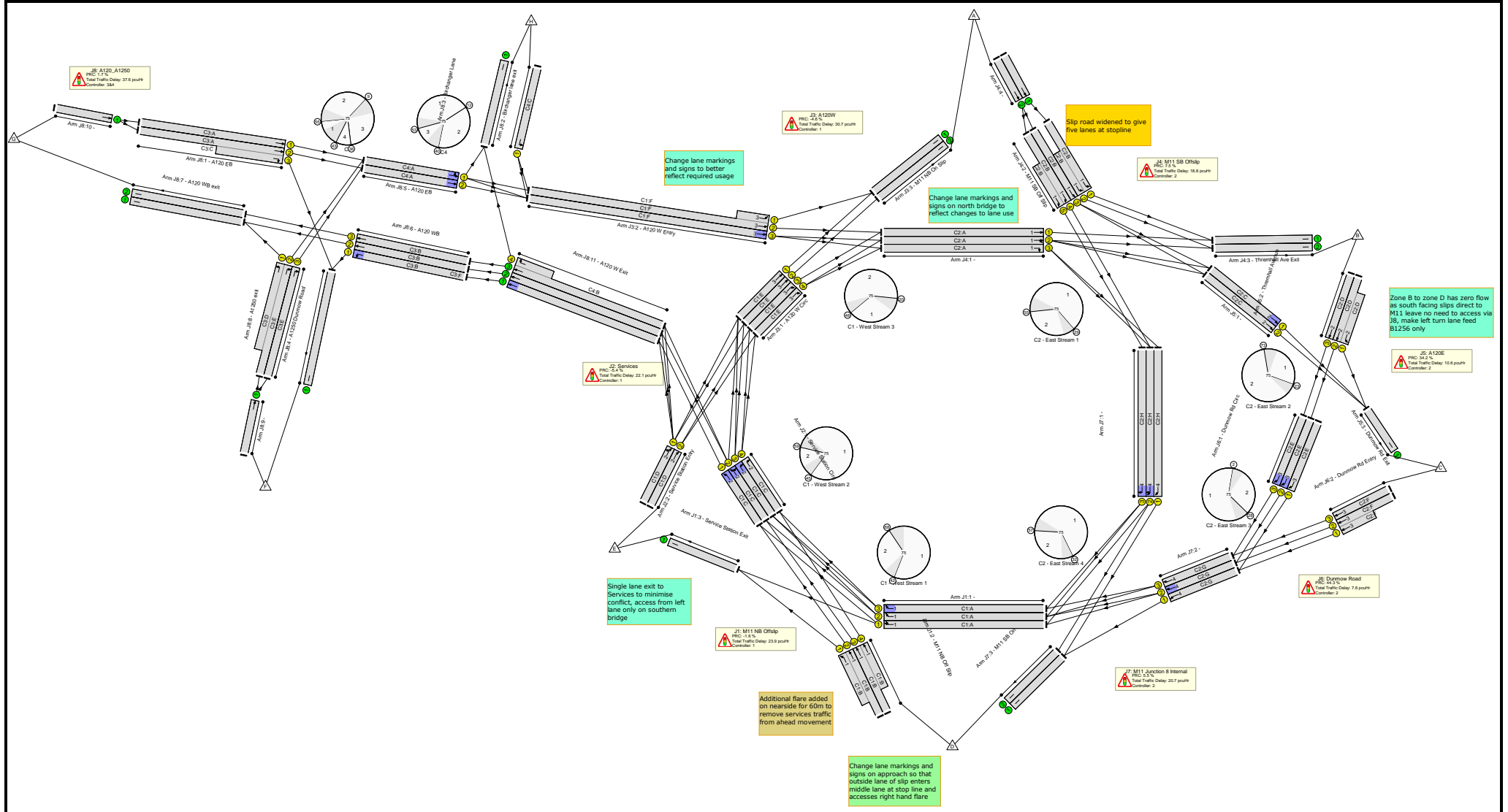
**Stage Timings**

Stage	1	2	3
Duration	29	28	7
Change Point	53	12	40

**Signal Timings Diagram**



# Full Input Data And Results Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Current Interim Scheme Assessment</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>94.8%</b>
<b>J1: M11 NB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>91.5%</b>
1/1	Ahead Right	U	1:1	N/A	C1:A		1	42	-	675	2100	1204	56.1%
1/2	Right	U	1:1	N/A	C1:A		1	42	-	932	2022	1051	88.6%
1/3	Right	U	1:1	N/A	C1:A		1	42	-	978	2022	1159	84.4%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	21	-	461	2080:1928	1069	43.1%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	21	-	663	2080:2080	725	<b>91.5%</b>
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
<b>J2: Services</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>94.8%</b>
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	55	-	641	2100	1568	40.9%
1/2	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	55	-	1448	2045	1527	<b>94.8%</b>
1/3	Service Station Circ Right	U	1:2	N/A	C1:C		1	55	-	902	2045	1527	59.1%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	55	-	223	2045	1527	14.6%
2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	9	-	246	2036	271	<b>90.6%</b>
2/2	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	9	-	228	2100	280	81.4%
<b>J3: A120W</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>94.1%</b>
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	22	-	543	2070	635	85.5%

Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	22	-	543	2070	635	85.5%
1/3	A120 W Circ Right	U	1:3	N/A	C1:E		1	22	-	138	2070	635	21.7%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	22	-	313	2070	635	49.3%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	42	-	1022	2100:1972	1222	83.6%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	42	-	1133	2100	1204	94.1%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
<b>J4: M11 SB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.7%</b>
1/1	Ahead	U	2:1	N/A	C2:A		1	42	-	889	2060	1181	75.3%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	42	-	814	2060	1181	68.9%
1/3	Right	U	2:1	N/A	C2:A		1	42	-	632	2016	1156	54.7%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	21	-	819	1945:2085	978	83.7%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	21	-	89	2031	596	14.9%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	21	-	452	2085:2120	1010	44.8%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1308	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	819	1990	1990	41.2%
4/2	Ahead	U	N/A	N/A	-		-	-	-	541	2130	2130	25.4%
<b>J5: A120E</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>67.1%</b>
1/1	Ahead	U	2:2	N/A	C2:C		1	19	-	327	2100	560	58.4%
1/2	Ahead	U	2:2	N/A	C2:C		1	19	-	304	2100	560	54.3%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	45	-	841	2075:1927	1254	67.1%



Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	45	-	736	2075	1190	61.9%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
<b>J6: Dunmow Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>62.4%</b>
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	0	2120	1244	0.0%
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	759	2074	1217	62.4%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	736	2074	1217	60.5%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	21	-	406	1990:1832	745	54.5%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	21	-	339	1990	584	58.1%
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>85.3%</b>
1/1	Right	U	2:4	N/A	C2:H		1	20	-	418	2100	588	71.1%
1/2	Right Right2	U	2:4	N/A	C2:H		1	20	-	446	2100	588	75.9%
1/3	Right	U	2:4	N/A	C2:H		1	20	-	220	2100	588	37.4%
2/1	Ahead	U	2:4	N/A	C2:G		1	44	-	140	2015	1209	11.6%
2/2	Ahead	U	2:4	N/A	C2:G		1	44	-	1025	2100	1260	81.3%
2/3	Ahead	U	2:4	N/A	C2:G		1	44	-	1075	2100	1260	85.3%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
<b>J8: A120_A1250</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>88.5%</b>
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	30	-	580	1975	843	68.8%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	30:7	-	408	2115:1806	911	44.8%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	7	-	106	1781	190	55.8%
4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	24:33	-	518	1747:1841	588	88.1%

Full Input Data And Results

4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	24	-	552	1871	624	88.5%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	1093	1965	1520	71.9%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	956	2105	1628	58.7%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	28	660	1709	1322	49.9%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	722	2105	842	85.7%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	724	2105	842	86.0%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
8/1	A1250 exit	U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1070	1800	1800	59.4%
10/1	Ahead	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	660	1965	1965	33.6%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	722	2105	2105	34.3%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	769	2105:1887	2091	36.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Current Interim Scheme Assessment</b>	-	-	0	0	0	90.6	81.6	0.0	172.1	-	-	-	-
<b>J1: M11 NB Offslip</b>	-	-	0	0	0	12.0	12.0	0.0	23.9	-	-	-	-
1/1	675	675	-	-	-	1.7	0.6	-	2.4	12.5	8.5	0.6	9.1
1/2	932	932	-	-	-	2.8	3.7	-	6.5	25.0	18.2	3.7	21.9
1/3	978	978	-	-	-	0.3	2.6	-	2.9	10.8	2.5	2.6	5.1
2/2+2/1	461	461	-	-	-	2.7	0.4	-	3.1	24.1	3.9	0.4	4.2
2/3+2/4	663	663	-	-	-	4.4	4.7	-	9.1	49.3	10.7	4.7	15.3
3/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Services</b>	-	-	0	0	0	7.5	14.6	0.0	22.1	-	-	-	-
1/1	641	641	-	-	-	0.7	0.3	-	1.1	6.0	4.9	0.3	5.2
1/2	1448	1448	-	-	-	1.9	7.7	-	9.6	23.9	12.0	7.7	19.7
1/3	902	902	-	-	-	0.2	0.7	-	0.9	3.6	0.8	0.7	1.5
1/4	223	223	-	-	-	0.4	0.1	-	0.5	8.5	2.9	0.1	3.0
2/1	246	246	-	-	-	2.2	3.7	-	5.9	86.7	5.0	3.7	8.7
2/2	228	228	-	-	-	2.0	2.0	-	4.0	63.7	4.6	2.0	6.6
<b>J3: A120W</b>	-	-	0	0	0	15.3	15.4	0.0	30.7	-	-	-	-
1/1	543	543	-	-	-	2.6	2.8	-	5.3	35.4	10.4	2.8	13.2
1/2	543	543	-	-	-	2.6	2.8	-	5.4	35.6	10.4	2.8	13.2
1/3	138	138	-	-	-	1.2	0.1	-	1.3	33.8	2.2	0.1	2.4
1/4	313	313	-	-	-	3.3	0.5	-	3.8	43.5	6.4	0.5	6.9
2/2+2/1	1022	1022	-	-	-	3.2	2.5	-	5.7	20.0	14.1	2.5	16.6
2/3	1133	1133	-	-	-	2.6	6.7	-	9.3	29.5	9.5	6.7	16.2
3/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J4: M11 SB Offslip</b>	-	-	0	0	0	12.1	6.7	0.0	18.8	-	-	-	-

Full Input Data And Results

1/1	889	889	-	-	-	1.1	1.5	-	2.6	10.7	5.2	1.5	6.7
1/2	814	814	-	-	-	1.4	1.1	-	2.5	10.9	8.2	1.1	9.3
1/3	632	632	-	-	-	1.1	0.6	-	1.7	9.8	4.5	0.6	5.1
2/1+2/2	819	819	-	-	-	5.4	2.5	-	7.8	34.5	7.8	2.5	10.3
2/3	89	89	-	-	-	0.5	0.1	-	0.6	23.2	1.4	0.1	1.4
2/4+2/5	452	452	-	-	-	2.6	0.4	-	3.0	24.2	3.8	0.4	4.2
3/1	1308	1308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	819	819	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2	541	541	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
<b>J5: A120E</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>3.1</b>	<b>0.0</b>	<b>10.6</b>	-	-	-	-
1/1	327	327	-	-	-	1.5	0.7	-	2.2	24.1	6.1	0.7	6.8
1/2	304	304	-	-	-	1.5	0.6	-	2.1	24.5	5.3	0.6	5.9
2/2+2/1	841	841	-	-	-	2.4	1.0	-	3.4	14.6	10.5	1.0	11.6
2/3	736	736	-	-	-	2.2	0.8	-	3.0	14.5	10.0	0.8	10.8
3/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: Dunmow Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>2.9</b>	<b>0.0</b>	<b>7.6</b>	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	759	759	-	-	-	0.1	0.8	-	0.9	4.5	0.3	0.8	1.1
1/3	736	736	-	-	-	0.1	0.8	-	0.9	4.3	0.3	0.8	1.0
2/2+2/1	406	406	-	-	-	2.4	0.6	-	3.0	26.5	4.5	0.6	5.1
2/3	339	339	-	-	-	2.1	0.7	-	2.8	29.9	5.9	0.7	6.6
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>8.1</b>	<b>0.0</b>	<b>20.7</b>	-	-	-	-
1/1	418	418	-	-	-	3.1	1.2	-	4.3	37.3	8.7	1.2	9.9
1/2	446	446	-	-	-	2.0	1.5	-	3.5	28.6	5.9	1.5	7.4
1/3	220	220	-	-	-	0.6	0.3	-	0.9	14.5	0.9	0.3	1.2
2/1	140	140	-	-	-	0.1	0.1	-	0.2	4.2	0.3	0.1	0.3
2/2	1025	1025	-	-	-	3.3	2.1	-	5.5	19.3	16.4	2.1	18.5
2/3	1075	1075	-	-	-	3.5	2.8	-	6.3	21.2	16.0	2.8	18.8

Full Input Data And Results

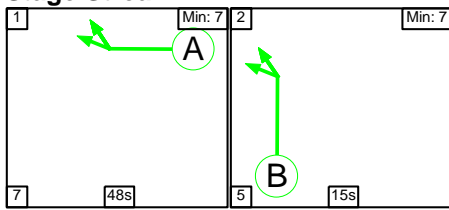
3/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J8: A120_A1250</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>37.6</b>	-	-	-	-
1/1	580	580	-	-	-	2.0	1.1	-	3.1	19.0	7.9	1.1	9.0
1/2+1/3	408	408	-	-	-	1.2	0.4	-	1.6	14.4	4.8	0.4	5.2
2/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	106	106	-	-	-	0.9	0.6	-	1.6	53.0	2.1	0.6	2.7
4/2+4/1	518	518	-	-	-	3.4	3.4	-	6.8	46.9	10.0	3.4	13.3
4/3	552	552	-	-	-	3.6	3.5	-	7.1	46.5	10.7	3.5	14.2
5/1	1093	1093	-	-	-	0.3	1.3	-	1.6	5.3	3.4	1.3	4.7
5/2	956	956	-	-	-	0.2	0.7	-	0.9	3.5	2.2	0.7	2.9
6/1	660	660	-	-	-	0.4	0.5	-	0.9	4.7	2.3	0.5	2.8
6/2	722	722	-	-	-	3.3	2.9	-	6.2	30.9	13.1	2.9	16.0
6/3	724	724	-	-	-	3.1	2.9	-	6.0	30.1	12.4	2.9	15.3
7/1	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1070	1070	-	-	-	0.0	0.7	-	0.7	2.5	0.0	0.7	0.7
10/1	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	660	660	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
11/2	722	722	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
11/3+11/4	769	769	-	-	-	0.3	0.3	-	0.6	2.6	0.8	0.3	1.1

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	-1.6	Total Delay for Signalled Lanes (pcuHr):	23.92	Cycle Time (s):	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	-5.4	Total Delay for Signalled Lanes (pcuHr):	22.07	Cycle Time (s):	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-4.6	Total Delay for Signalled Lanes (pcuHr):	30.73	Cycle Time (s):	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	7.5	Total Delay for Signalled Lanes (pcuHr):	18.28	Cycle Time (s):	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	34.2	Total Delay for Signalled Lanes (pcuHr):	10.65	Cycle Time (s):	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	44.3	Total Delay for Signalled Lanes (pcuHr):	7.62	Cycle Time (s):	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	5.5	Total Delay for Signalled Lanes (pcuHr):	20.73	Cycle Time (s):	75
C3		PRC for Signalled Lanes (%)	1.7	Total Delay for Signalled Lanes (pcuHr):	31.68	Cycle Time (s):	75
C4		PRC for Signalled Lanes (%)	25.1	Total Delay for Signalled Lanes (pcuHr):	4.11	Cycle Time (s):	75
		PRC Over All Lanes (%)	-5.4	Total Delay Over All Lanes(pcuHr):	172.13		

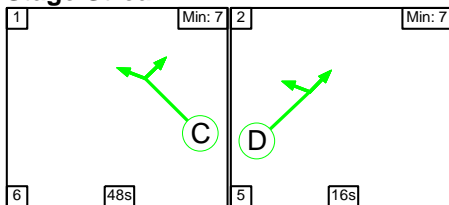
C1 - West

Stage Sequence Diagram

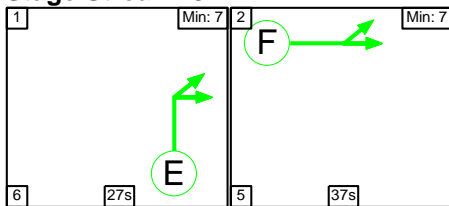
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	48	15
Change Point	0	55

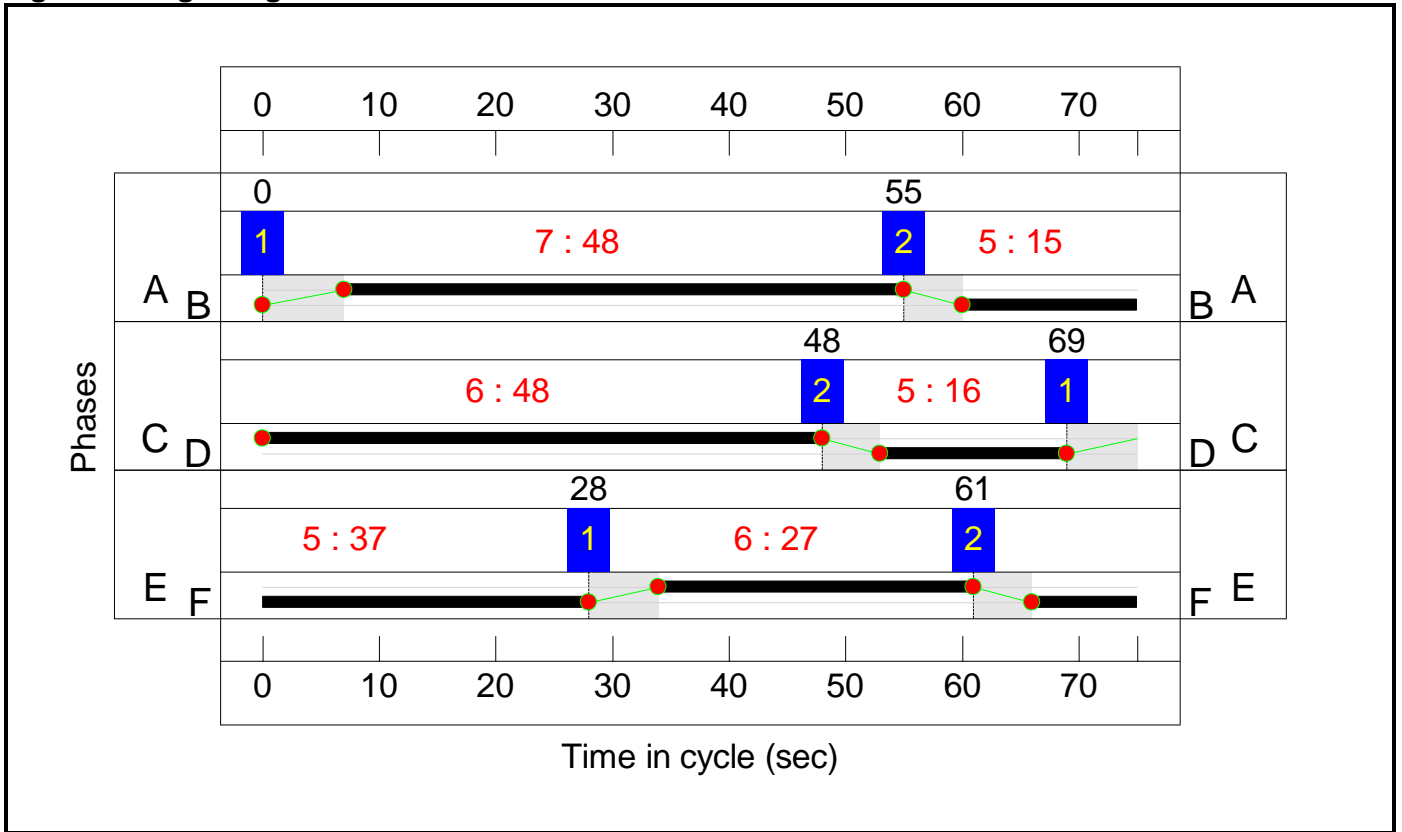
Stage Stream: 2

Stage	1	2
Duration	48	16
Change Point	69	48

Stage Stream: 3

Stage	1	2
Duration	27	37
Change Point	28	61

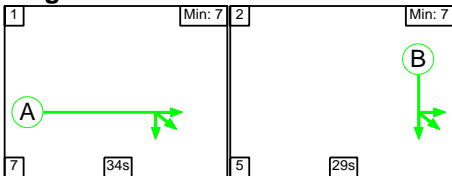
**Signal Timings Diagram**



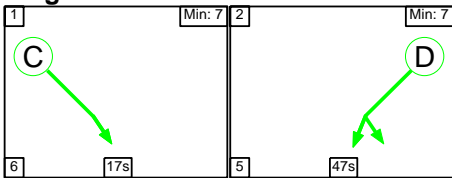
**C2 - East**

**Stage Sequence Diagram**

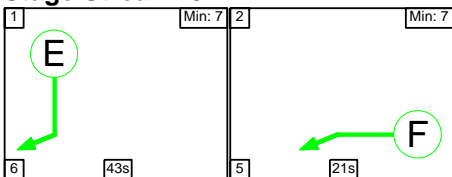
**Stage Stream: 1**



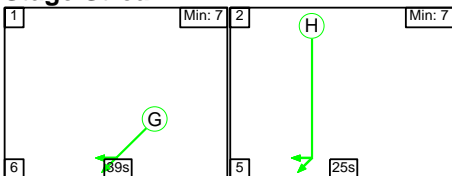
**Stage Stream: 2**



**Stage Stream: 3**



**Stage Stream: 4**



Full Input Data And Results

**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	34	29
Change Point	72	38

**Stage Stream: 2**

Stage	1	2
Duration	17	47
Change Point	42	65

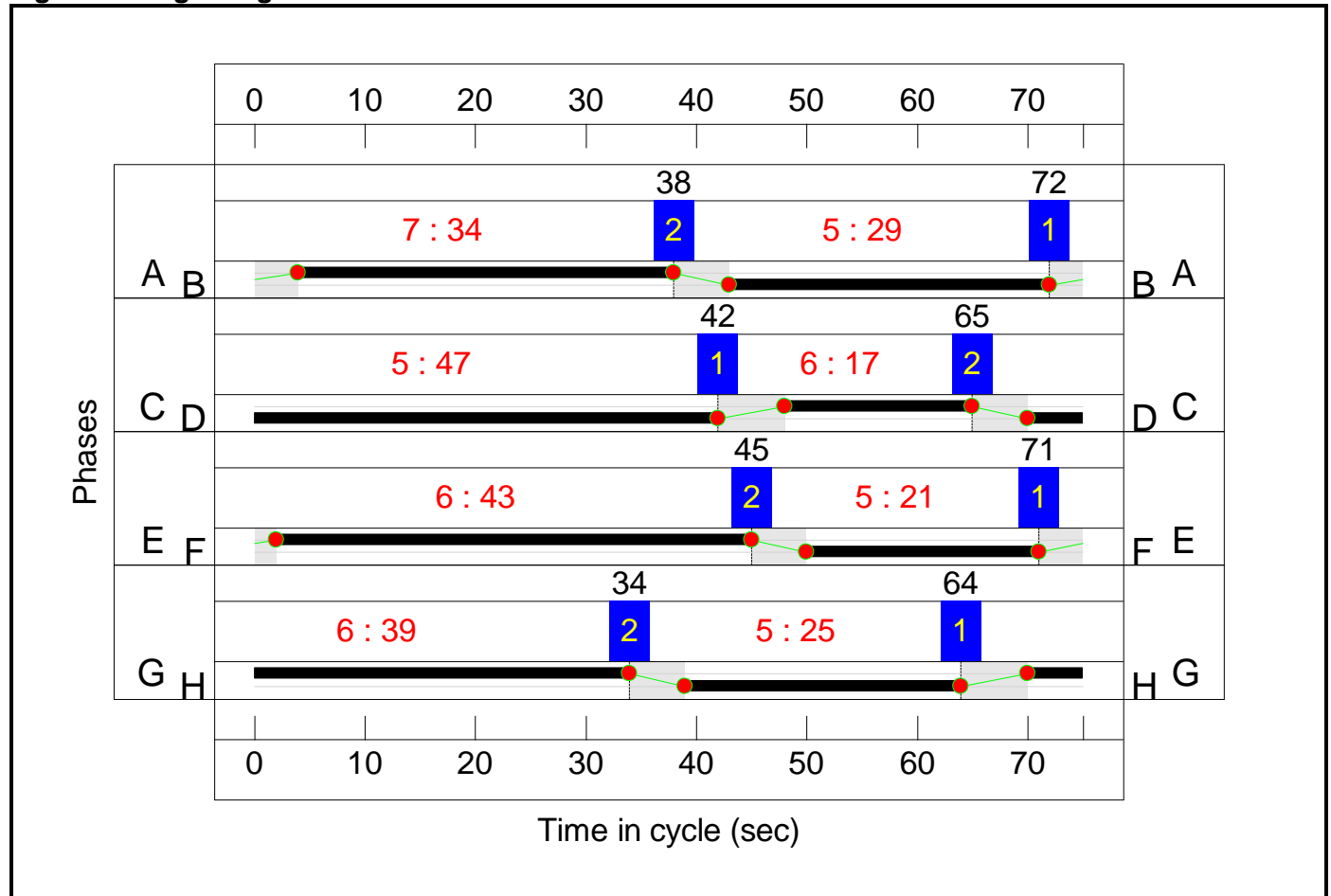
**Stage Stream: 3**

Stage	1	2
Duration	43	21
Change Point	71	45

**Stage Stream: 4**

Stage	1	2
Duration	39	25
Change Point	64	34

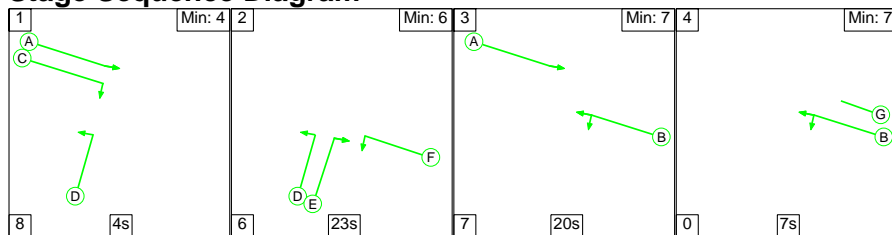
**Signal Timings Diagram**





Full Input Data And Results

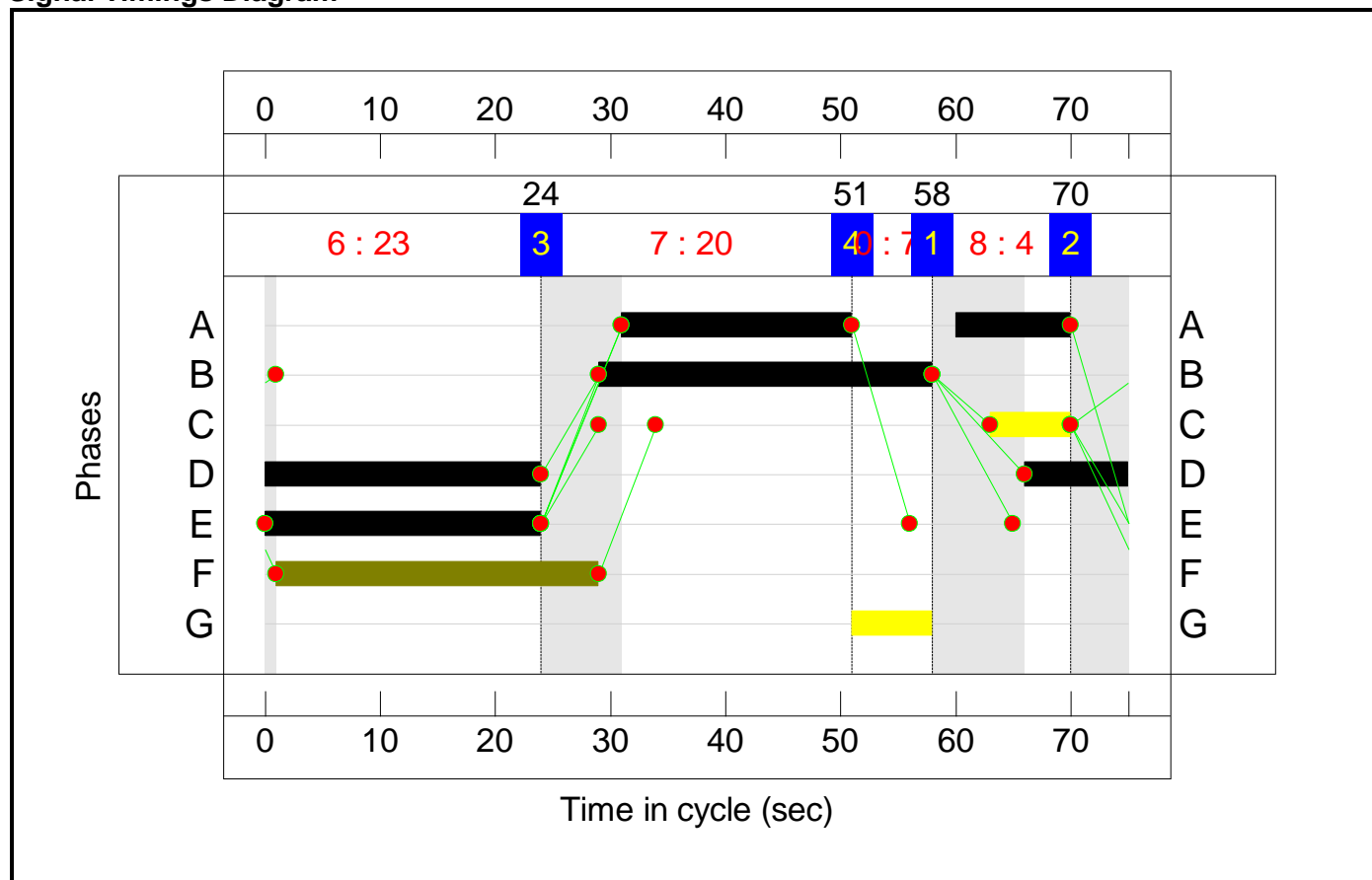
**C3**  
**Stage Sequence Diagram**



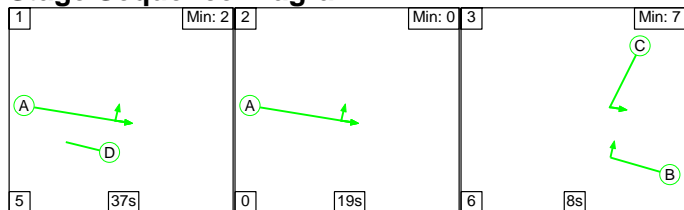
**Stage Timings**

Stage	1	2	3	4
Duration	4	23	20	7
Change Point	58	70	24	51

**Signal Timings Diagram**



**C4**  
**Stage Sequence Diagram**

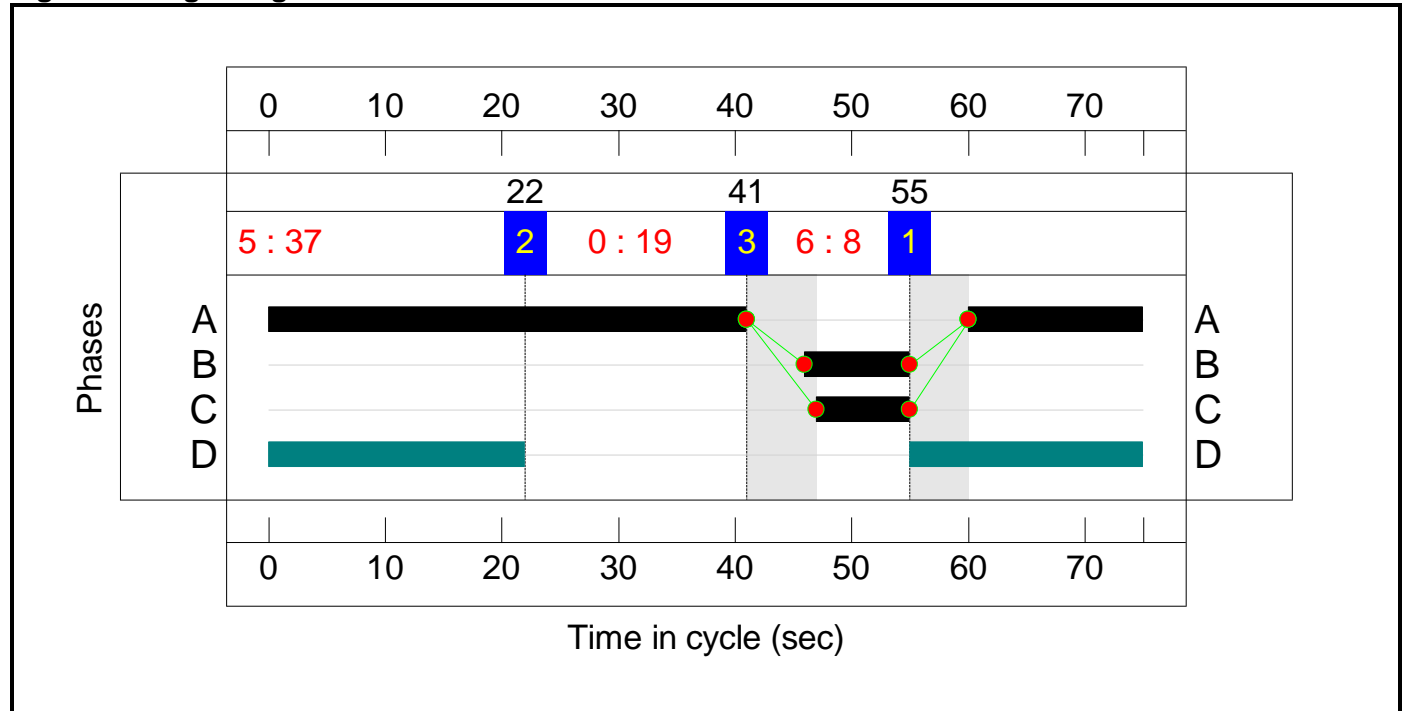


# Full Input Data And Results

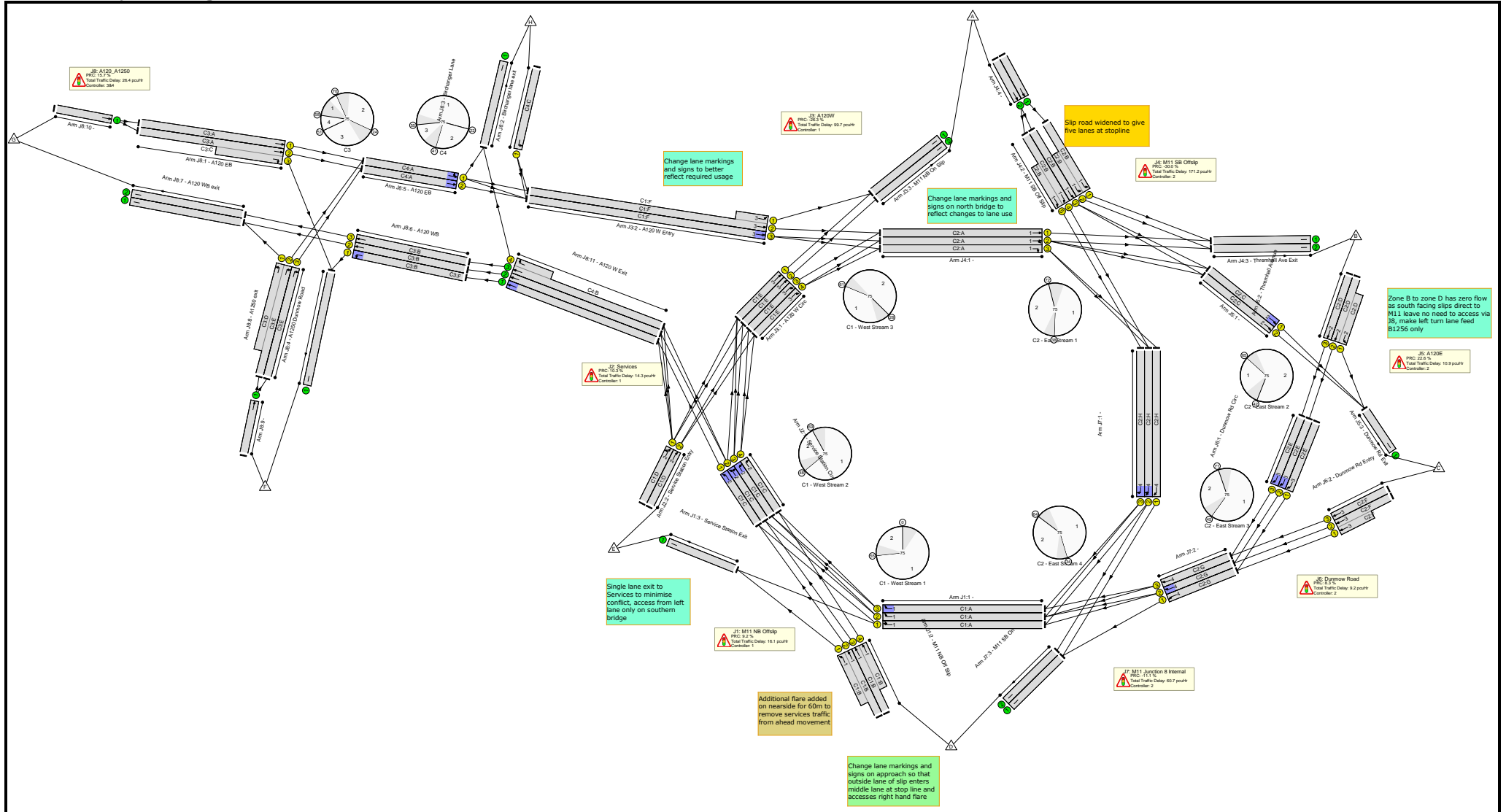
## Stage Timings

Stage	1	2	3
Duration	37	19	8
Change Point	55	22	41

## Signal Timings Diagram



# Full Input Data And Results Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Current Interim Scheme Assessment</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>117.0%</b>
<b>J1: M11 NB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>82.4%</b>
1/1	Ahead Right	U	1:1	N/A	C1:A		1	48	-	732	1800	1176	61.7%
1/2	Right	U	1:1	N/A	C1:A		1	48	-	991	2022	1213	81.7%
1/3	Right	U	1:1	N/A	C1:A		1	48	-	653	2022	1321	49.4%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	15	-	444	2080:1928	794	55.9%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	15	-	529	2080:2080	642	82.4%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
<b>J2: Services</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.6%</b>
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	48	-	741	1800	1176	63.0%
1/2	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	48	-	1089	2045	1336	81.5%
1/3	Service Station Circ Right	U	1:2	N/A	C1:C		1	48	-	899	2045	1336	67.3%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	48	-	185	2045	1336	13.8%
2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	16	-	80	2036	461	17.3%
2/2	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	16	-	333	1800	408	81.6%
<b>J3: A120W</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>113.7%</b>
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	27	-	471	2070	773	60.9%

Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	27	-	489	2070	773	63.3%
1/3	A120 W Circ Right	U	1:3	N/A	C1:E		1	27	-	33	2070	773	4.3%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	27	-	485	2070	773	62.8%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	37	-	1077	1800:1972	1094	98.5%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	37	-	1037	1800	912	113.7%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
<b>J4: M11 SB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>117.0%</b>
1/1	Ahead	U	2:1	N/A	C2:A		1	34	-	638	2060	961	66.4%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	34	-	328	2060	961	32.2%
1/3	Right	U	2:1	N/A	C2:A		1	34	-	1194	2016	941	115.6%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	29	-	900	1945:2085	769	117.0%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	29	-	83	2031	812	10.2%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	29	-	461	2085:2120	1064	43.3%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1538	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	900	1990	1990	45.2%
4/2	Ahead	U	N/A	N/A	-		-	-	-	544	2130	2130	25.5%
<b>J5: A120E</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>73.4%</b>
1/1	Ahead	U	2:2	N/A	C2:C		1	17	-	191	1800	432	41.5%
1/2	Ahead	U	2:2	N/A	C2:C		1	17	-	210	1800	432	47.1%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	47	-	957	2075:1927	1303	73.4%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	47	-	815	2075	1245	65.5%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
<b>J6: Dunmow Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.1%</b>
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	0	2120	-	-
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	874	2074	1217	71.8%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	815	2074	1217	67.0%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	21	-	490	1990:1832	590	83.1%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	21	-	133	1990	584	22.8%
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>100.0%</b>
1/1	Right	U	2:4	N/A	C2:H		1	25	-	788	1800	624	100.0%
1/2	Right Right2	U	2:4	N/A	C2:H		1	25	-	702	1800	624	98.2%
1/3	Right	U	2:4	N/A	C2:H		1	25	-	165	1800	624	26.4%
2/1	Ahead	U	2:4	N/A	C2:G		1	39	-	420	2015	1075	39.1%
2/2	Ahead	U	2:4	N/A	C2:G		1	39	-	944	1800	960	98.3%
2/3	Ahead	U	2:4	N/A	C2:G		1	39	-	948	1800	960	98.8%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	1208	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
<b>J8: A120_A1250</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.8%</b>
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	30	-	632	1975	843	75.0%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	30:7	-	566	2115:1806	906	62.5%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	8	-	55	1781	214	25.7%

Full Input Data And Results

4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	24:33	-	455	1747:1841	585	77.8%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	24	-	410	1871	624	65.7%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	56	-	1085	1965	1493	72.7%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	56	-	974	2105	1600	60.9%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	28	749	1709	1322	56.7%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	518	2105	842	61.5%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	470	2105	842	55.8%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
8/1	A1250 exit	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	865	1800	1800	48.1%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1198	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	749	1965	1965	38.1%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	518	2105	2105	24.6%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	582	2105:1887	1307	44.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Current Interim Scheme Assessment</b>	-	-	0	0	0	100.5	308.0	0.0	408.5	-	-	-	-
<b>J1: M11 NB Offslip</b>	-	-	0	0	0	9.7	6.4	0.0	16.1	-	-	-	-
1/1	725	725	-	-	-	1.2	0.8	-	2.0	9.7	7.3	0.8	8.1
1/2	991	991	-	-	-	1.3	2.2	-	3.5	12.7	15.2	2.2	17.4
1/3	653	653	-	-	-	0.0	0.5	-	0.5	2.8	0.3	0.5	0.8
2/2+2/1	444	444	-	-	-	3.2	0.6	-	3.9	31.2	4.5	0.6	5.2
2/3+2/4	529	529	-	-	-	4.0	2.3	-	6.3	42.6	7.2	2.3	9.4
3/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Services</b>	-	-	0	0	0	8.0	6.3	0.0	14.3	-	-	-	-
1/1	741	741	-	-	-	1.5	0.8	-	2.3	11.3	7.4	0.8	8.3
1/2	1089	1089	-	-	-	2.2	2.2	-	4.3	14.3	11.7	2.2	13.9
1/3	899	899	-	-	-	0.9	1.0	-	2.0	7.9	2.9	1.0	3.9
1/4	185	185	-	-	-	0.4	0.1	-	0.4	8.4	3.3	0.1	3.4
2/1	80	80	-	-	-	0.5	0.1	-	0.6	28.1	1.3	0.1	1.4
2/2	333	333	-	-	-	2.5	2.1	-	4.6	50.2	6.6	2.1	8.7
<b>J3: A120W</b>	-	-	0	0	0	18.0	81.7	0.0	99.7	-	-	-	-
1/1	471	471	-	-	-	1.1	0.8	-	1.9	14.3	6.6	0.8	7.4
1/2	489	489	-	-	-	1.3	0.9	-	2.1	15.8	7.8	0.9	8.6
1/3	33	33	-	-	-	0.2	0.0	-	0.2	18.9	0.5	0.0	0.5
1/4	485	485	-	-	-	5.0	0.8	-	5.8	43.1	8.9	0.8	9.7
2/2+2/1	1077	1077	-	-	-	2.5	12.8	-	15.2	50.9	17.2	12.8	29.9
2/3	1037	912	-	-	-	8.0	66.4	-	74.4	258.4	24.2	66.4	90.6
3/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



Full Input Data And Results

<b>J4: M11 SB Offslip</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.6</b>	<b>147.7</b>	<b>0.0</b>	<b>171.2</b>	-	-	-	-
1/1	638	638	-	-	-	0.7	1.0	-	1.7	9.7	2.9	1.0	3.8
1/2	310	310	-	-	-	1.2	0.2	-	1.4	16.6	4.6	0.2	4.9
1/3	1087	941	-	-	-	9.7	76.7	-	86.4	286.1	25.7	76.7	102.4
2/1+2/2	900	769	-	-	-	9.6	68.7	-	78.3	313.4	22.2	68.7	90.9
2/3	83	83	-	-	-	0.3	0.1	-	0.4	16.6	1.1	0.1	1.1
2/4+2/5	461	461	-	-	-	2.0	0.4	-	2.3	18.3	4.3	0.4	4.7
3/1	1407	1407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	900	900	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	544	544	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
<b>J5: A120E</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>3.1</b>	<b>0.0</b>	<b>10.9</b>	-	-	-	-
1/1	179	179	-	-	-	1.6	0.4	-	2.0	40.2	3.7	0.4	4.1
1/2	204	204	-	-	-	1.3	0.4	-	1.7	30.6	4.0	0.4	4.5
2/2+2/1	957	957	-	-	-	2.6	1.4	-	4.0	15.1	12.7	1.4	14.1
2/3	815	815	-	-	-	2.2	0.9	-	3.2	14.1	11.1	0.9	12.0
3/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: Dunmow Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>4.8</b>	<b>0.0</b>	<b>9.2</b>	-	-	-	-
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	874	874	-	-	-	0.2	1.3	-	1.5	6.2	1.2	1.3	2.5
1/3	815	815	-	-	-	0.2	1.0	-	1.2	5.4	1.2	1.0	2.2
2/2+2/1	490	490	-	-	-	3.2	2.3	-	5.6	41.0	8.2	2.3	10.6
2/3	133	133	-	-	-	0.7	0.1	-	0.9	24.1	2.1	0.1	2.2
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>47.4</b>	<b>0.0</b>	<b>60.7</b>	-	-	-	-
1/1	624	624	-	-	-	2.8	12.4	-	15.2	87.8	13.0	12.4	25.4
1/2	613	613	-	-	-	2.7	9.9	-	12.7	74.4	10.9	9.9	20.8
1/3	165	165	-	-	-	0.6	0.2	-	0.8	17.0	1.1	0.2	1.3
2/1	420	420	-	-	-	1.0	0.3	-	1.3	10.9	8.6	0.3	9.0
2/2	944	944	-	-	-	3.4	11.9	-	15.3	58.3	8.6	11.9	20.5

Full Input Data And Results

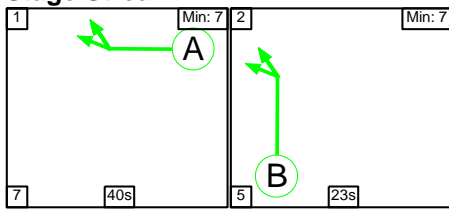
2/3	948	948	-	-	-	2.7	12.7	-	15.4	58.6	9.6	12.7	22.3
3/1	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J8: A120_A1250</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>10.6</b>	<b>0.0</b>	<b>26.4</b>	-	-	-	-
1/1	632	632	-	-	-	2.2	1.5	-	3.7	21.1	9.0	1.5	10.4
1/2+1/3	566	566	-	-	-	1.9	0.8	-	2.7	17.1	7.4	0.8	8.2
2/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	55	55	-	-	-	0.5	0.2	-	0.6	41.3	1.0	0.2	1.2
4/2+4/1	455	455	-	-	-	2.8	1.7	-	4.5	36.0	8.4	1.7	10.1
4/3	410	410	-	-	-	2.4	1.0	-	3.4	29.7	7.3	1.0	8.2
5/1	1085	1085	-	-	-	1.7	1.3	-	3.0	10.0	9.3	1.3	10.6
5/2	974	974	-	-	-	1.2	0.8	-	2.0	7.2	7.2	0.8	8.0
6/1	749	749	-	-	-	0.2	0.7	-	0.8	3.9	0.8	0.7	1.5
6/2	518	518	-	-	-	1.2	0.8	-	2.0	14.1	7.7	0.8	8.5
6/3	470	470	-	-	-	1.1	0.6	-	1.7	13.0	7.0	0.6	7.7
7/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	865	865	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/1	1198	1198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	749	749	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	518	518	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
11/3+11/4	582	582	-	-	-	0.6	0.4	-	1.0	6.4	2.1	0.4	2.5

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	9.2	Total Delay for Signalled Lanes (pcuHr):	16.07	Cycle Time (s):	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	10.3	Total Delay for Signalled Lanes (pcuHr):	14.33	Cycle Time (s):	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-26.3	Total Delay for Signalled Lanes (pcuHr):	99.66	Cycle Time (s):	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-30.0	Total Delay for Signalled Lanes (pcuHr):	170.64	Cycle Time (s):	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	22.6	Total Delay for Signalled Lanes (pcuHr):	10.92	Cycle Time (s):	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	8.3	Total Delay for Signalled Lanes (pcuHr):	9.19	Cycle Time (s):	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-11.1	Total Delay for Signalled Lanes (pcuHr):	60.67	Cycle Time (s):	75
C3		PRC for Signalled Lanes (%)	15.7	Total Delay for Signalled Lanes (pcuHr):	18.85	Cycle Time (s):	75
C4		PRC for Signalled Lanes (%)	23.9	Total Delay for Signalled Lanes (pcuHr):	5.60	Cycle Time (s):	75
		PRC Over All Lanes (%)	-30.0	Total Delay Over All Lanes (pcuHr):	408.48		

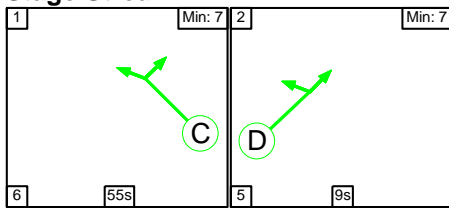
C1 - West

Stage Sequence Diagram

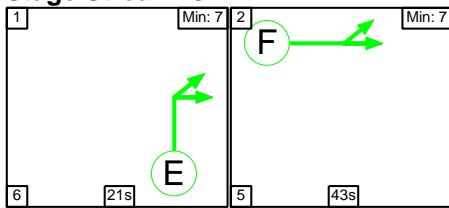
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	23
Change Point	0	47

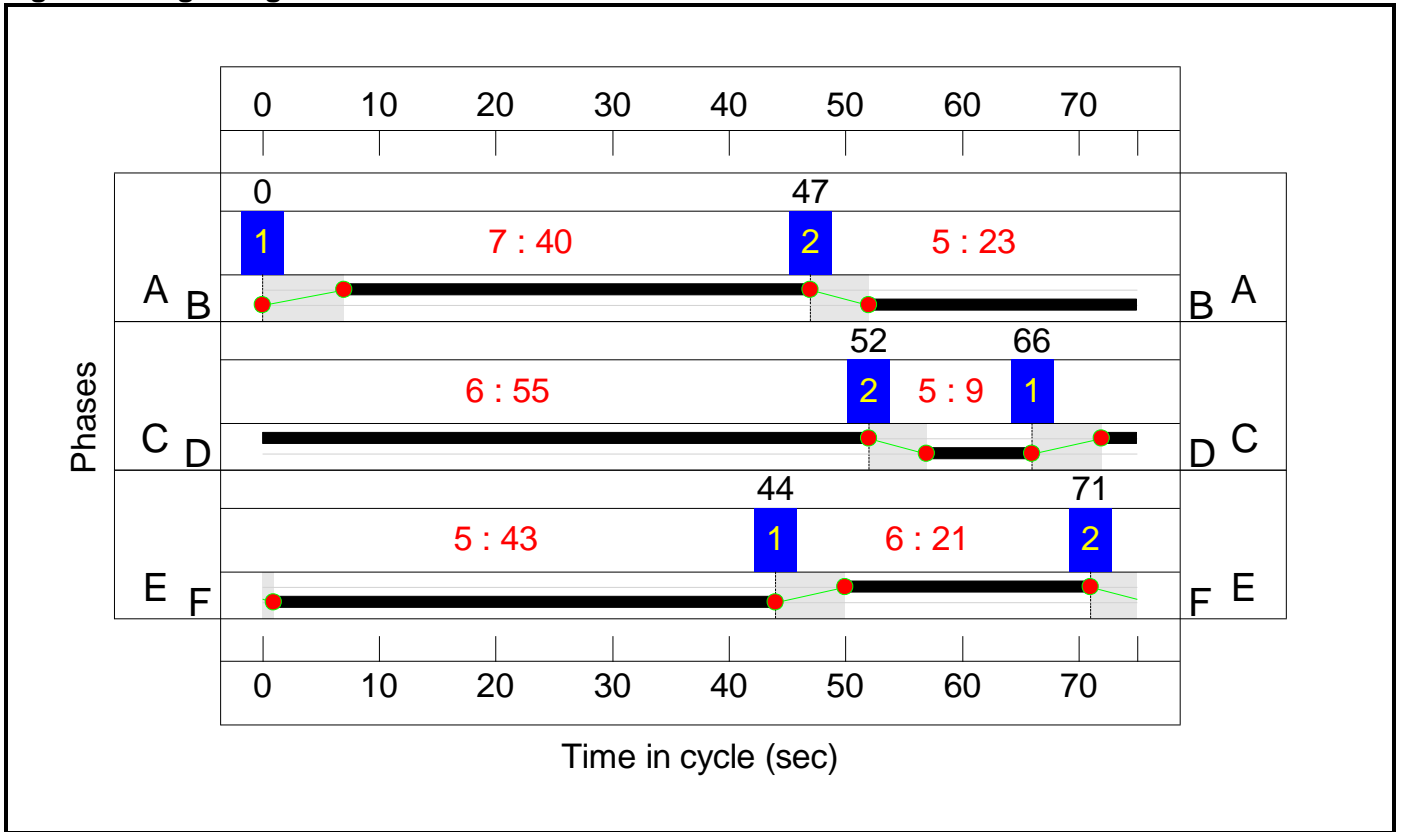
Stage Stream: 2

Stage	1	2
Duration	55	9
Change Point	66	52

Stage Stream: 3

Stage	1	2
Duration	21	43
Change Point	44	71

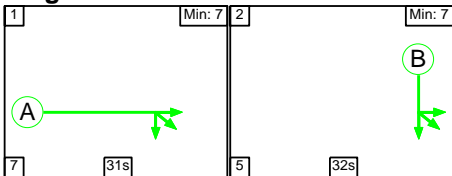
**Signal Timings Diagram**



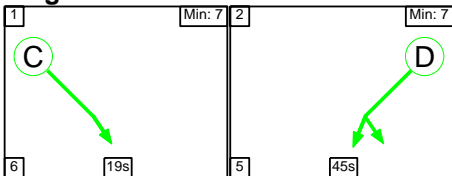
**C2 - East**

**Stage Sequence Diagram**

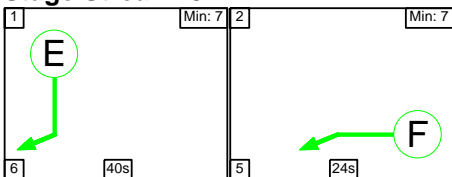
**Stage Stream: 1**



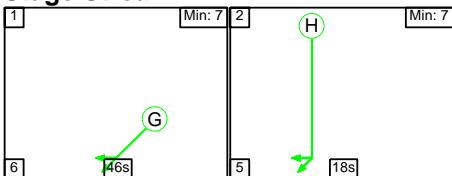
**Stage Stream: 2**



**Stage Stream: 3**



**Stage Stream: 4**



Full Input Data And Results

**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	31	32
Change Point	11	49

**Stage Stream: 2**

Stage	1	2
Duration	19	45
Change Point	33	58

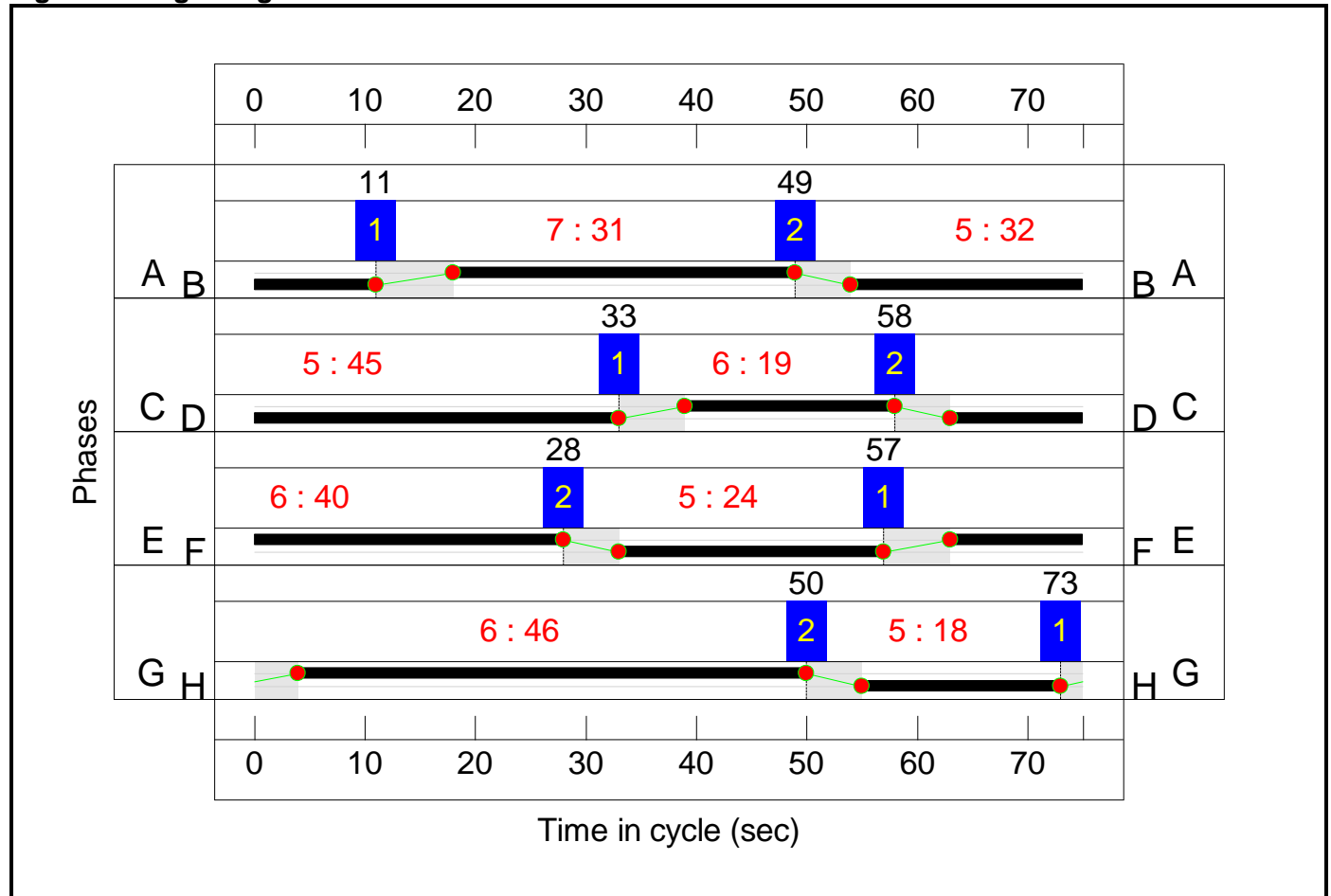
**Stage Stream: 3**

Stage	1	2
Duration	40	24
Change Point	57	28

**Stage Stream: 4**

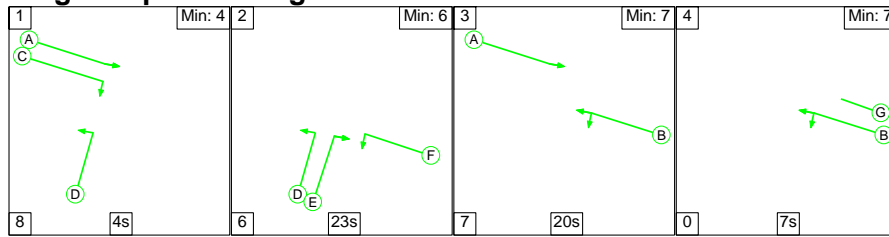
Stage	1	2
Duration	46	18
Change Point	73	50

**Signal Timings Diagram**



Full Input Data And Results

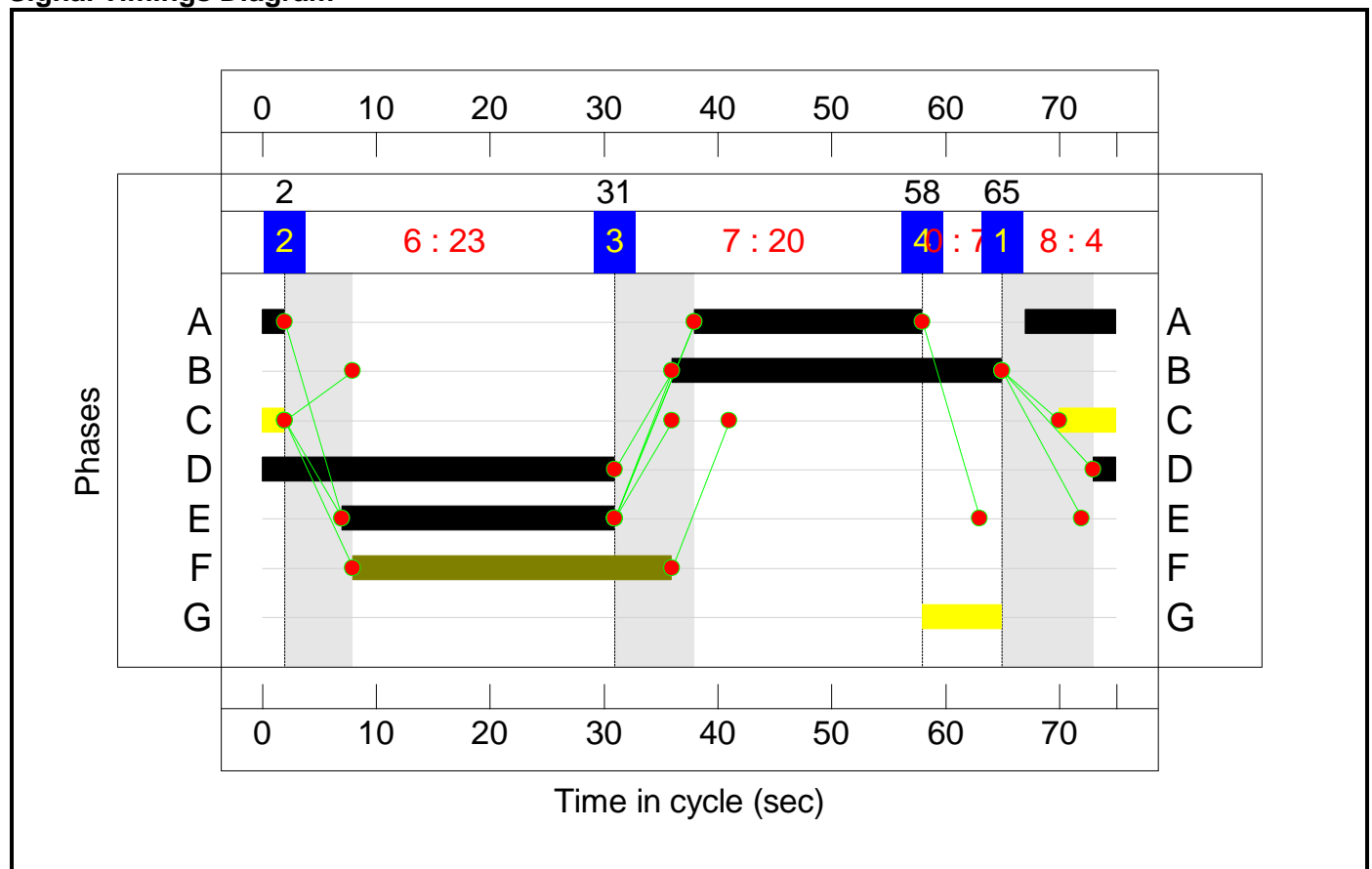
**C3**  
**Stage Sequence Diagram**



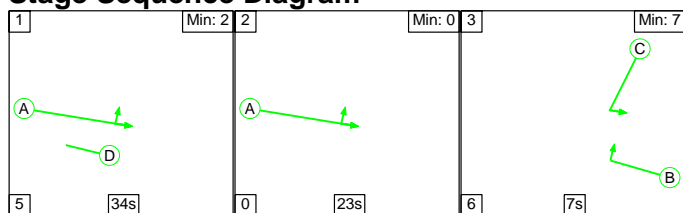
**Stage Timings**

Stage	1	2	3	4
Duration	4	23	20	7
Change Point	65	2	31	58

**Signal Timings Diagram**



**C4**  
**Stage Sequence Diagram**

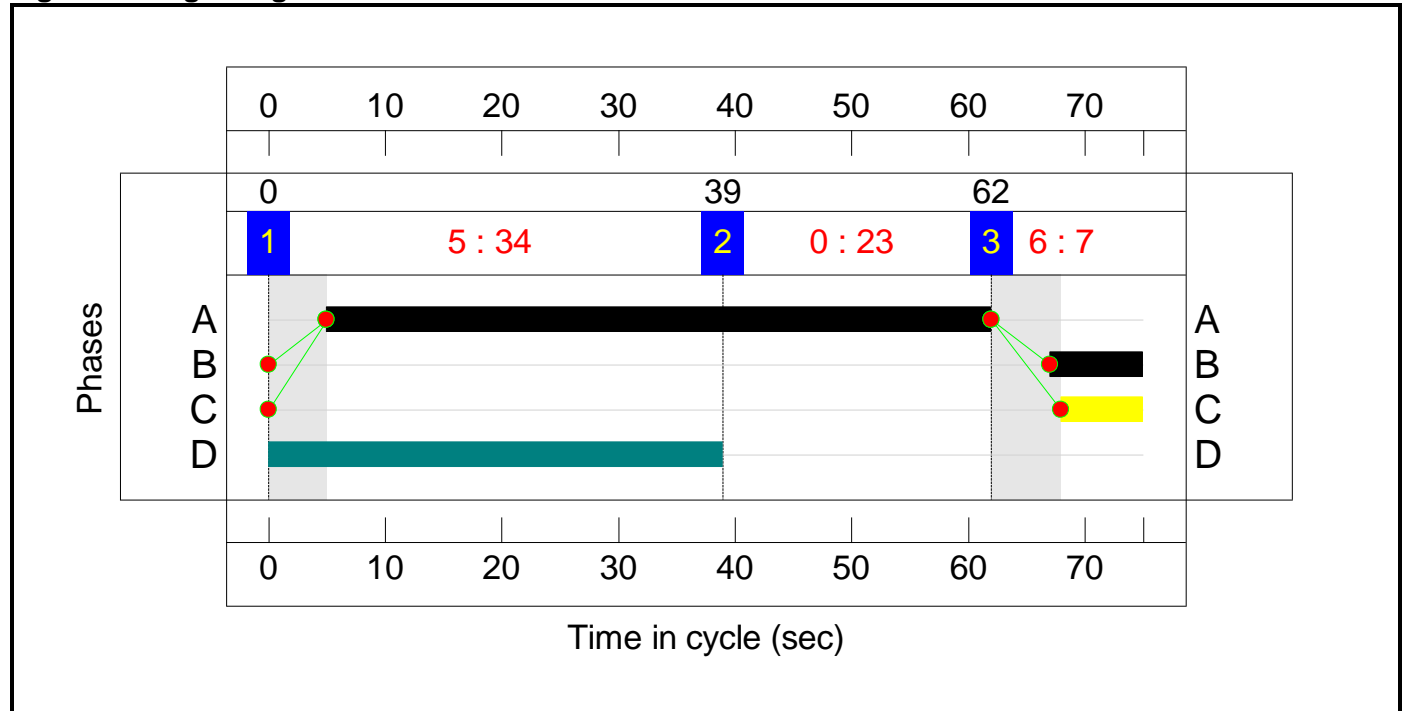


# Full Input Data And Results

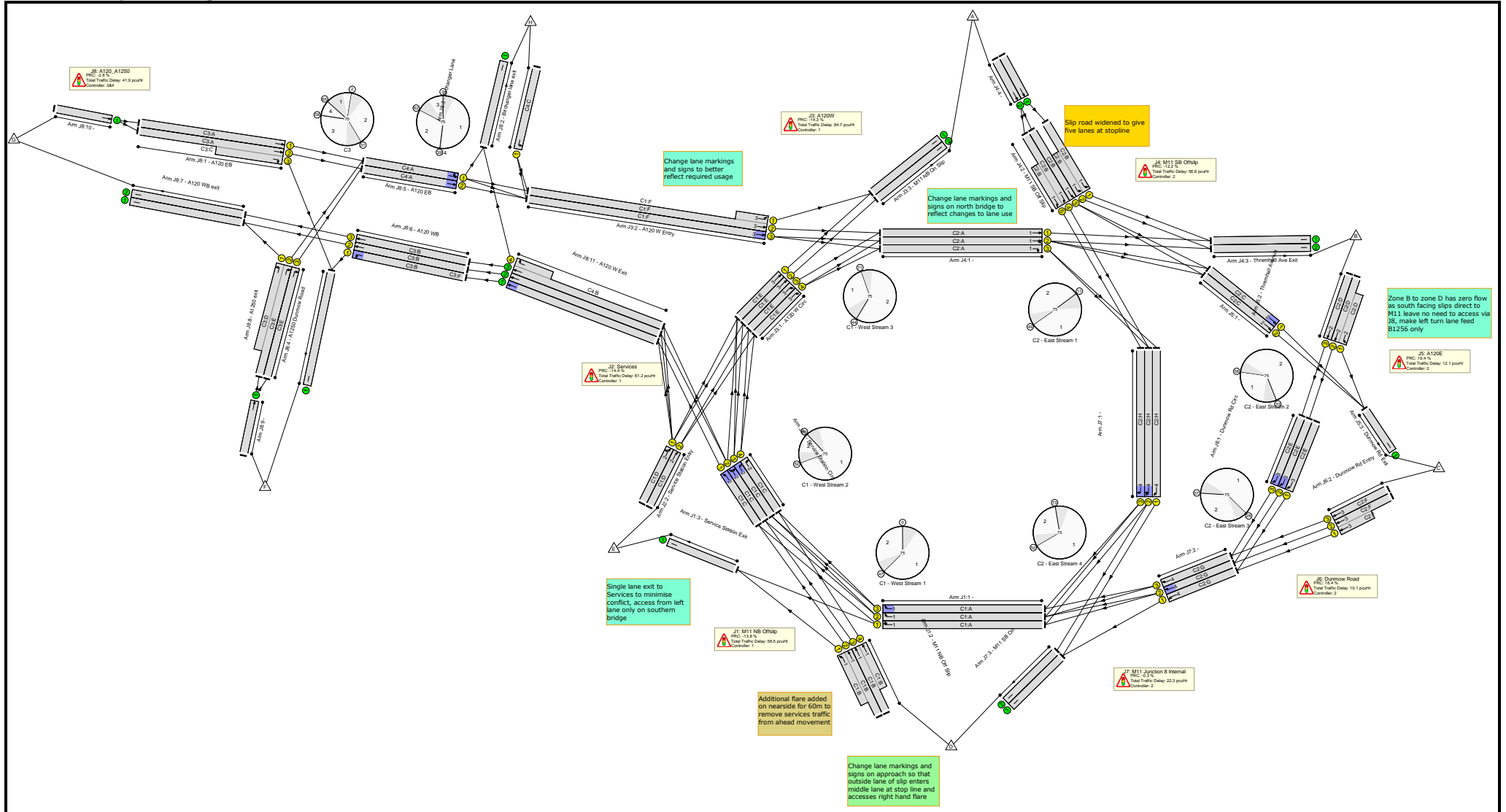
## Stage Timings

Stage	1	2	3
Duration	34	23	7
Change Point	0	39	62

## Signal Timings Diagram



# Full Input Data And Results Network Layout Diagram





Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Current Interim Scheme Assessment</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>102.9%</b>
<b>J1: M11 NB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>102.5%</b>
1/1	Ahead Right	U	1:1	N/A	C1:A		1	40	-	730	1800	984	74.1%
1/2	Right	U	1:1	N/A	C1:A		1	40	-	1022	2022	998	102.5%
1/3	Right	U	1:1	N/A	C1:A		1	40	-	1072	2022	1105	97.0%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	23	-	511	2080:1928	1123	45.5%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	23	-	734	2080:2080	780	94.1%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
<b>J2: Services</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>102.9%</b>
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	55	-	704	1800	1344	52.4%
1/2	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	55	-	1591	2045	1527	102.6%
1/3	Service Station Circ Right	U	1:2	N/A	C1:C		1	55	-	999	2045	1527	65.4%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	55	-	238	2045	1527	15.6%
2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	9	-	267	2036	271	98.4%
2/2	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	9	-	247	1800	240	102.9%
<b>J3: A120W</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>102.8%</b>
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	21	-	599	2070	607	98.6%

Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	21	-	600	2070	607	98.8%
1/3	A120 W Circ Right	U	1:3	N/A	C1:E		1	21	-	49	2070	607	8.0%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	21	-	436	2070	607	70.8%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	43	-	1107	1800:1972	1100	100.7%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	43	-	1086	1800	1056	102.8%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
<b>J4: M11 SB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>101.0%</b>
1/1	Ahead	U	2:1	N/A	C2:A		1	31	-	880	2060	879	98.5%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	31	-	871	2060	879	96.8%
1/3	Right	U	2:1	N/A	C2:A		1	31	-	651	2016	860	73.8%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	32	-	855	1945:2085	847	101.0%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	32	-	93	2031	894	10.4%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	32	-	471	2085:2120	1317	35.8%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1735	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	855	1990	1990	43.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	564	2130	2130	26.5%
<b>J5: A120E</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.4%</b>
1/1	Ahead	U	2:2	N/A	C2:C		1	19	-	328	1800	480	67.4%
1/2	Ahead	U	2:2	N/A	C2:C		1	19	-	330	1800	480	67.6%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	45	-	946	2075:1927	1255	75.4%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	45	-	862	2075	1190	72.5%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
<b>J6: Dunmow Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.0%</b>
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	40	-	0	2120	-	-
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	40	-	852	2074	1134	75.1%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	40	-	862	2074	1134	76.0%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	24	-	419	1990:1832	814	51.5%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	24	-	326	1990	663	49.1%
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>90.3%</b>
1/1	Right	U	2:4	N/A	C2:H		1	18	-	451	2100	532	82.9%
1/2	Right Right2	U	2:4	N/A	C2:H		1	18	-	442	2100	532	81.9%
1/3	Right	U	2:4	N/A	C2:H		1	18	-	229	2100	532	43.0%
2/1	Ahead	U	2:4	N/A	C2:G		1	46	-	140	2015	1263	11.1%
2/2	Ahead	U	2:4	N/A	C2:G		1	46	-	1131	2100	1316	85.9%
2/3	Ahead	U	2:4	N/A	C2:G		1	46	-	1188	2100	1316	90.3%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
<b>J8: A120_A1250</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>92.5%</b>
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	30	-	591	1975	843	70.1%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	30:7	-	414	2115:1806	911	45.4%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	7	-	108	1781	190	56.9%

Full Input Data And Results

4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	24:33	-	529	1747:1841	588	90.0%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	24	-	560	1871	624	89.8%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	1115	1965	1520	73.4%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	970	2105	1628	59.6%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	28	725	1709	1322	54.9%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	779	2105	842	88.8%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	810	2105	842	92.5%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	810	Inf	Inf	0.0%
8/1	A1250 exit	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1089	1800	1800	60.5%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1005	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	725	1965	1965	36.9%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	779	2105	2105	35.5%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	858	2105:1887	2091	39.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Current Interim Scheme Assessment</b>	-	-	0	0	0	104.6	242.9	0.0	347.5	-	-	-	-
<b>J1: M11 NB Offslip</b>	-	-	0	0	0	17.2	41.4	0.0	58.5	-	-	-	-
1/1	729	729	-	-	-	2.2	1.4	-	3.6	17.9	10.2	1.4	11.6
1/2	1022	998	-	-	-	4.5	23.2	-	27.8	97.9	21.8	23.2	45.0
1/3	1072	1072	-	-	-	2.9	10.0	-	12.9	43.3	12.7	10.0	22.8
2/2+2/1	511	511	-	-	-	2.8	0.4	-	3.2	22.8	4.1	0.4	4.5
2/3+2/4	734	734	-	-	-	4.7	6.3	-	11.0	53.9	12.2	6.3	18.4
3/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Services</b>	-	-	0	0	0	10.6	50.6	0.0	61.2	-	-	-	-
1/1	704	704	-	-	-	1.0	0.5	-	1.5	7.9	5.6	0.5	6.1
1/2	1567	1527	-	-	-	4.1	32.1	-	36.2	83.3	33.5	32.1	65.6
1/3	999	999	-	-	-	0.2	0.9	-	1.2	4.2	0.9	0.9	1.8
1/4	238	238	-	-	-	0.5	0.1	-	0.5	8.2	2.7	0.1	2.8
2/1	267	267	-	-	-	2.4	7.1	-	9.5	128.6	5.5	7.1	12.6
2/2	247	240	-	-	-	2.4	9.8	-	12.2	177.8	5.3	9.8	15.1
<b>J3: A120W</b>	-	-	0	0	0	18.4	66.3	0.0	84.7	-	-	-	-
1/1	599	599	-	-	-	3.2	10.3	-	13.5	81.0	12.3	10.3	22.6
1/2	600	600	-	-	-	3.2	10.6	-	13.8	82.6	12.3	10.6	22.9
1/3	48	48	-	-	-	0.2	0.0	-	0.2	17.7	0.6	0.0	0.6
1/4	430	430	-	-	-	3.0	1.2	-	4.2	35.5	5.2	1.2	6.4
2/2+2/1	1107	1085	-	-	-	4.9	18.6	-	23.5	76.5	22.0	18.6	40.6
2/3	1086	1056	-	-	-	3.9	25.6	-	29.5	97.7	23.3	25.6	48.9
3/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

<b>J4: M11 SB Offslip</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>40.0</b>	<b>0.0</b>	<b>56.6</b>	-	-	-	-
1/1	865	865	-	-	-	3.0	11.7	-	14.7	61.1	17.3	11.7	29.0
1/2	851	851	-	-	-	4.2	9.2	-	13.4	56.6	16.9	9.2	26.0
1/3	635	635	-	-	-	2.1	1.4	-	3.5	19.8	10.2	1.4	11.6
2/1+2/2	855	847	-	-	-	5.3	16.8	-	22.1	93.1	18.2	16.8	35.0
2/3	93	93	-	-	-	0.3	0.1	-	0.4	14.6	1.1	0.1	1.2
2/4+2/5	471	471	-	-	-	1.7	0.3	-	2.0	15.4	3.2	0.3	3.4
3/1	1712	1712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	855	855	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	564	564	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
<b>J5: A120E</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>4.9</b>	<b>0.0</b>	<b>12.1</b>	-	-	-	-
1/1	323	323	-	-	-	0.7	1.0	-	1.7	18.8	6.1	1.0	7.1
1/2	325	325	-	-	-	0.9	1.0	-	1.9	21.0	4.3	1.0	5.3
2/2+2/1	946	946	-	-	-	2.9	1.5	-	4.4	16.8	13.2	1.5	14.7
2/3	862	862	-	-	-	2.8	1.3	-	4.1	17.1	12.9	1.3	14.2
3/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: Dunmow Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>4.1</b>	<b>0.0</b>	<b>10.1</b>	-	-	-	-
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	852	852	-	-	-	1.0	1.5	-	2.5	10.6	2.5	1.5	4.0
1/3	862	862	-	-	-	1.0	1.6	-	2.6	10.8	2.5	1.6	4.1
2/2+2/1	419	419	-	-	-	2.2	0.5	-	2.7	23.5	4.5	0.5	5.0
2/3	326	326	-	-	-	1.8	0.5	-	2.3	25.3	5.3	0.5	5.8
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>12.2</b>	<b>0.0</b>	<b>22.3</b>	-	-	-	-
1/1	441	441	-	-	-	2.2	2.3	-	4.5	37.0	9.2	2.3	11.5
1/2	436	436	-	-	-	2.4	2.2	-	4.6	37.7	6.5	2.2	8.7
1/3	229	229	-	-	-	1.3	0.4	-	1.6	25.7	2.1	0.4	2.4
2/1	140	140	-	-	-	0.2	0.1	-	0.3	7.6	0.8	0.1	0.9
2/2	1131	1131	-	-	-	1.7	3.0	-	4.7	15.0	18.9	3.0	21.8

Full Input Data And Results

2/3	1188	1188	-	-	-	2.2	4.3	-	6.6	19.9	19.9	4.3	24.2																																																																																
3/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
3/2	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
<b>J8: A120_A1250</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>23.4</b>	<b>0.0</b>	<b>41.9</b>	-	-	-	-																																																																																
1/1	591	591	-	-	-	2.0	1.2	-	3.2	19.4	8.0	1.2	9.2																																																																																
1/2+1/3	414	414	-	-	-	1.2	0.4	-	1.7	14.5	4.9	0.4	5.3																																																																																
2/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
3/1	108	108	-	-	-	1.0	0.6	-	1.6	53.5	2.1	0.6	2.8																																																																																
4/2+4/1	529	529	-	-	-	3.5	4.0	-	7.4	50.6	10.3	4.0	14.3																																																																																
4/3	560	560	-	-	-	3.7	3.9	-	7.6	49.0	11.0	3.9	15.0																																																																																
5/1	1115	1115	-	-	-	0.4	1.4	-	1.7	5.6	3.4	1.4	4.8																																																																																
5/2	970	970	-	-	-	0.2	0.7	-	1.0	3.6	2.2	0.7	2.9																																																																																
6/1	725	725	-	-	-	0.1	0.6	-	0.7	3.6	1.2	0.6	1.8																																																																																
6/2	748	748	-	-	-	3.3	3.7	-	7.0	33.8	14.2	3.7	17.9																																																																																
6/3	779	779	-	-	-	2.6	5.3	-	7.9	36.3	15.3	5.3	20.6																																																																																
7/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
7/2	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
8/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
9/1	1089	1089	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8																																																																																
10/1	1005	1005	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
11/1	725	725	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3																																																																																
11/2	748	748	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3																																																																																
11/3+11/4	825	825	-	-	-	0.4	0.3	-	0.8	3.3	0.9	0.3	1.3																																																																																
<table border="0"> <tbody> <tr> <td>C1 - West</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>-13.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>58.54</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C1 - West</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-14.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>61.21</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C1 - West</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>-14.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>84.69</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>-12.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>56.06</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.11</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>18.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.12</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>-0.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.29</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-2.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>35.50</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>22.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.29</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-14.4</td> <td>Total Delay Over All Lanes (pcuHr):</td> <td>347.46</td> <td></td> <td></td> </tr> </tbody> </table>														C1 - West	Stream: 1	PRC for Signalled Lanes (%)	-13.8	Total Delay for Signalled Lanes (pcuHr):	58.54	Cycle Time (s):	75	C1 - West	Stream: 2	PRC for Signalled Lanes (%)	-14.4	Total Delay for Signalled Lanes (pcuHr):	61.21	Cycle Time (s):	75	C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-14.3	Total Delay for Signalled Lanes (pcuHr):	84.69	Cycle Time (s):	75	C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-12.2	Total Delay for Signalled Lanes (pcuHr):	56.06	Cycle Time (s):	75	C2 - East	Stream: 2	PRC for Signalled Lanes (%)	19.4	Total Delay for Signalled Lanes (pcuHr):	12.11	Cycle Time (s):	75	C2 - East	Stream: 3	PRC for Signalled Lanes (%)	18.4	Total Delay for Signalled Lanes (pcuHr):	10.12	Cycle Time (s):	75	C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-0.3	Total Delay for Signalled Lanes (pcuHr):	22.29	Cycle Time (s):	75	C3		PRC for Signalled Lanes (%)	-2.8	Total Delay for Signalled Lanes (pcuHr):	35.50	Cycle Time (s):	75	C4		PRC for Signalled Lanes (%)	22.7	Total Delay for Signalled Lanes (pcuHr):	4.29	Cycle Time (s):	75			PRC Over All Lanes (%)	-14.4	Total Delay Over All Lanes (pcuHr):	347.46		
C1 - West	Stream: 1	PRC for Signalled Lanes (%)	-13.8	Total Delay for Signalled Lanes (pcuHr):	58.54	Cycle Time (s):	75																																																																																						
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	-14.4	Total Delay for Signalled Lanes (pcuHr):	61.21	Cycle Time (s):	75																																																																																						
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-14.3	Total Delay for Signalled Lanes (pcuHr):	84.69	Cycle Time (s):	75																																																																																						
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-12.2	Total Delay for Signalled Lanes (pcuHr):	56.06	Cycle Time (s):	75																																																																																						
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	19.4	Total Delay for Signalled Lanes (pcuHr):	12.11	Cycle Time (s):	75																																																																																						
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	18.4	Total Delay for Signalled Lanes (pcuHr):	10.12	Cycle Time (s):	75																																																																																						
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-0.3	Total Delay for Signalled Lanes (pcuHr):	22.29	Cycle Time (s):	75																																																																																						
C3		PRC for Signalled Lanes (%)	-2.8	Total Delay for Signalled Lanes (pcuHr):	35.50	Cycle Time (s):	75																																																																																						
C4		PRC for Signalled Lanes (%)	22.7	Total Delay for Signalled Lanes (pcuHr):	4.29	Cycle Time (s):	75																																																																																						
		PRC Over All Lanes (%)	-14.4	Total Delay Over All Lanes (pcuHr):	347.46																																																																																								

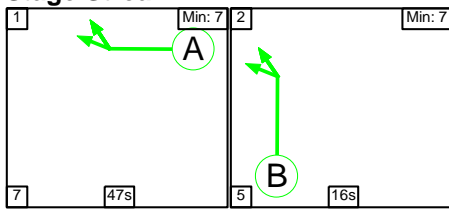
Full Input Data And Results

Scenario 11: 'AM 2033 With Airport 35mppa' (FG11: 'AM 2033 With Airport 35mppa', Plan 1: 'AM Existing')

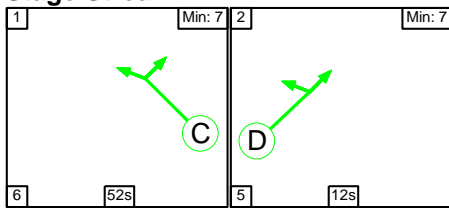
C1 - West

Stage Sequence Diagram

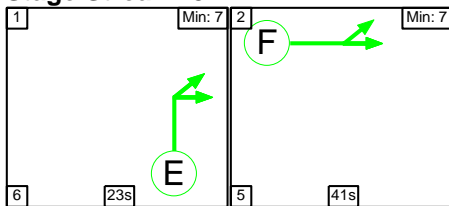
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	47	16
Change Point	0	54

Stage Stream: 2

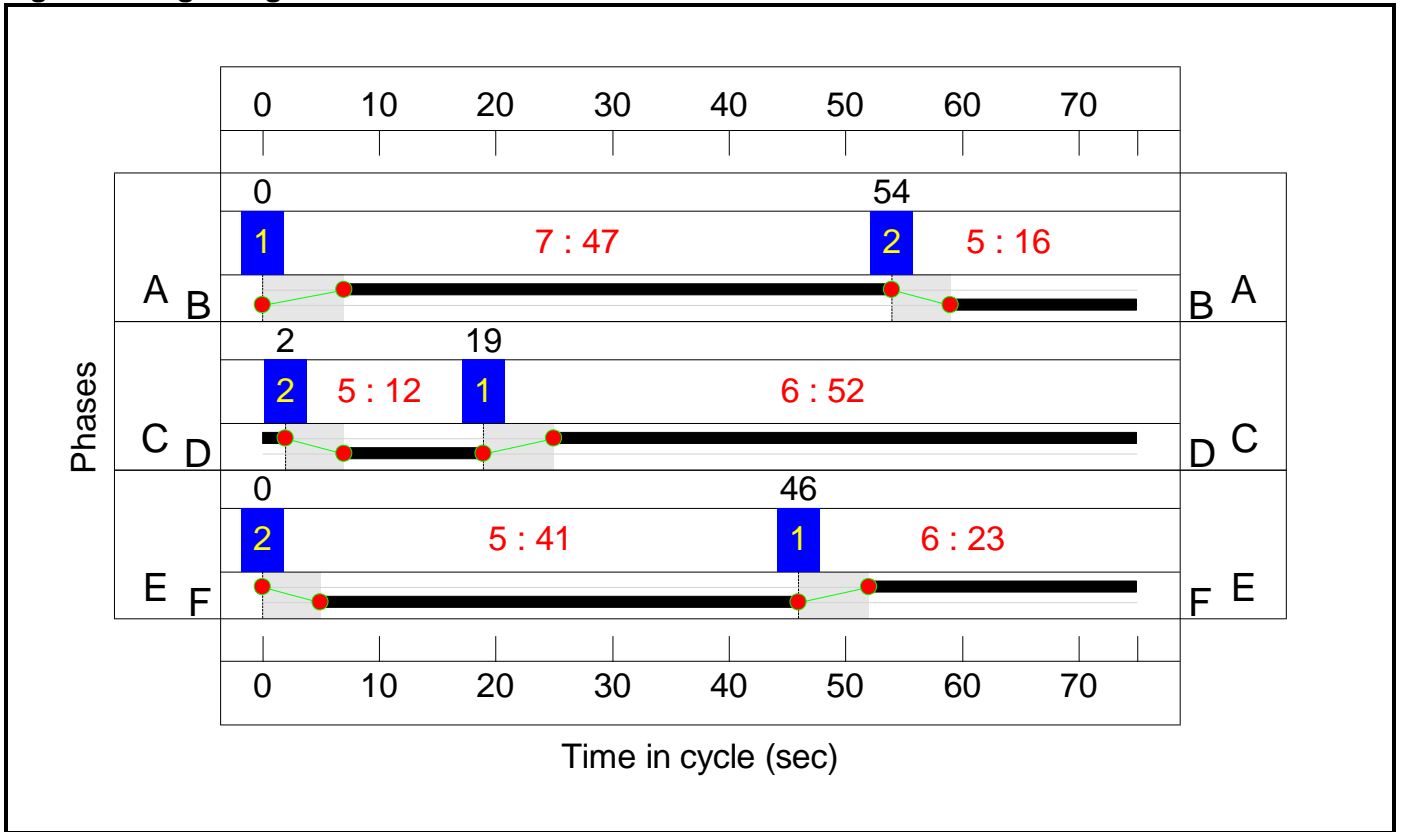
Stage	1	2
Duration	52	12
Change Point	19	2

Stage Stream: 3

Stage	1	2
Duration	23	41
Change Point	46	0



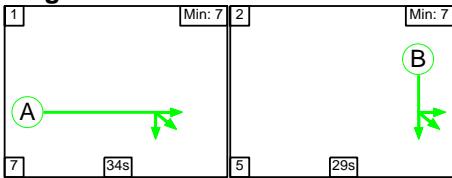
**Signal Timings Diagram**



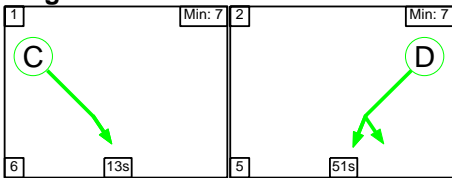
**C2 - East**

**Stage Sequence Diagram**

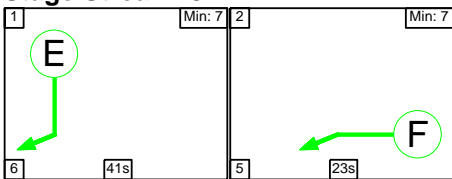
**Stage Stream: 1**



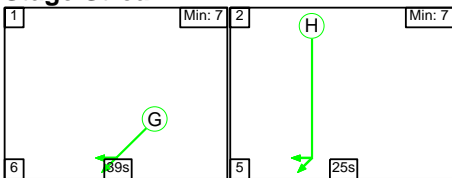
**Stage Stream: 2**



**Stage Stream: 3**



**Stage Stream: 4**



Full Input Data And Results

**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	34	29
Change Point	5	46

**Stage Stream: 2**

Stage	1	2
Duration	13	51
Change Point	34	53

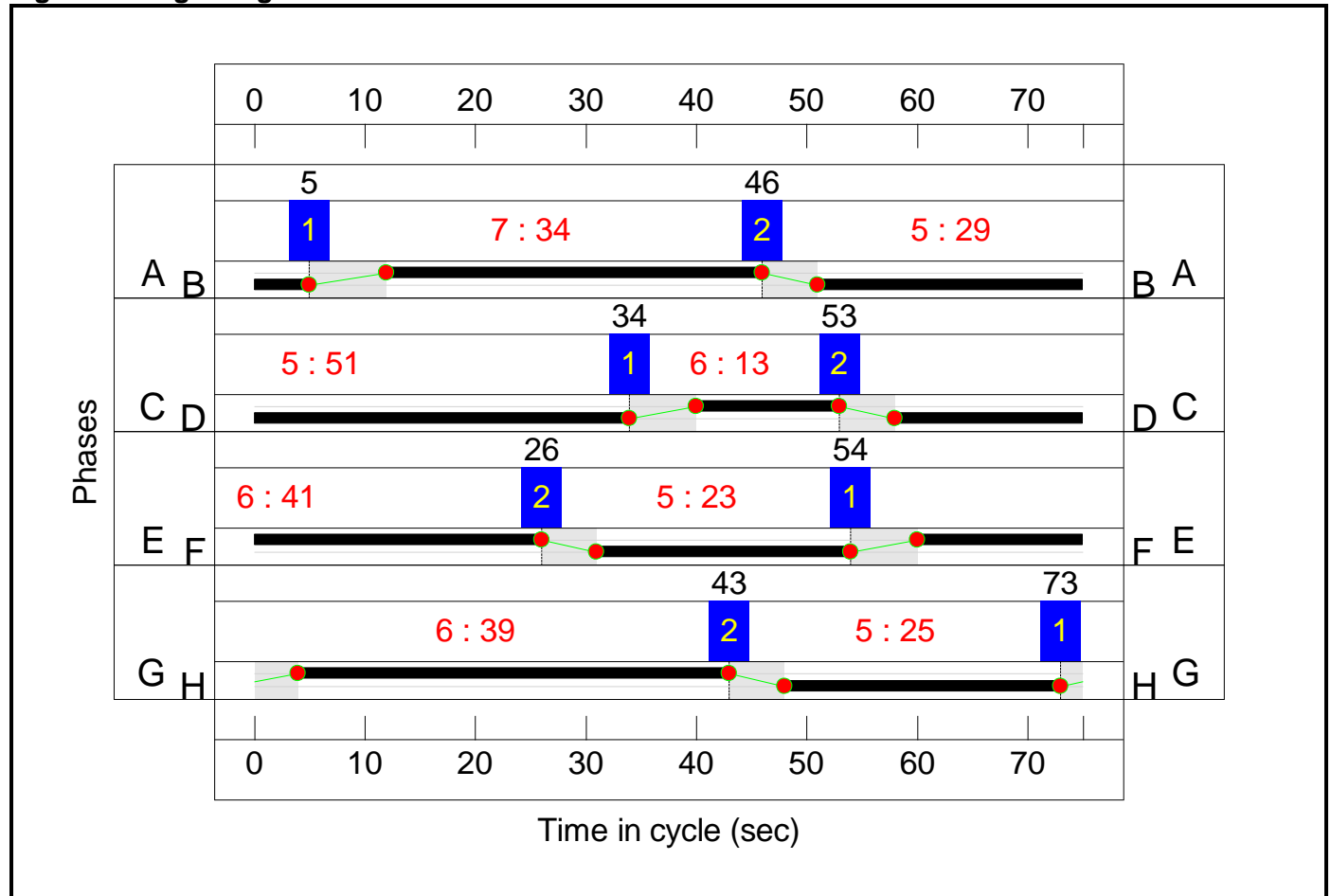
**Stage Stream: 3**

Stage	1	2
Duration	41	23
Change Point	54	26

**Stage Stream: 4**

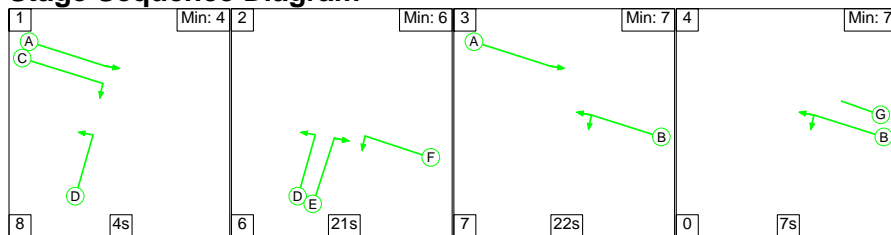
Stage	1	2
Duration	39	25
Change Point	73	43

**Signal Timings Diagram**



Full Input Data And Results

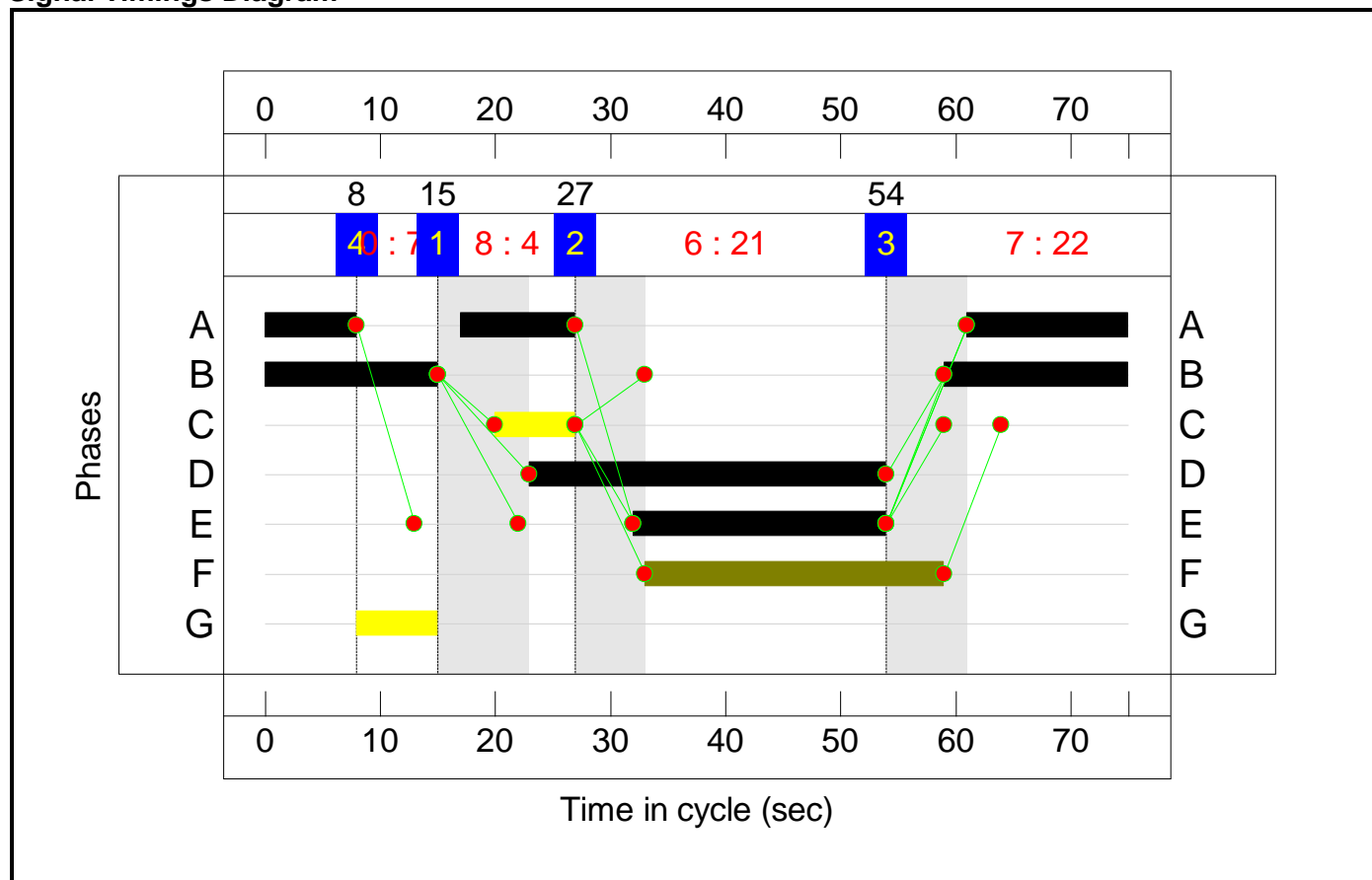
**C3**  
**Stage Sequence Diagram**



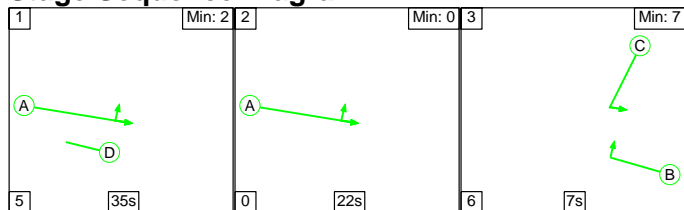
**Stage Timings**

Stage	1	2	3	4
Duration	4	21	22	7
Change Point	15	27	54	8

**Signal Timings Diagram**



**C4**  
**Stage Sequence Diagram**

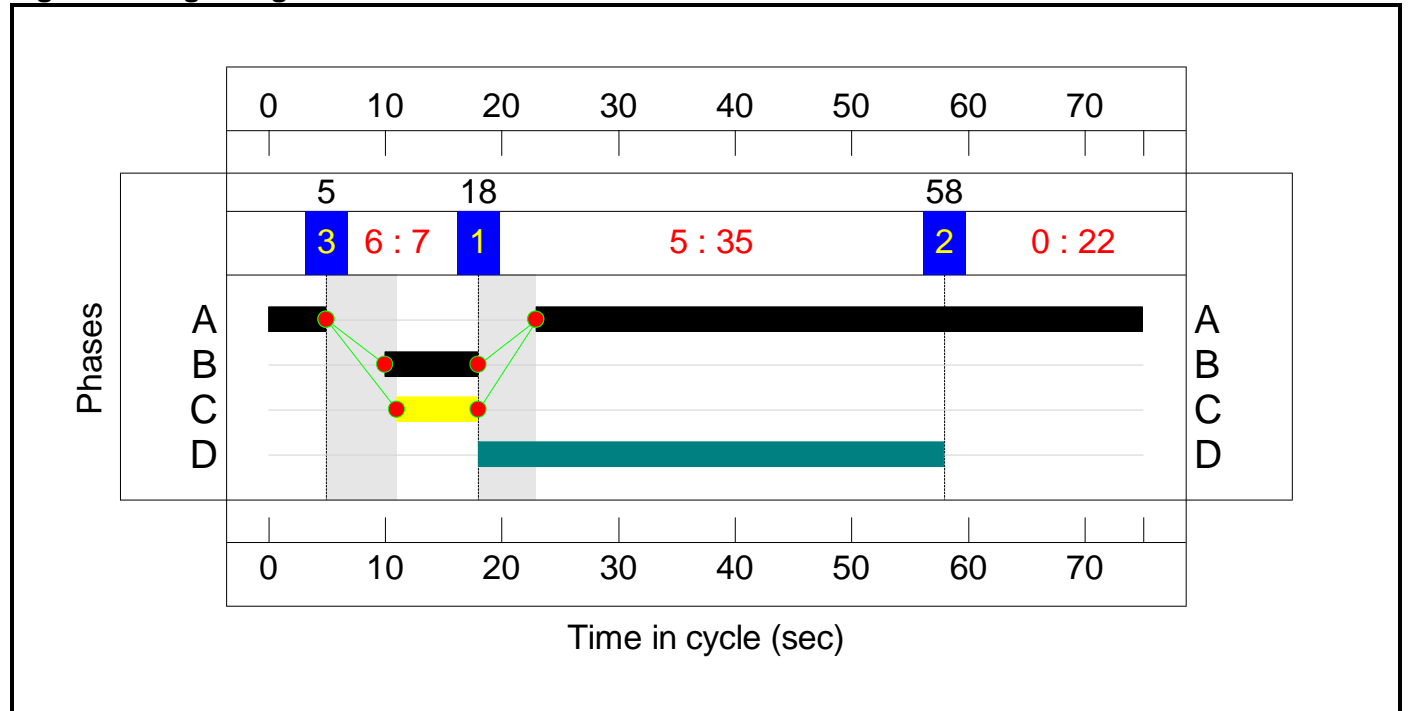


Full Input Data And Results

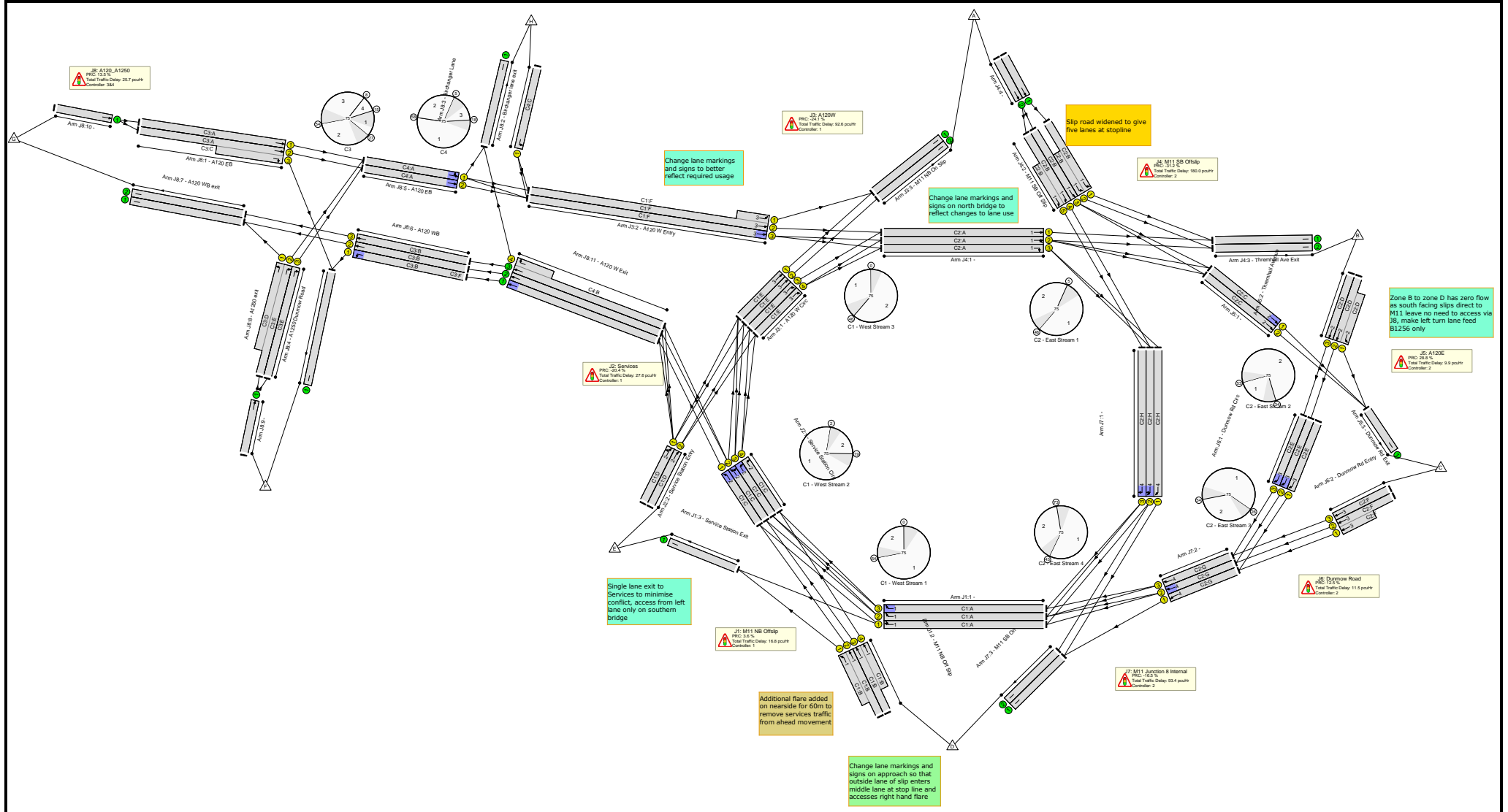
**Stage Timings**

Stage	1	2	3
Duration	35	22	7
Change Point	18	58	5

**Signal Timings Diagram**



# Full Input Data And Results Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Current Interim Scheme Assessment</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>118.1%</b>
<b>J1: M11 NB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>86.8%</b>
1/1	Ahead Right	U	1:1	N/A	C1:A		1	47	-	751	1800	1152	63.7%
1/2	Right	U	1:1	N/A	C1:A		1	47	-	1050	2022	1186	86.8%
1/3	Right	U	1:1	N/A	C1:A		1	47	-	656	2022	1294	49.3%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	16	-	433	2080:1928	844	51.3%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	16	-	517	2080:2080	665	77.7%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
<b>J2: Services</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>108.3%</b>
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	52	-	751	1800	1272	58.3%
1/2	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	52	-	1108	2045	1445	75.8%
1/3	Service Station Circ Right	U	1:2	N/A	C1:C		1	52	-	933	2045	1445	63.1%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	52	-	182	2045	1445	12.3%
2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	12	-	81	2036	353	23.0%
2/2	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	12	-	338	1800	312	<b>108.3%</b>
<b>J3: A120W</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>111.7%</b>
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	23	-	499	2070	662	73.6%

Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	23	-	499	2070	662	73.7%
1/3	A120 W Circ Right	U	1:3	N/A	C1:E		1	23	-	44	2070	662	5.8%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	23	-	476	2070	662	68.2%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	41	-	1024	1800:1972	1225	83.6%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	41	-	1126	1800	1008	111.7%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	979	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
<b>J4: M11 SB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>118.1%</b>
1/1	Ahead	U	2:1	N/A	C2:A		1	34	-	588	2060	961	60.6%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	34	-	387	2060	961	38.5%
1/3	Right	U	2:1	N/A	C2:A		1	34	-	1215	2016	941	115.9%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	29	-	908	1945:2085	769	118.1%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	29	-	84	2031	812	10.3%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	29	-	465	2085:2120	1063	43.7%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1496	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	908	1990	1990	45.6%
4/2	Ahead	U	N/A	N/A	-		-	-	-	549	2130	2130	25.8%
<b>J5: A120E</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>69.9%</b>
1/1	Ahead	U	2:2	N/A	C2:C		1	13	-	188	1800	336	53.4%
1/2	Ahead	U	2:2	N/A	C2:C		1	13	-	212	1800	336	60.5%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	51	-	988	2075:1927	1414	69.9%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	51	-	859	2075	1356	63.4%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
<b>J6: Dunmow Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.0%</b>
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	0	2120	-	-
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	901	2074	1161	77.6%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	859	2074	1161	74.0%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	23	-	518	1990:1832	648	80.0%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	23	-	126	1990	637	19.8%
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>104.8%</b>
1/1	Right	U	2:4	N/A	C2:H		1	25	-	862	1800	624	104.8%
1/2	Right Right2	U	2:4	N/A	C2:H		1	25	-	652	1800	624	93.9%
1/3	Right	U	2:4	N/A	C2:H		1	25	-	166	1800	624	26.6%
2/1	Ahead	U	2:4	N/A	C2:G		1	39	-	435	2015	1075	40.5%
2/2	Ahead	U	2:4	N/A	C2:G		1	39	-	984	1800	960	102.5%
2/3	Ahead	U	2:4	N/A	C2:G		1	39	-	985	1800	960	102.6%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	1297	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
<b>J8: A120_A1250</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>79.3%</b>
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	32	-	641	1975	895	71.6%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	32:7	-	575	2115:1965	959	60.0%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	7	-	56	1781	190	29.5%



Full Input Data And Results

4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	22:31	-	427	1747:1841	538	79.3%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	22	-	453	1871	574	79.0%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	1066	1965	1520	70.2%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	1028	2105	1628	63.2%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	26	759	1709	1322	56.7%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	31	-	532	2105	898	58.5%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	31	-	471	2105	898	52.0%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
8/1	A1250 exit	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	880	1800	1800	48.9%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1216	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	759	1965	1965	38.1%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	532	2105	2105	25.0%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	584	2105:1887	1170	49.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Current Interim Scheme Assessment</b>	-	-	0	0	0	112.7	344.9	0.0	457.6	-	-	-	-
<b>J1: M11 NB Offslip</b>	-	-	0	0	0	10.0	6.8	0.0	16.8	-	-	-	-
1/1	734	734	-	-	-	1.6	0.9	-	2.5	12.4	8.6	0.9	9.5
1/2	1030	1030	-	-	-	1.3	3.2	-	4.5	15.6	8.5	3.2	11.6
1/3	638	638	-	-	-	0.3	0.5	-	0.8	4.4	0.9	0.5	1.4
2/2+2/1	433	433	-	-	-	3.0	0.5	-	3.6	29.6	4.4	0.5	4.9
2/3+2/4	517	517	-	-	-	3.8	1.7	-	5.5	38.1	6.8	1.7	8.5
3/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Services</b>	-	-	0	0	0	6.5	21.1	0.0	27.6	-	-	-	-
1/1	741	741	-	-	-	0.5	0.7	-	1.2	6.0	5.2	0.7	5.9
1/2	1095	1095	-	-	-	1.0	1.6	-	2.6	8.5	10.9	1.6	12.5
1/3	912	912	-	-	-	0.4	0.9	-	1.2	4.8	7.8	0.9	8.6
1/4	178	178	-	-	-	0.1	0.1	-	0.1	2.9	0.4	0.1	0.5
2/1	81	81	-	-	-	0.6	0.1	-	0.8	33.3	1.4	0.1	1.6
2/2	338	312	-	-	-	3.9	17.8	-	21.6	230.5	7.6	17.8	25.3
<b>J3: A120W</b>	-	-	0	0	0	22.9	69.8	0.0	92.6	-	-	-	-
1/1	488	488	-	-	-	1.8	1.4	-	3.2	23.7	10.0	1.4	11.3
1/2	488	488	-	-	-	1.9	1.4	-	3.3	24.3	10.0	1.4	11.3
1/3	38	38	-	-	-	0.3	0.0	-	0.3	28.4	0.8	0.0	0.8
1/4	452	452	-	-	-	4.0	1.1	-	5.1	40.5	7.5	1.1	8.5
2/2+2/1	1024	1024	-	-	-	4.0	2.5	-	6.5	22.9	10.2	2.5	12.6
2/3	1126	1008	-	-	-	10.8	63.4	-	74.2	237.3	25.9	63.4	89.4
3/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

<b>J4: M11 SB Offslip</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>27.2</b>	<b>152.8</b>	<b>0.0</b>	<b>180.0</b>	-	-	-	-
1/1	582	582	-	-	-	1.4	0.8	-	2.2	13.5	3.2	0.8	4.0
1/2	370	370	-	-	-	0.9	0.3	-	1.2	11.4	4.7	0.3	5.0
1/3	1090	941	-	-	-	10.9	78.1	-	89.0	294.0	25.8	78.1	104.0
2/1+2/2	908	769	-	-	-	11.7	72.6	-	84.3	334.3	23.8	72.6	96.4
2/3	84	84	-	-	-	0.3	0.1	-	0.4	16.6	1.1	0.1	1.1
2/4+2/5	465	465	-	-	-	2.0	0.4	-	2.4	18.4	4.3	0.4	4.7
3/1	1351	1351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	908	908	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	549	549	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
<b>J5: A120E</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>3.3</b>	<b>0.0</b>	<b>9.9</b>	-	-	-	-
1/1	179	179	-	-	-	1.5	0.6	-	2.1	42.1	3.5	0.6	4.1
1/2	203	203	-	-	-	1.1	0.8	-	1.9	32.8	3.9	0.8	4.7
2/2+2/1	988	988	-	-	-	2.1	1.2	-	3.2	11.8	11.4	1.2	12.6
2/3	859	859	-	-	-	1.8	0.9	-	2.7	11.3	10.5	0.9	11.4
3/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: Dunmow Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>5.2</b>	<b>0.0</b>	<b>11.5</b>	-	-	-	-
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	901	901	-	-	-	1.3	1.7	-	3.0	12.0	3.6	1.7	5.3
1/3	859	859	-	-	-	1.2	1.4	-	2.6	11.1	3.2	1.4	4.6
2/2+2/1	518	518	-	-	-	3.2	1.9	-	5.1	35.6	8.3	1.9	10.3
2/3	126	126	-	-	-	0.6	0.1	-	0.8	22.1	1.9	0.1	2.0
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>18.7</b>	<b>74.7</b>	<b>0.0</b>	<b>93.4</b>	-	-	-	-
1/1	654	624	-	-	-	4.4	22.4	-	26.8	147.3	14.9	22.4	37.3
1/2	586	586	-	-	-	2.5	5.8	-	8.4	51.6	9.2	5.8	15.1
1/3	166	166	-	-	-	0.6	0.2	-	0.7	16.2	1.1	0.2	1.2
2/1	435	435	-	-	-	3.4	0.3	-	3.7	30.6	7.6	0.3	8.0
2/2	984	960	-	-	-	3.8	22.8	-	26.6	97.3	21.0	22.8	43.8

Full Input Data And Results

2/3	985	960	-	-	-	4.1	23.1	-	27.3	99.6	21.0	23.1	44.2
3/1	1059	1059	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J8: A120_A1250</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>11.2</b>	<b>0.0</b>	<b>25.7</b>	-	-	-	-
1/1	641	641	-	-	-	2.0	1.2	-	3.3	18.4	8.5	1.2	9.8
1/2+1/3	575	575	-	-	-	1.7	0.7	-	2.4	15.2	7.2	0.7	7.9
2/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	56	56	-	-	-	0.5	0.2	-	0.7	44.3	1.1	0.2	1.3
4/2+4/1	427	427	-	-	-	2.8	1.9	-	4.7	39.4	8.0	1.9	9.9
4/3	453	453	-	-	-	3.0	1.8	-	4.8	38.3	8.6	1.8	10.4
5/1	1066	1066	-	-	-	0.5	1.2	-	1.6	5.5	4.6	1.2	5.8
5/2	1028	1028	-	-	-	0.3	0.9	-	1.2	4.2	3.7	0.9	4.5
6/1	749	749	-	-	-	0.1	0.7	-	0.7	3.5	0.4	0.7	1.1
6/2	525	525	-	-	-	1.4	0.7	-	2.1	14.5	7.1	0.7	7.8
6/3	467	467	-	-	-	1.3	0.5	-	1.8	14.1	7.1	0.5	7.6
7/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	880	880	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
10/1	1216	1216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	749	749	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	525	525	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
11/3+11/4	579	579	-	-	-	0.9	0.5	-	1.4	8.6	2.3	0.5	2.8

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	3.6	Total Delay for Signalled Lanes (pcuHr):	16.80	Cycle Time (s):	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	-20.4	Total Delay for Signalled Lanes (pcuHr):	27.56	Cycle Time (s):	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-24.1	Total Delay for Signalled Lanes (pcuHr):	92.64	Cycle Time (s):	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-31.2	Total Delay for Signalled Lanes (pcuHr):	179.43	Cycle Time (s):	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	28.8	Total Delay for Signalled Lanes (pcuHr):	9.89	Cycle Time (s):	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	12.5	Total Delay for Signalled Lanes (pcuHr):	11.55	Cycle Time (s):	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-16.5	Total Delay for Signalled Lanes (pcuHr):	93.44	Cycle Time (s):	75
C3		PRC for Signalled Lanes (%)	13.5	Total Delay for Signalled Lanes (pcuHr):	19.88	Cycle Time (s):	75
C4		PRC for Signalled Lanes (%)	28.3	Total Delay for Signalled Lanes (pcuHr):	3.51	Cycle Time (s):	75
		PRC Over All Lanes (%)	-31.2	Total Delay Over All Lanes (pcuHr):	457.63		

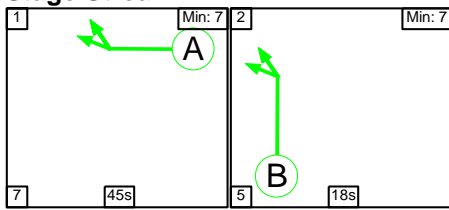
Full Input Data And Results

Scenario 12: 'AM 2033 With Airport 43mppa' (FG12: 'AM 2033 With Airport 43mppa', Plan 1: 'AM Existing')

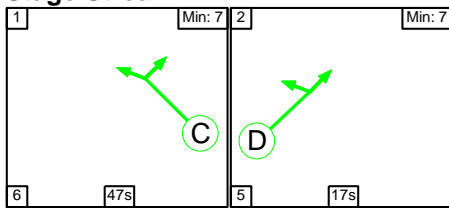
C1 - West

Stage Sequence Diagram

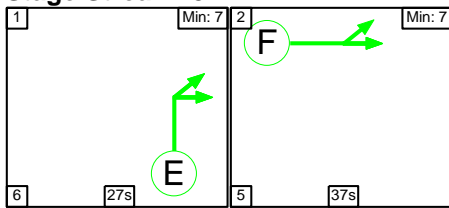
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	45	18
Change Point	0	52

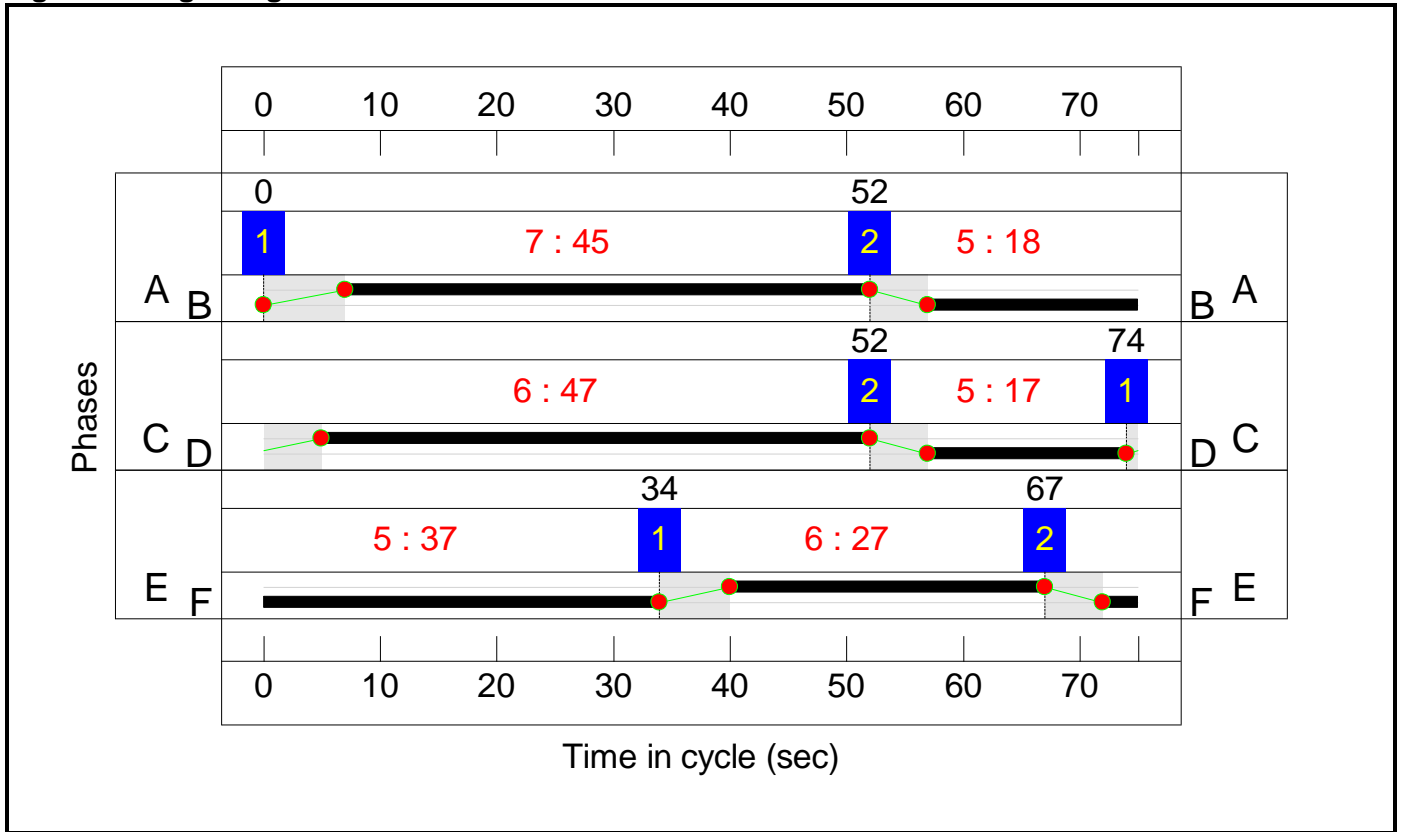
Stage Stream: 2

Stage	1	2
Duration	47	17
Change Point	74	52

Stage Stream: 3

Stage	1	2
Duration	27	37
Change Point	34	67

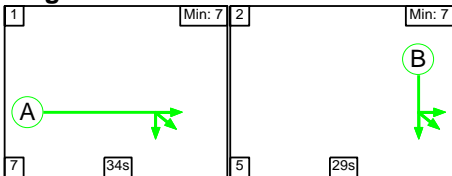
**Signal Timings Diagram**



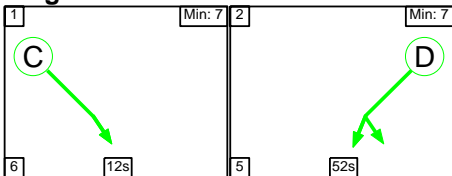
**C2 - East**

**Stage Sequence Diagram**

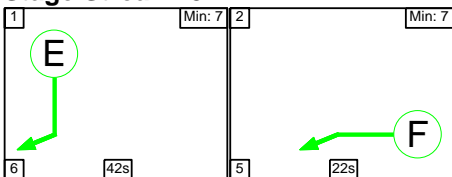
**Stage Stream: 1**



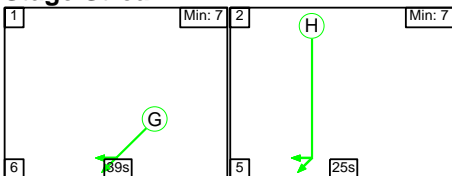
**Stage Stream: 2**



**Stage Stream: 3**



**Stage Stream: 4**



Full Input Data And Results

**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	34	29
Change Point	0	41

**Stage Stream: 2**

Stage	1	2
Duration	12	52
Change Point	47	65

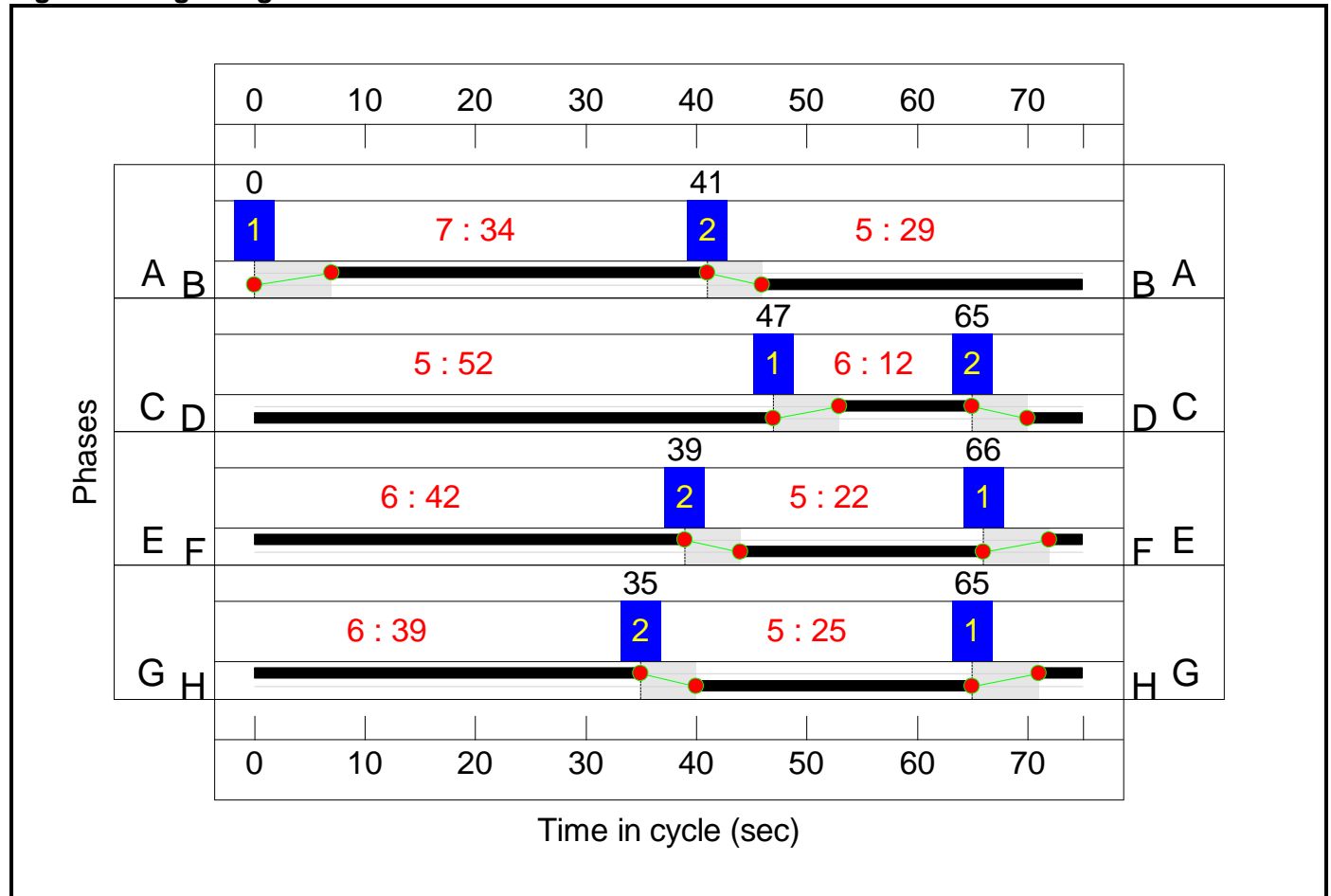
**Stage Stream: 3**

Stage	1	2
Duration	42	22
Change Point	66	39

**Stage Stream: 4**

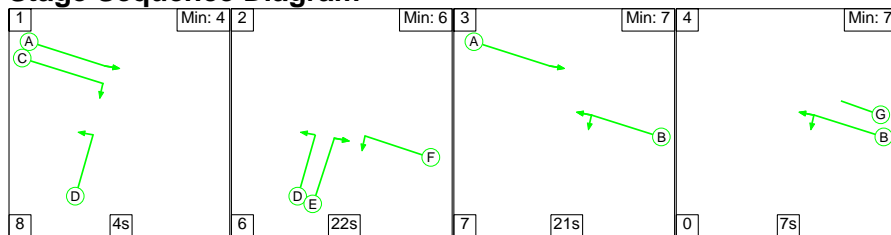
Stage	1	2
Duration	39	25
Change Point	65	35

**Signal Timings Diagram**



Full Input Data And Results

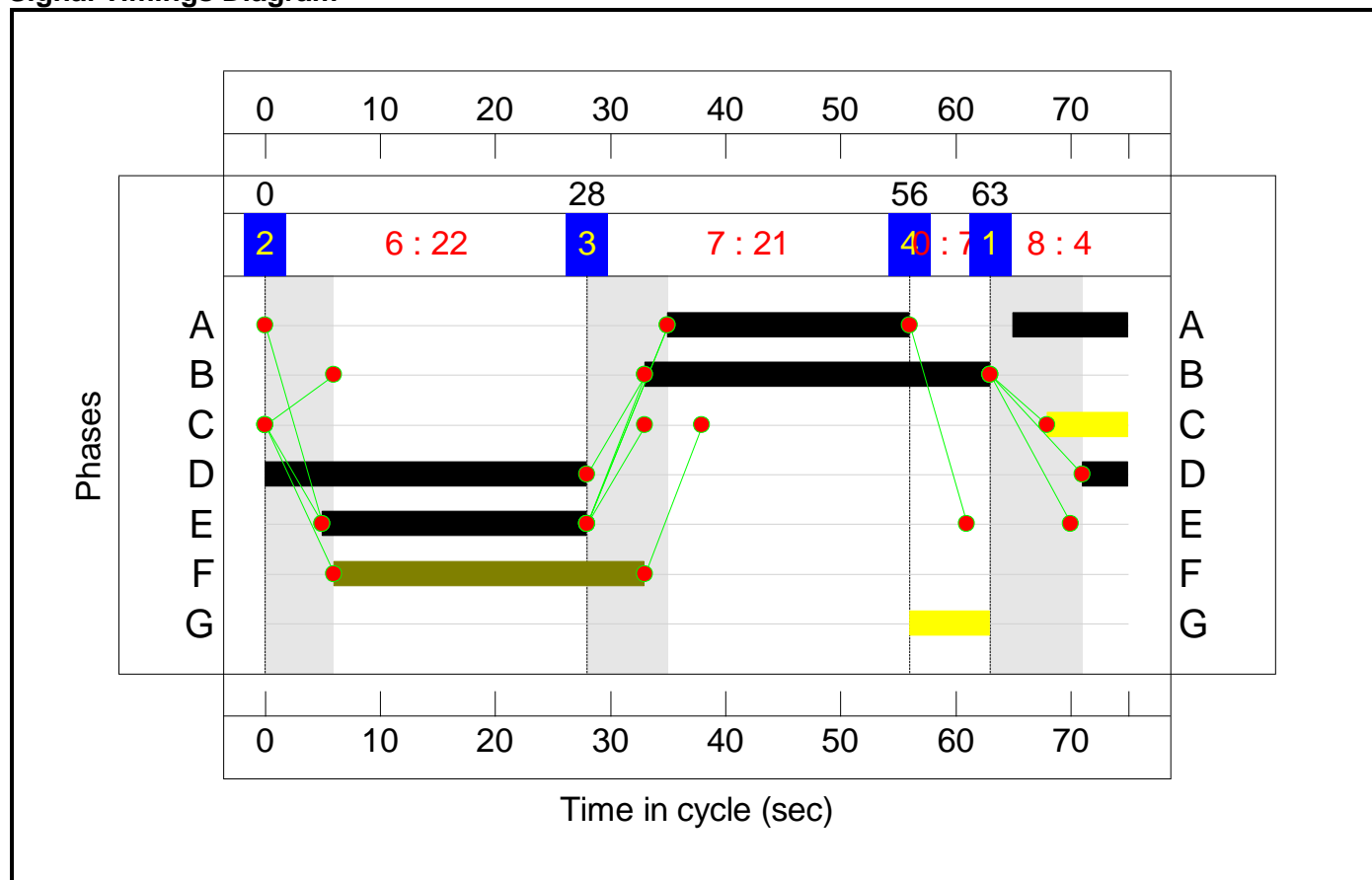
**C3**  
**Stage Sequence Diagram**



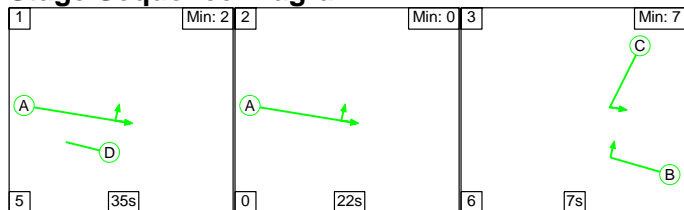
**Stage Timings**

Stage	1	2	3	4
Duration	4	22	21	7
Change Point	63	0	28	56

**Signal Timings Diagram**



**C4**  
**Stage Sequence Diagram**



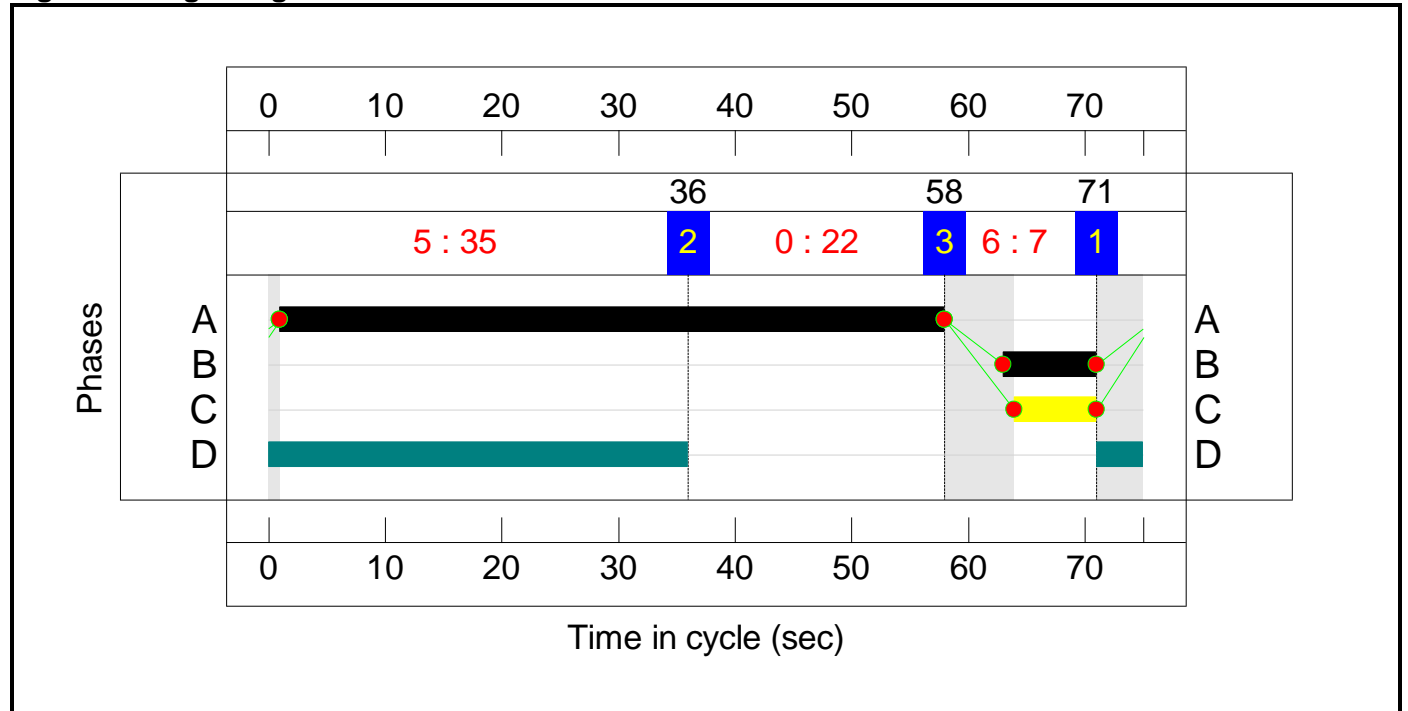


# Full Input Data And Results

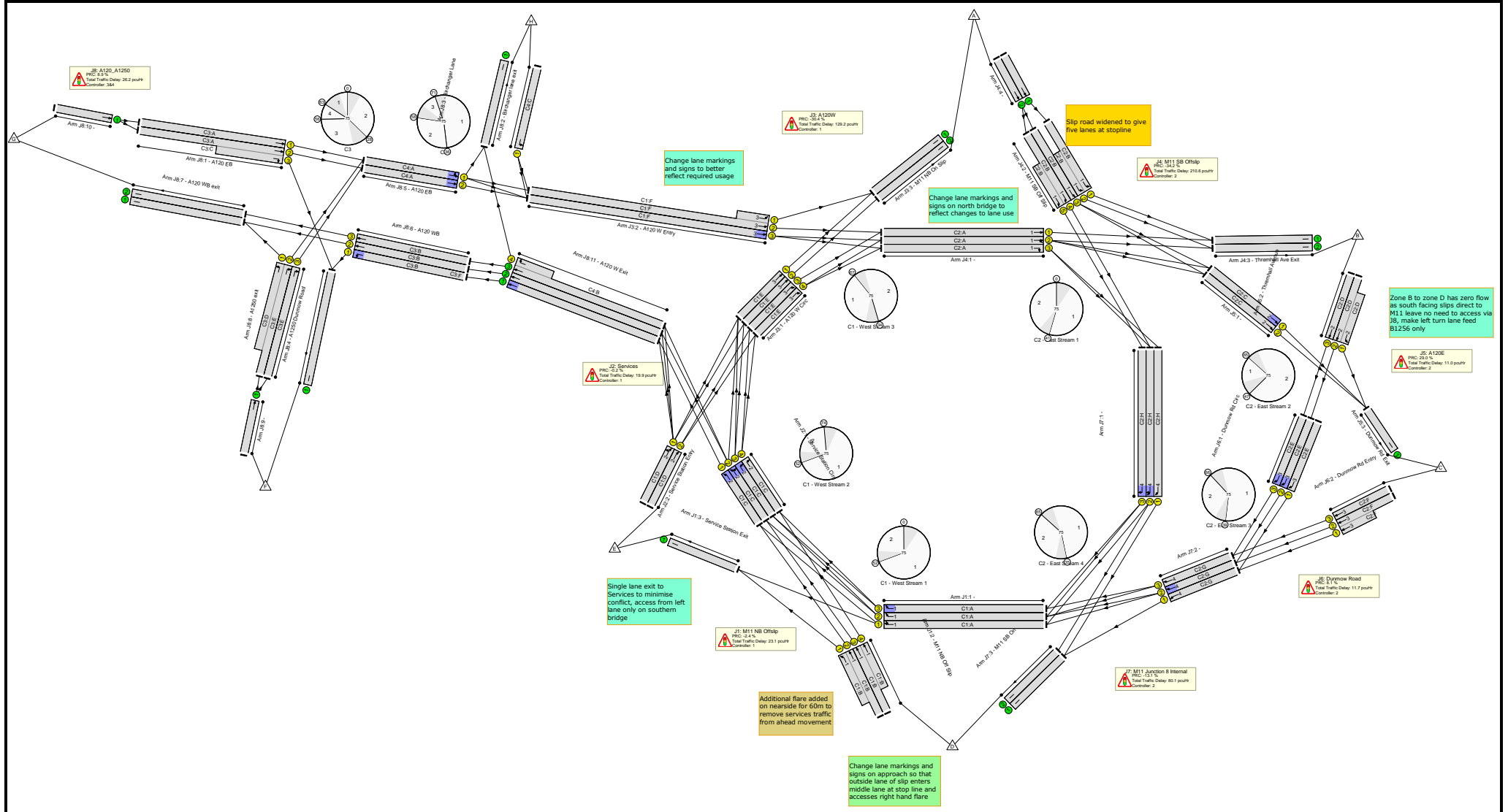
## Stage Timings

Stage	1	2	3
Duration	35	22	7
Change Point	71	36	58

## Signal Timings Diagram



# Full Input Data And Results Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Current Interim Scheme Assessment</b>	-	-	N/A	-	-		-	-	-	-	-	-	120.8%
<b>J1: M11 NB Offslip</b>	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
1/1	Ahead Right	U	1:1	N/A	C1:A		1	45	-	755	1800	1104	66.7%
1/2	Right	U	1:1	N/A	C1:A		1	45	-	1059	2022	1132	92.2%
1/3	Right	U	1:1	N/A	C1:A		1	45	-	638	2022	1240	50.6%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	18	-	537	2080:1928	940	57.1%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	18	-	641	2080:2080	720	89.1%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
<b>J2: Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	47	-	809	1800	1152	69.5%
1/2	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	47	-	1190	2045	1309	90.2%
1/3	Service Station Circ Right	U	1:2	N/A	C1:C		1	47	-	928	2045	1309	69.7%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	47	-	220	2045	1309	16.8%
2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	17	-	90	2036	489	18.4%
2/2	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	17	-	377	1800	432	87.3%
<b>J3: A120W</b>	-	-	N/A	-	-		-	-	-	-	-	-	117.3%
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	27	-	500	2070	773	63.7%

Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	27	-	497	2070	773	63.3%
1/3	A120 W Circ Right	U	1:3	N/A	C1:E		1	27	-	47	2070	773	6.1%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	27	-	550	2070	773	71.2%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	37	-	1112	1800:1972	1094	101.6%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	37	-	1070	1800	912	117.3%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
<b>J4: M11 SB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>120.8%</b>
1/1	Ahead	U	2:1	N/A	C2:A		1	34	-	671	2060	961	69.4%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	34	-	356	2060	961	34.6%
1/3	Right	U	2:1	N/A	C2:A		1	34	-	1264	2016	941	120.0%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	29	-	929	1945:2085	769	120.8%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	29	-	86	2031	812	10.6%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	29	-	476	2085:2120	1064	44.8%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1600	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	929	1990	1990	46.7%
4/2	Ahead	U	N/A	N/A	-		-	-	-	562	2130	2130	26.4%
<b>J5: A120E</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>69.8%</b>
1/1	Ahead	U	2:2	N/A	C2:C		1	12	-	212	1800	312	64.5%
1/2	Ahead	U	2:2	N/A	C2:C		1	12	-	230	1800	312	69.8%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	52	-	977	2075:1927	1441	67.8%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	52	-	853	2075	1383	61.7%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
<b>J6: Dunmow Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.3%</b>
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	0	2120	-	-
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	891	2074	1189	74.9%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	853	2074	1189	71.7%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	22	-	520	1990:1832	624	83.3%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	22	-	124	1990	610	20.3%
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>101.8%</b>
1/1	Right	U	2:4	N/A	C2:H		1	25	-	824	1800	624	99.2%
1/2	Right Right2	U	2:4	N/A	C2:H		1	25	-	746	1800	624	100.6%
1/3	Right	U	2:4	N/A	C2:H		1	25	-	170	1800	624	27.2%
2/1	Ahead	U	2:4	N/A	C2:G		1	39	-	435	2015	1075	40.5%
2/2	Ahead	U	2:4	N/A	C2:G		1	39	-	976	1800	960	101.7%
2/3	Ahead	U	2:4	N/A	C2:G		1	39	-	977	1800	960	101.8%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	1259	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
<b>J8: A120_A1250</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>82.6%</b>
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	31	-	639	1975	869	73.5%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	31:7	-	595	2115:1965	931	63.9%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	7	-	57	1781	190	30.0%

Full Input Data And Results

4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	23:32	-	464	1747:1841	561	82.6%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	23	-	429	1871	599	71.7%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	1101	1965	1520	72.5%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	1024	2105	1628	62.9%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	27	818	1709	1322	61.3%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	30	-	564	2105	870	64.3%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	30	-	516	2105	870	58.8%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
8/1	A1250 exit	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	893	1800	1800	49.6%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1234	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	818	1965	1965	41.2%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	564	2105	2105	26.6%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	638	2105:1887	1184	53.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Current Interim Scheme Assessment</b>	-	-	0	0	0	114.4	397.4	0.0	511.8	-	-	-	-
<b>J1: M11 NB Offslip</b>	-	-	0	0	0	12.0	11.2	0.0	23.1	-	-	-	-
1/1	736	736	-	-	-	2.0	1.0	-	3.0	14.6	9.6	1.0	10.6
1/2	1044	1044	-	-	-	1.8	5.3	-	7.0	24.3	20.2	5.3	25.5
1/3	627	627	-	-	-	0.1	0.5	-	0.6	3.3	0.3	0.5	0.8
2/2+2/1	537	537	-	-	-	3.6	0.7	-	4.3	28.6	5.4	0.7	6.1
2/3+2/4	641	641	-	-	-	4.5	3.7	-	8.3	46.4	8.7	3.7	12.4
3/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Services</b>	-	-	0	0	0	10.0	9.9	0.0	19.9	-	-	-	-
1/1	801	801	-	-	-	1.9	1.1	-	3.1	13.8	8.6	1.1	9.7
1/2	1180	1180	-	-	-	3.3	4.3	-	7.6	23.3	19.5	4.3	23.8
1/3	912	912	-	-	-	0.5	1.1	-	1.6	6.4	1.5	1.1	2.6
1/4	220	220	-	-	-	0.8	0.1	-	0.9	15.5	4.1	0.1	4.2
2/1	90	90	-	-	-	0.6	0.1	-	0.7	27.2	1.5	0.1	1.6
2/2	377	377	-	-	-	2.9	3.1	-	6.0	56.8	7.5	3.1	10.6
<b>J3: A120W</b>	-	-	0	0	0	22.3	106.9	0.0	129.2	-	-	-	-
1/1	492	492	-	-	-	1.2	0.9	-	2.1	15.2	8.3	0.9	9.2
1/2	489	489	-	-	-	1.3	0.9	-	2.2	15.9	8.2	0.9	9.1
1/3	47	47	-	-	-	0.3	0.0	-	0.3	22.9	0.8	0.0	0.8
1/4	550	550	-	-	-	5.3	1.2	-	6.5	42.5	9.4	1.2	10.6
2/2+2/1	1112	1104	-	-	-	4.1	21.7	-	25.8	83.6	18.7	21.7	40.4
2/3	1070	912	-	-	-	10.1	82.3	-	92.3	310.7	25.6	82.3	107.8
3/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

<b>J4: M11 SB Offslip</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>182.3</b>	<b>0.0</b>	<b>210.6</b>	-	-	-	-
1/1	667	667	-	-	-	1.3	1.1	-	2.4	13.2	3.4	1.1	4.6
1/2	333	333	-	-	-	1.2	0.3	-	1.5	15.7	5.0	0.3	5.3
1/3	1129	941	-	-	-	11.6	97.1	-	108.7	346.7	27.4	97.1	124.6
2/1+2/2	929	769	-	-	-	11.7	82.7	-	94.5	366.1	24.0	82.7	106.7
2/3	86	86	-	-	-	0.3	0.1	-	0.4	16.6	1.1	0.1	1.2
2/4+2/5	476	476	-	-	-	2.0	0.4	-	2.4	18.5	4.4	0.4	4.8
3/1	1436	1436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	929	929	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	562	562	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
<b>J5: A120E</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>3.9</b>	<b>0.0</b>	<b>11.0</b>	-	-	-	-
1/1	201	201	-	-	-	2.0	0.9	-	2.9	51.3	4.2	0.9	5.1
1/2	218	218	-	-	-	1.6	1.1	-	2.7	44.6	4.4	1.1	5.5
2/2+2/1	977	977	-	-	-	1.9	1.0	-	2.9	10.8	10.6	1.0	11.7
2/3	853	853	-	-	-	1.7	0.8	-	2.5	10.5	10.0	0.8	10.8
3/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: Dunmow Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>5.2</b>	<b>0.0</b>	<b>11.7</b>	-	-	-	-
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	891	891	-	-	-	1.2	1.5	-	2.7	11.0	3.6	1.5	5.0
1/3	853	853	-	-	-	1.2	1.3	-	2.4	10.3	3.2	1.3	4.4
2/2+2/1	520	520	-	-	-	3.3	2.4	-	5.7	39.5	8.6	2.4	11.0
2/3	124	124	-	-	-	0.7	0.1	-	0.8	22.9	1.9	0.1	2.0
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>65.9</b>	<b>0.0</b>	<b>80.1</b>	-	-	-	-
1/1	619	619	-	-	-	2.5	11.2	-	13.7	79.9	12.9	11.2	24.1
1/2	628	624	-	-	-	3.1	13.6	-	16.7	95.7	11.4	13.6	24.9
1/3	170	170	-	-	-	0.7	0.2	-	0.9	19.2	1.4	0.2	1.5
2/1	435	435	-	-	-	1.8	0.3	-	2.2	17.9	9.0	0.3	9.4
2/2	976	960	-	-	-	3.0	20.1	-	23.1	85.1	20.8	20.1	40.9



Full Input Data And Results

2/3	977	960	-	-	-	3.1	20.4	-	23.6	86.8	20.7	20.4	41.2
3/1	1054	1054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J8: A120_A1250</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>12.1</b>	<b>0.0</b>	<b>26.2</b>	-	-	-	-
1/1	639	639	-	-	-	2.1	1.4	-	3.5	19.8	8.9	1.4	10.2
1/2+1/3	595	595	-	-	-	1.9	0.9	-	2.8	16.7	7.8	0.9	8.6
2/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	57	57	-	-	-	0.5	0.2	-	0.7	44.4	1.1	0.2	1.3
4/2+4/1	464	464	-	-	-	3.0	2.3	-	5.3	41.2	8.9	2.3	11.1
4/3	429	429	-	-	-	2.7	1.2	-	3.9	33.0	7.9	1.2	9.1
5/1	1101	1101	-	-	-	0.4	1.3	-	1.7	5.5	3.7	1.3	5.0
5/2	1024	1024	-	-	-	0.3	0.8	-	1.2	4.2	3.4	0.8	4.3
6/1	810	810	-	-	-	0.1	0.8	-	0.9	4.1	0.7	0.8	1.5
6/2	559	559	-	-	-	1.1	0.9	-	2.0	12.9	8.2	0.9	9.1
6/3	512	512	-	-	-	0.9	0.7	-	1.6	11.3	6.7	0.7	7.4
7/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	810	810	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	893	893	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
10/1	1234	1234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	810	810	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
11/2	559	559	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/3+11/4	633	633	-	-	-	1.0	0.6	-	1.6	8.9	2.5	0.6	3.1

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	-2.4	Total Delay for Signalled Lanes (pcuHr):	23.14	Cycle Time (s):	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	-0.2	Total Delay for Signalled Lanes (pcuHr):	19.89	Cycle Time (s):	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-30.4	Total Delay for Signalled Lanes (pcuHr):	129.20	Cycle Time (s):	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-34.2	Total Delay for Signalled Lanes (pcuHr):	209.95	Cycle Time (s):	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	29.0	Total Delay for Signalled Lanes (pcuHr):	10.98	Cycle Time (s):	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	8.1	Total Delay for Signalled Lanes (pcuHr):	11.66	Cycle Time (s):	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-13.1	Total Delay for Signalled Lanes (pcuHr):	80.13	Cycle Time (s):	75
C3		PRC for Signalled Lanes (%)	8.9	Total Delay for Signalled Lanes (pcuHr):	20.03	Cycle Time (s):	75
C4		PRC for Signalled Lanes (%)	24.2	Total Delay for Signalled Lanes (pcuHr):	3.58	Cycle Time (s):	75
		PRC Over All Lanes (%)	-34.2	Total Delay Over All Lanes (pcuHr):	511.77		

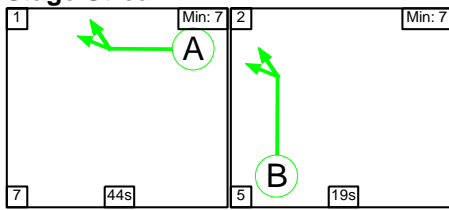
Full Input Data And Results

Scenario 13: 'PM 2033 With Airport 35mppa' (FG13: 'PM 2033 With Airport 35mppa', Plan 2: 'PM Existing')

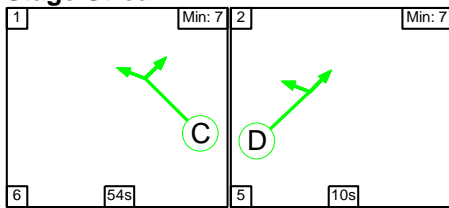
C1 - West

Stage Sequence Diagram

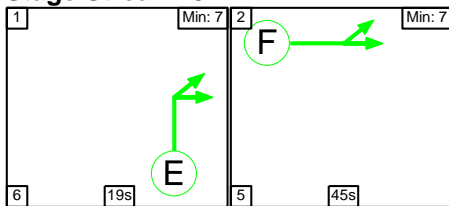
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	19
Change Point	0	51

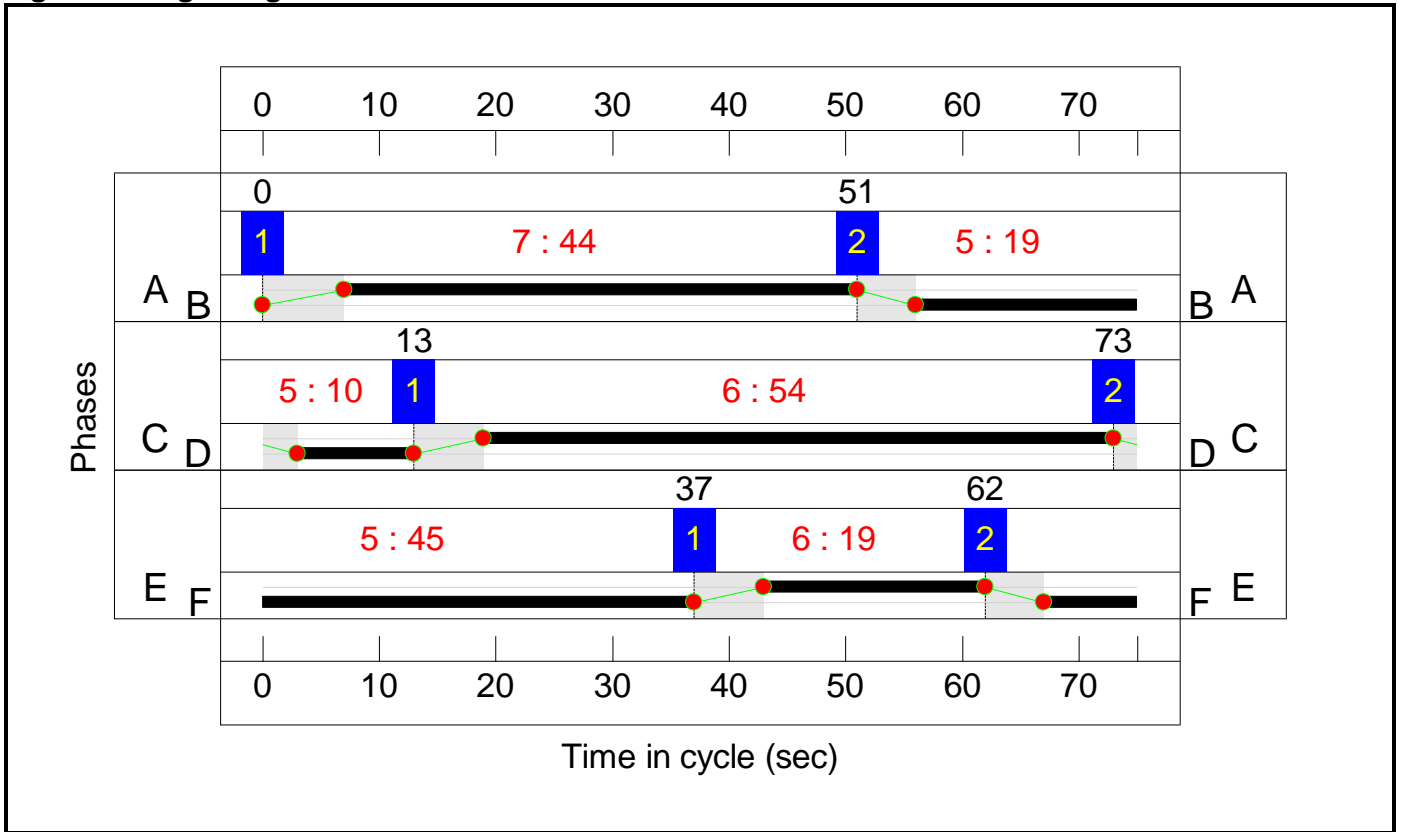
Stage Stream: 2

Stage	1	2
Duration	54	10
Change Point	13	73

Stage Stream: 3

Stage	1	2
Duration	19	45
Change Point	37	62

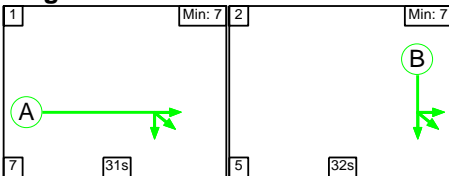
Signal Timings Diagram



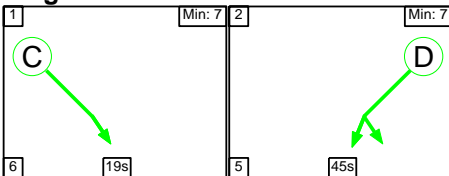
C2 - East

Stage Sequence Diagram

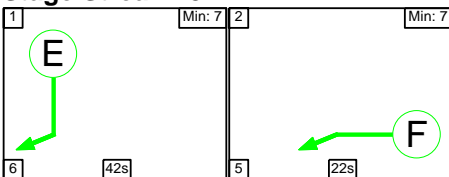
Stage Stream: 1



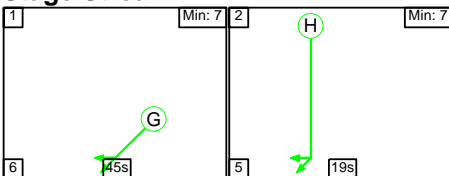
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	31	32
Change Point	5	43

**Stage Stream: 2**

Stage	1	2
Duration	19	45
Change Point	38	63

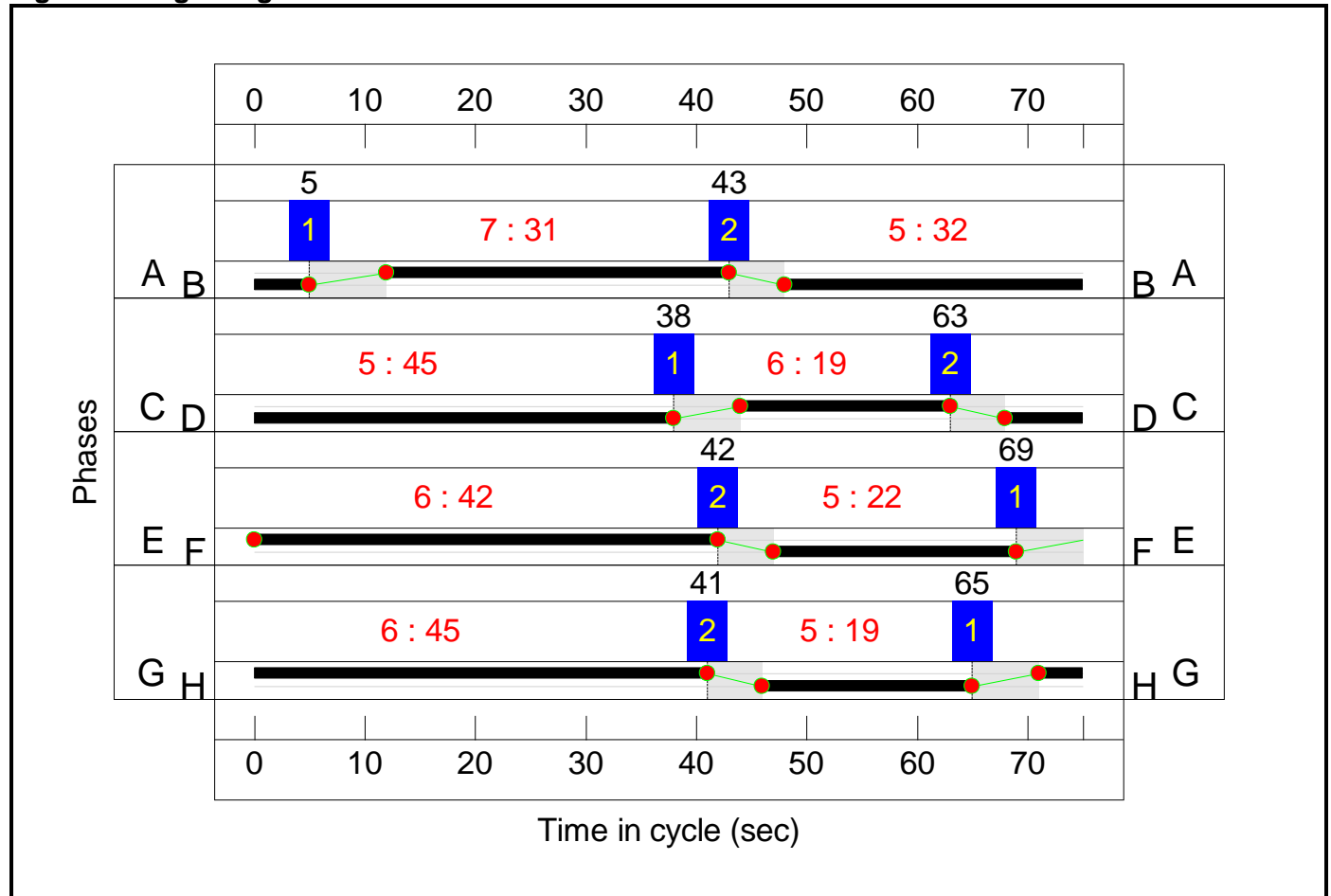
**Stage Stream: 3**

Stage	1	2
Duration	42	22
Change Point	69	42

**Stage Stream: 4**

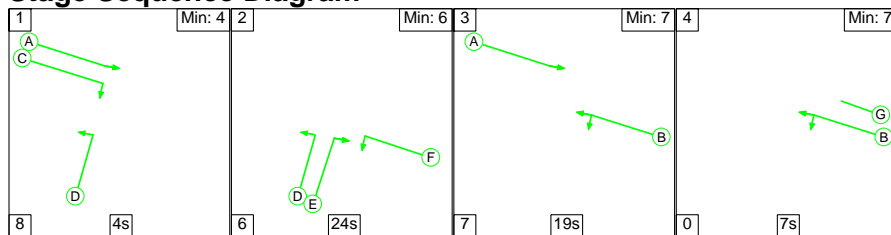
Stage	1	2
Duration	45	19
Change Point	65	41

**Signal Timings Diagram**



Full Input Data And Results

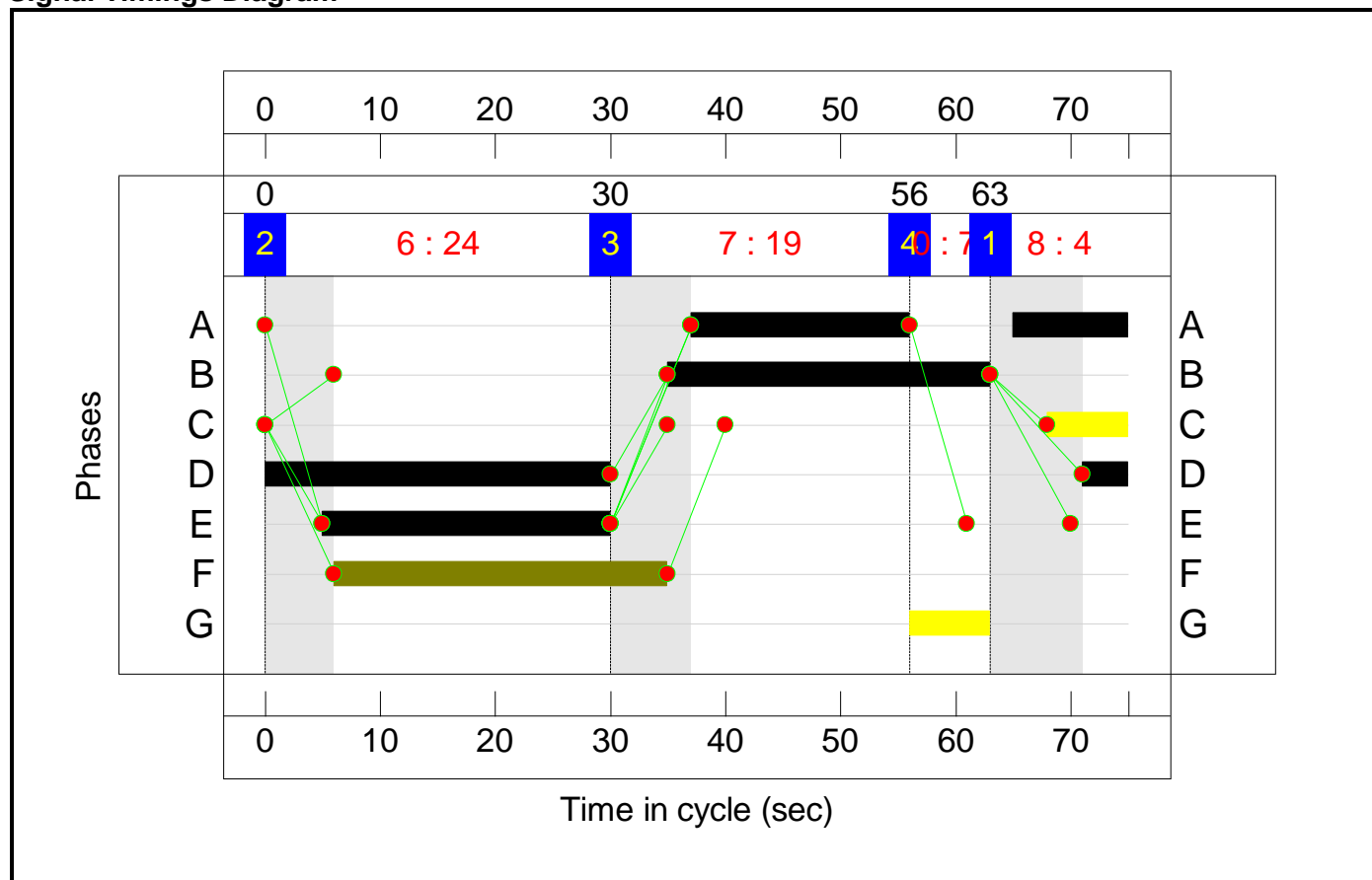
**C3**  
**Stage Sequence Diagram**



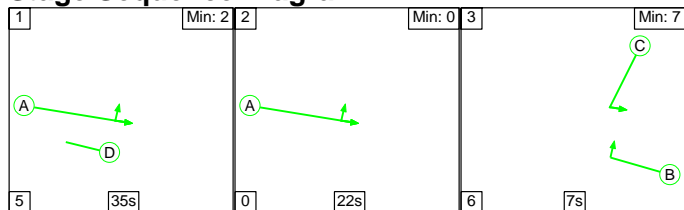
**Stage Timings**

Stage	1	2	3	4
Duration	4	24	19	7
Change Point	63	0	30	56

**Signal Timings Diagram**



**C4**  
**Stage Sequence Diagram**

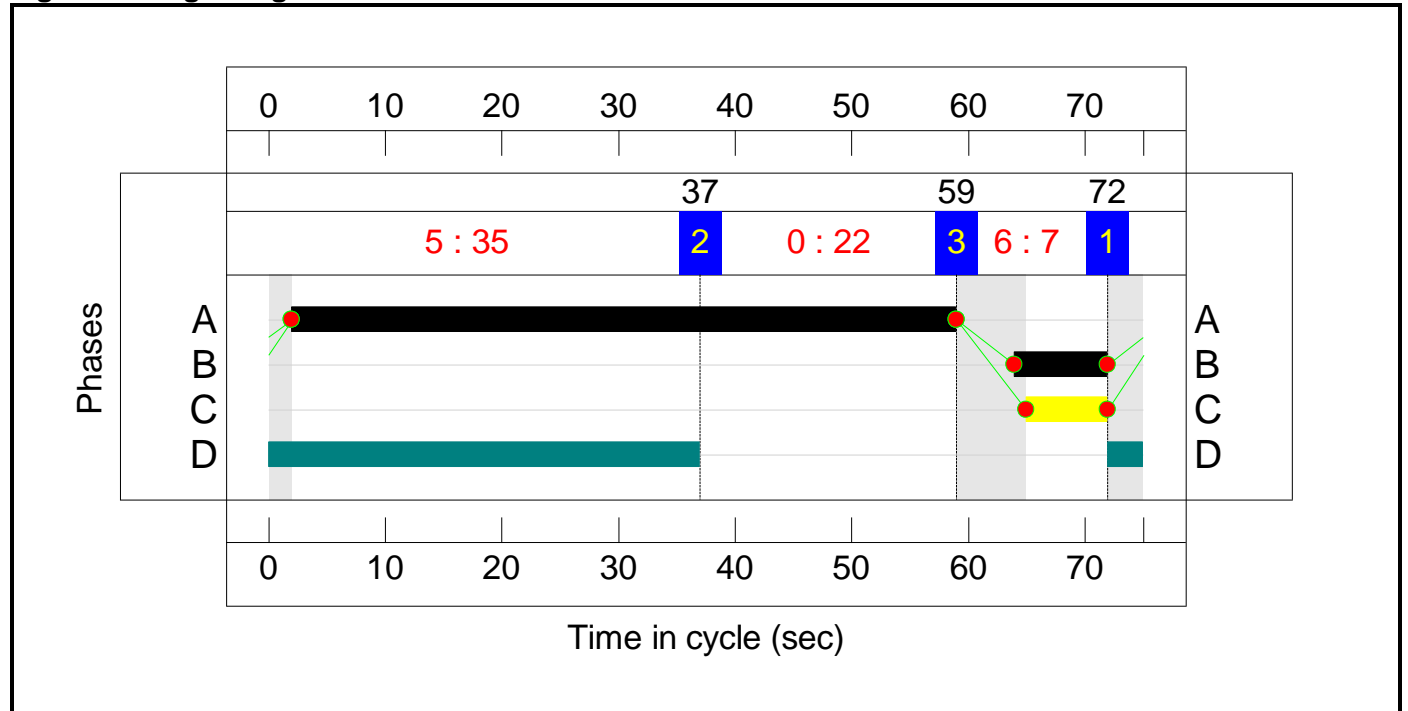


# Full Input Data And Results

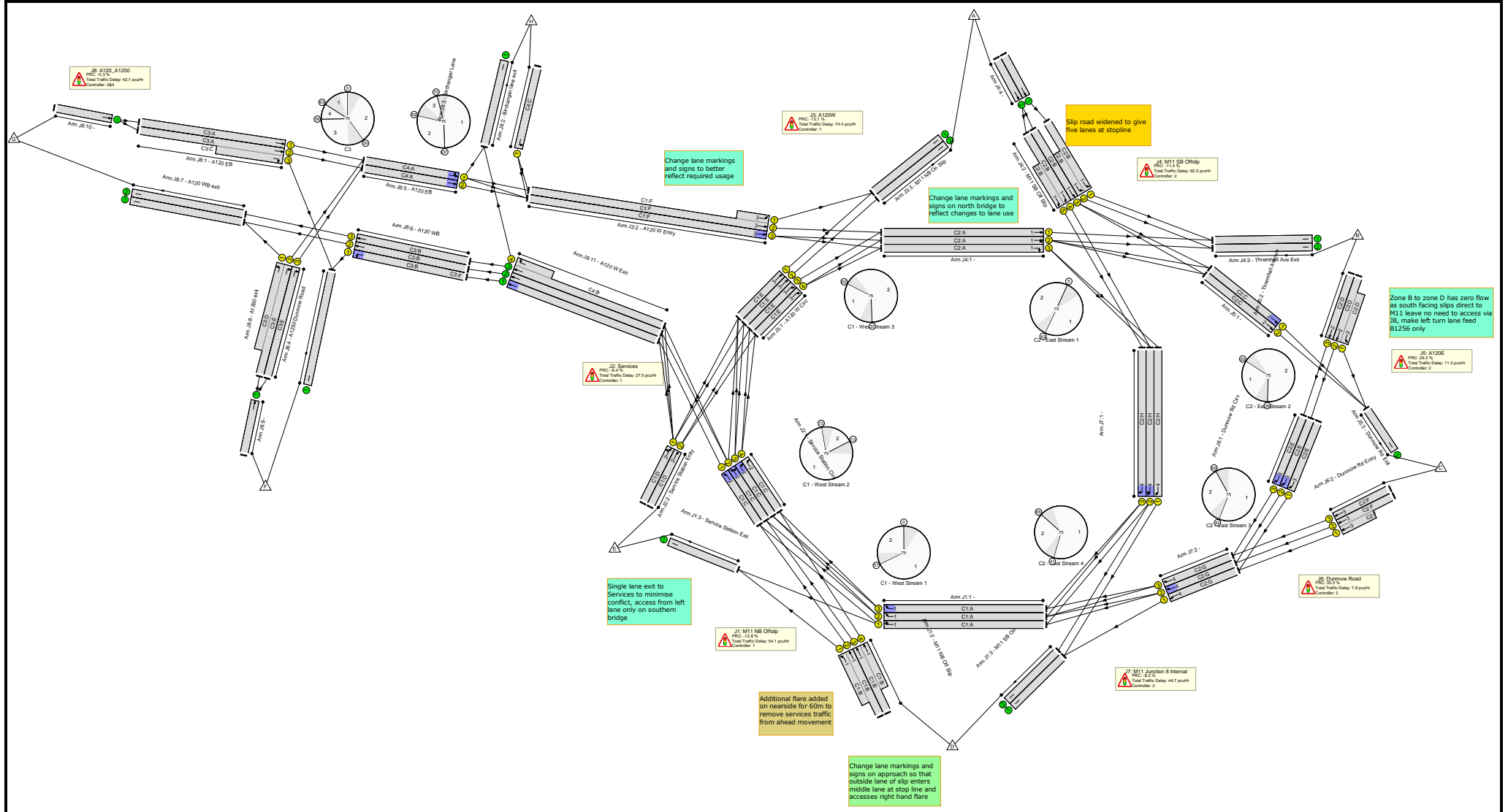
## Stage Timings

Stage	1	2	3
Duration	35	22	7
Change Point	72	37	59

## Signal Timings Diagram



# Full Input Data And Results Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Current Interim Scheme Assessment</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>101.5%</b>
<b>J1: M11 NB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>101.5%</b>
1/1	Ahead Right	U	1:1	N/A	C1:A		1	44	-	693	1800	1080	64.1%
1/2	Right	U	1:1	N/A	C1:A		1	44	-	1122	2022	1105	<b>101.5%</b>
1/3	Right	U	1:1	N/A	C1:A		1	44	-	835	2022	1213	68.8%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	19	-	473	2080:1928	1016	46.6%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	19	-	680	2080:2080	670	<b>101.5%</b>
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
<b>J2: Services</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>97.6%</b>
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	54	-	657	1800	1320	49.8%
1/2	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	54	-	1485	2045	1500	<b>97.6%</b>
1/3	Service Station Circ Right	U	1:2	N/A	C1:C		1	54	-	922	2045	1500	61.3%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	54	-	230	2045	1500	15.2%
2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	10	-	257	2036	299	86.1%
2/2	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	10	-	238	1800	264	<b>90.2%</b>
<b>J3: A120W</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>100.9%</b>
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	19	-	557	2070	552	<b>100.6%</b>



Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	19	-	558	2070	552	100.9%
1/3	A120 W Circ Right	U	1:3	N/A	C1:E		1	19	-	44	2070	552	8.0%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	19	-	424	2070	552	76.4%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	45	-	1117	1800:1972	1149	97.2%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	45	-	1114	1800	1104	100.9%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
<b>J4: M11 SB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>100.2%</b>
1/1	Ahead	U	2:1	N/A	C2:A		1	31	-	881	2060	879	100.2%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	31	-	882	2060	879	99.4%
1/3	Right	U	2:1	N/A	C2:A		1	31	-	656	2016	860	75.8%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	32	-	846	1945:2085	847	99.9%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	32	-	92	2031	894	10.3%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	32	-	466	2085:2120	1319	35.3%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1727	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	846	1990	1990	42.5%
4/2	Ahead	U	N/A	N/A	-		-	-	-	558	2130	2130	26.2%
<b>J5: A120E</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>69.7%</b>
1/1	Ahead	U	2:2	N/A	C2:C		1	19	-	317	1800	480	65.4%
1/2	Ahead	U	2:2	N/A	C2:C		1	19	-	336	1800	480	69.6%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	45	-	873	2075:1927	1253	69.7%

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2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	45	-	730	2075	1190	61.4%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
<b>J6: Dunmow Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>66.4%</b>
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	0	2120	-	-
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	790	2074	1189	66.4%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	730	2074	1189	61.4%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	22	-	431	1990:1832	766	56.3%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	22	-	344	1990	610	56.4%
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>97.4%</b>
1/1	Right	U	2:4	N/A	C2:H		1	19	-	443	1800	480	91.6%
1/2	Right Right2	U	2:4	N/A	C2:H		1	19	-	452	1800	480	94.0%
1/3	Right	U	2:4	N/A	C2:H		1	19	-	227	1800	480	47.3%
2/1	Ahead	U	2:4	N/A	C2:G		1	45	-	146	2015	1236	11.8%
2/2	Ahead	U	2:4	N/A	C2:G		1	45	-	1075	1800	1104	97.4%
2/3	Ahead	U	2:4	N/A	C2:G		1	45	-	1074	1800	1104	97.3%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
<b>J8: A120_A1250</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>90.2%</b>
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	29	-	599	1975	816	73.4%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	29:7	-	420	2115:1965	874	48.0%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	7	-	110	1781	190	57.9%

Full Input Data And Results

4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	25:34	-	534	1747:1841	611	87.3%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	25	-	573	1871	649	88.3%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	1128	1965	1520	74.2%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	993	2105	1628	61.0%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	29	677	1709	1322	51.2%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	28	-	737	2105	814	89.4%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	28	-	746	2105	814	90.2%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
8/1	A1250 exit	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1107	1800	1800	61.5%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1019	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	677	1965	1965	34.5%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	737	2105	2105	34.6%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	792	2105:1887	2091	37.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Current Interim Scheme Assessment</b>	-	-	0	0	0	102.6	222.7	0.0	325.2	-	-	-	-
<b>J1: M11 NB Offslip</b>	-	-	0	0	0	14.4	39.7	0.0	54.1	-	-	-	-
1/1	693	693	-	-	-	2.0	0.9	-	2.9	15.2	9.2	0.9	10.1
1/2	1122	1105	-	-	-	3.9	21.4	-	25.3	81.2	23.7	21.4	45.1
1/3	835	835	-	-	-	0.4	1.1	-	1.5	6.3	1.4	1.1	2.5
2/2+2/1	473	473	-	-	-	3.0	0.4	-	3.4	26.2	4.1	0.4	4.5
2/3+2/4	680	670	-	-	-	5.2	15.8	-	21.0	111.2	11.7	15.8	27.5
3/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Services</b>	-	-	0	0	0	7.8	19.8	0.0	27.5	-	-	-	-
1/1	657	657	-	-	-	0.3	0.5	-	0.8	4.2	2.6	0.5	3.1
1/2	1463	1463	-	-	-	2.8	12.1	-	14.9	36.7	23.9	12.1	36.0
1/3	919	919	-	-	-	0.2	0.8	-	1.0	4.1	5.2	0.8	6.0
1/4	228	228	-	-	-	0.1	0.1	-	0.2	2.9	0.7	0.1	0.8
2/1	257	257	-	-	-	2.2	2.7	-	5.0	69.5	5.2	2.7	7.9
2/2	238	238	-	-	-	2.1	3.6	-	5.7	85.7	4.8	3.6	8.4
<b>J3: A120W</b>	-	-	0	0	0	17.3	57.1	0.0	74.4	-	-	-	-
1/1	555	552	-	-	-	2.7	12.6	-	15.3	99.2	11.6	12.6	24.3
1/2	557	552	-	-	-	2.8	13.0	-	15.8	102.3	11.7	13.0	24.7
1/3	44	44	-	-	-	0.2	0.0	-	0.3	22.5	0.9	0.0	0.9
1/4	422	422	-	-	-	4.4	1.6	-	6.0	51.1	8.8	1.6	10.4
2/2+2/1	1117	1117	-	-	-	3.3	10.5	-	13.7	44.2	19.4	10.5	29.9
2/3	1114	1104	-	-	-	4.0	19.4	-	23.3	75.4	14.4	19.4	33.8
3/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

<b>J4: M11 SB Offslip</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.8</b>	<b>45.7</b>	<b>0.0</b>	<b>62.5</b>	-	-	-	-
1/1	881	879	-	-	-	3.0	15.4	-	18.4	75.0	18.4	15.4	33.8
1/2	874	874	-	-	-	4.5	13.6	-	18.1	74.5	17.9	13.6	31.5
1/3	652	652	-	-	-	2.3	1.5	-	3.9	21.5	10.7	1.5	12.3
2/1+2/2	846	846	-	-	-	4.9	14.3	-	19.2	81.9	17.4	14.3	31.7
2/3	92	92	-	-	-	0.3	0.1	-	0.4	14.6	1.1	0.1	1.2
2/4+2/5	466	466	-	-	-	1.7	0.3	-	2.0	15.3	3.1	0.3	3.4
3/1	1725	1725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	846	846	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	558	558	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
<b>J5: A120E</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>4.0</b>	<b>0.0</b>	<b>11.5</b>	-	-	-	-
1/1	314	314	-	-	-	1.4	0.9	-	2.3	26.7	6.5	0.9	7.5
1/2	334	334	-	-	-	1.4	1.1	-	2.5	27.2	6.8	1.1	7.9
2/2+2/1	873	873	-	-	-	2.6	1.1	-	3.7	15.3	11.3	1.1	12.4
2/3	730	730	-	-	-	2.1	0.8	-	2.9	14.4	9.9	0.8	10.7
3/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: Dunmow Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>3.1</b>	<b>0.0</b>	<b>7.8</b>	-	-	-	-
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	790	790	-	-	-	0.1	1.0	-	1.1	5.1	0.3	1.0	1.3
1/3	730	730	-	-	-	0.1	0.8	-	0.9	4.5	0.3	0.8	1.1
2/2+2/1	431	431	-	-	-	2.5	0.6	-	3.1	25.9	4.8	0.6	5.4
2/3	344	344	-	-	-	2.1	0.6	-	2.7	28.5	5.9	0.6	6.6
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>31.8</b>	<b>0.0</b>	<b>44.7</b>	-	-	-	-
1/1	440	440	-	-	-	2.0	4.5	-	6.5	53.0	9.1	4.5	13.6
1/2	451	451	-	-	-	2.7	5.6	-	8.4	66.7	7.6	5.6	13.3
1/3	227	227	-	-	-	1.5	0.4	-	1.9	30.2	2.4	0.4	2.8
2/1	146	146	-	-	-	0.4	0.1	-	0.5	12.7	2.8	0.1	2.9
2/2	1075	1075	-	-	-	2.8	10.7	-	13.5	45.2	21.7	10.7	32.4

Full Input Data And Results

2/3	1074	1074	-	-	-	3.4	10.5	-	13.9	46.7	21.8	10.5	32.3
3/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J8: A120_A1250</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>21.6</b>	<b>0.0</b>	<b>42.7</b>	-	-	-	-
1/1	599	599	-	-	-	2.2	1.4	-	3.5	21.2	8.5	1.4	9.8
1/2+1/3	420	420	-	-	-	1.3	0.5	-	1.8	15.3	5.1	0.5	5.6
2/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	110	110	-	-	-	1.0	0.7	-	1.7	54.1	2.2	0.7	2.8
4/2+4/1	534	534	-	-	-	3.4	3.2	-	6.6	44.3	10.3	3.2	13.5
4/3	573	573	-	-	-	3.7	3.5	-	7.1	44.9	11.1	3.5	14.6
5/1	1128	1128	-	-	-	0.3	1.4	-	1.8	5.7	3.3	1.4	4.8
5/2	993	993	-	-	-	0.2	0.8	-	1.0	3.6	2.3	0.8	3.1
6/1	677	677	-	-	-	0.7	0.5	-	1.2	6.4	5.5	0.5	6.1
6/2	728	728	-	-	-	3.8	3.9	-	7.7	38.1	13.6	3.9	17.4
6/3	735	735	-	-	-	4.2	4.2	-	8.4	41.0	13.6	4.2	17.8
7/1	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1107	1107	-	-	-	0.0	0.8	-	0.8	2.6	0.0	0.8	0.8
10/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	677	677	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
11/2	728	728	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
11/3+11/4	780	780	-	-	-	0.3	0.3	-	0.6	2.8	0.8	0.3	1.1

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	-12.8	Total Delay for Signalled Lanes (pcuHr)	54.12	Cycle Time (s)	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	-8.4	Total Delay for Signalled Lanes (pcuHr)	27.55	Cycle Time (s)	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-12.1	Total Delay for Signalled Lanes (pcuHr)	74.44	Cycle Time (s)	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-11.4	Total Delay for Signalled Lanes (pcuHr)	61.93	Cycle Time (s)	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	29.2	Total Delay for Signalled Lanes (pcuHr)	11.48	Cycle Time (s)	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	35.5	Total Delay for Signalled Lanes (pcuHr)	7.85	Cycle Time (s)	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-8.2	Total Delay for Signalled Lanes (pcuHr)	44.67	Cycle Time (s)	75
C3		PRC for Signalled Lanes (%)	-0.3	Total Delay for Signalled Lanes (pcuHr)	36.30	Cycle Time (s)	75
C4		PRC for Signalled Lanes (%)	21.2	Total Delay for Signalled Lanes (pcuHr)	4.43	Cycle Time (s)	75
		PRC Over All Lanes (%)	-12.8	Total Delay Over All Lanes (pcuHr)	325.24		

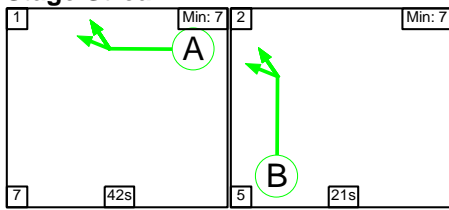
Full Input Data And Results

Scenario 14: 'PM 2033 With Airport 43mppa' (FG14: 'PM 2033 With Airport 43mppa', Plan 2: 'PM Existing')

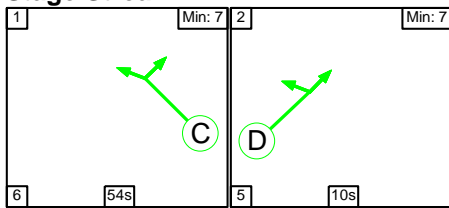
C1 - West

Stage Sequence Diagram

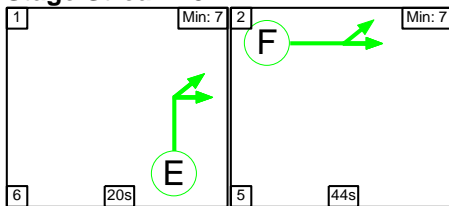
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	42	21
Change Point	0	49

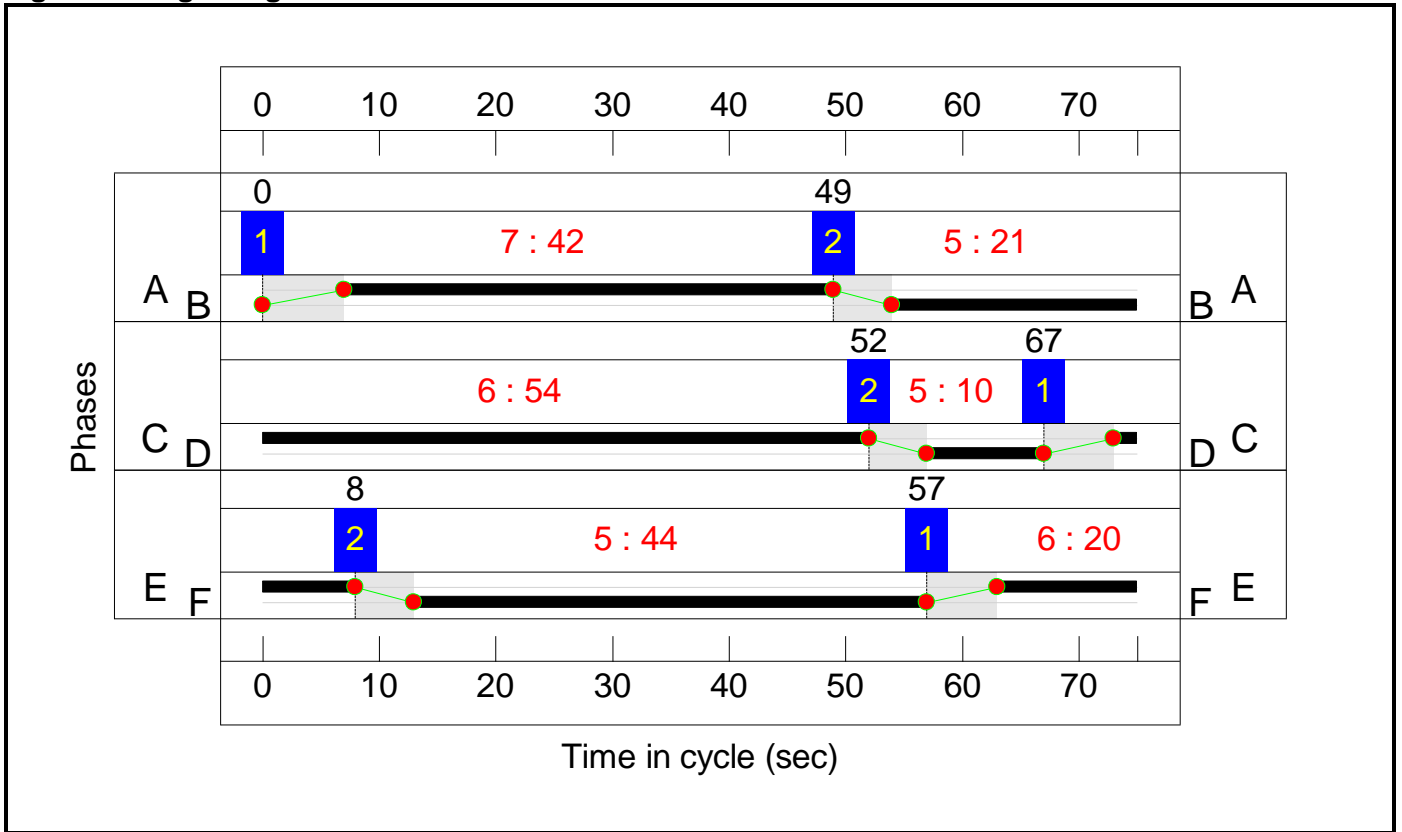
Stage Stream: 2

Stage	1	2
Duration	54	10
Change Point	67	52

Stage Stream: 3

Stage	1	2
Duration	20	44
Change Point	57	8

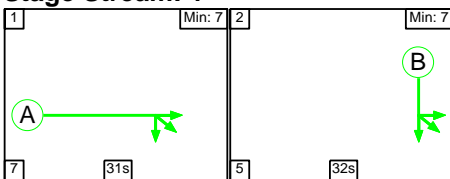
**Signal Timings Diagram**



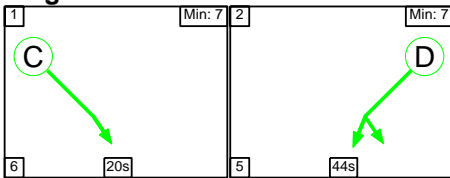
**C2 - East**

**Stage Sequence Diagram**

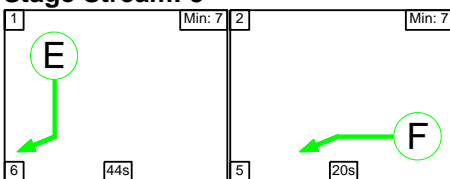
**Stage Stream: 1**



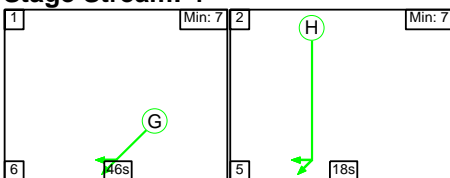
**Stage Stream: 2**



**Stage Stream: 3**



**Stage Stream: 4**





Full Input Data And Results

**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	31	32
Change Point	24	62

**Stage Stream: 2**

Stage	1	2
Duration	20	44
Change Point	34	60

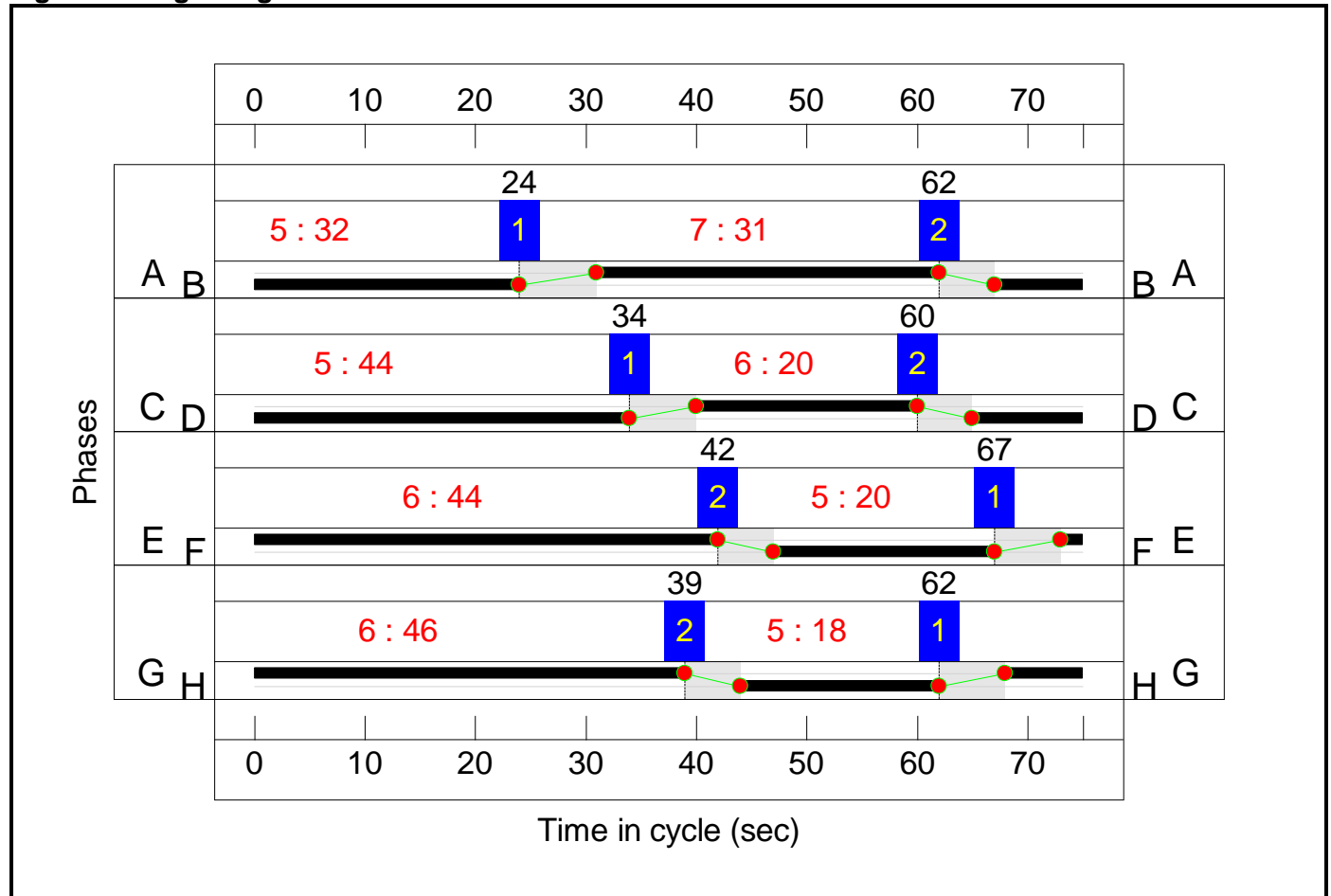
**Stage Stream: 3**

Stage	1	2
Duration	44	20
Change Point	67	42

**Stage Stream: 4**

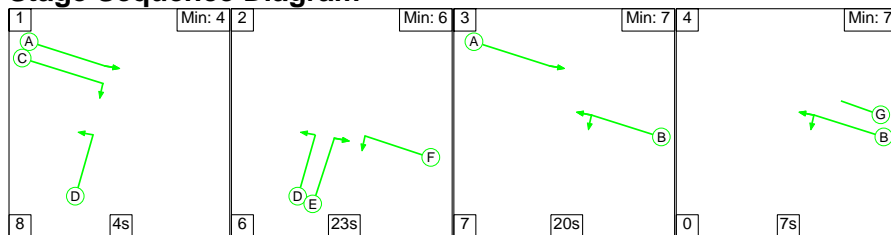
Stage	1	2
Duration	46	18
Change Point	62	39

**Signal Timings Diagram**



Full Input Data And Results

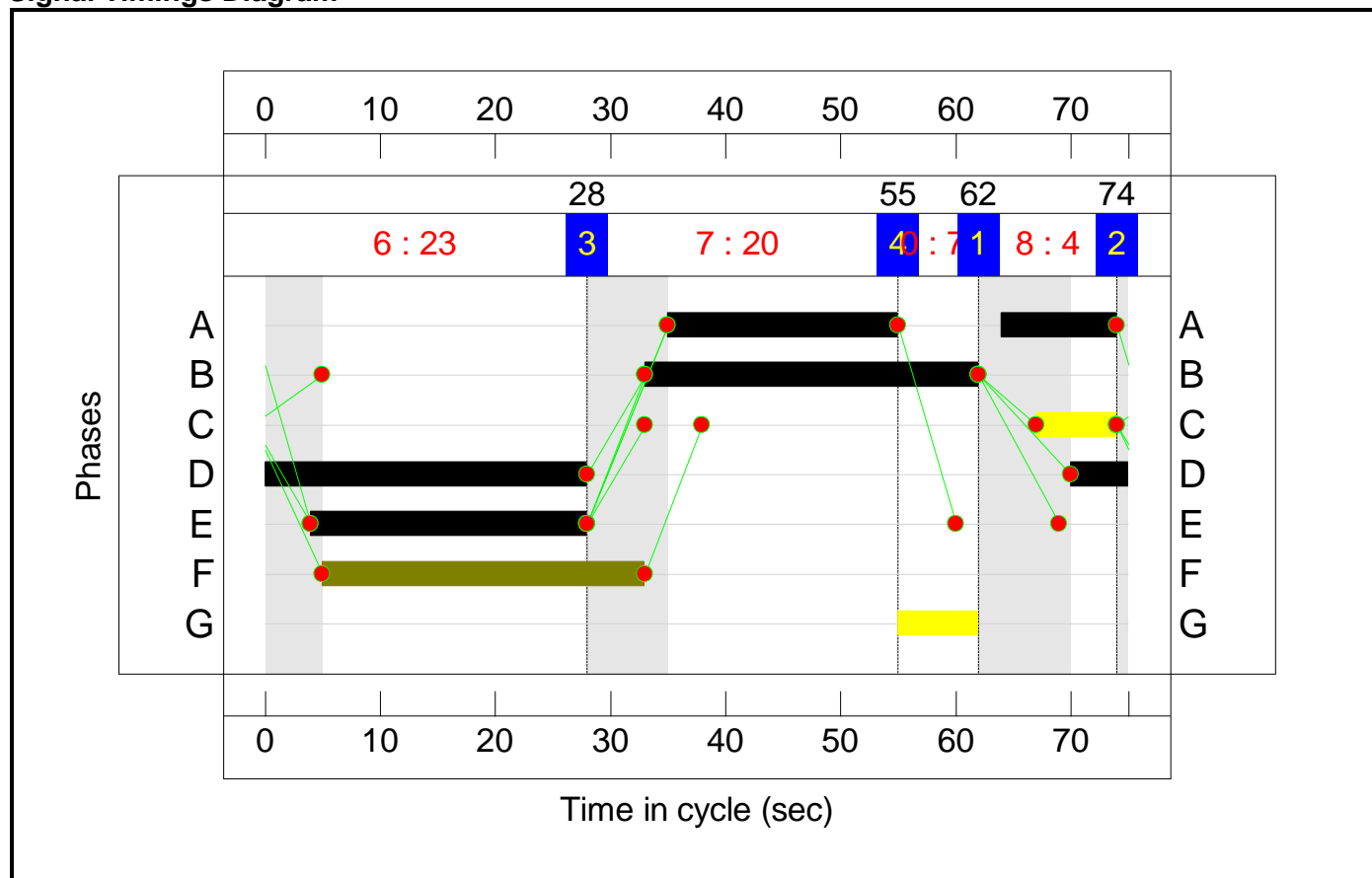
**C3**  
**Stage Sequence Diagram**



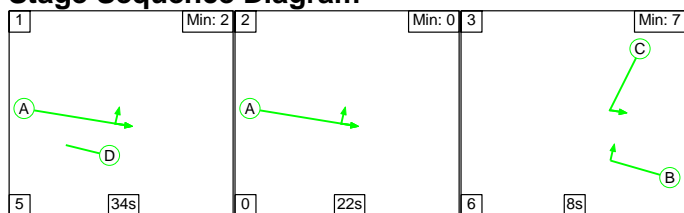
**Stage Timings**

Stage	1	2	3	4
Duration	4	23	20	7
Change Point	62	74	28	55

**Signal Timings Diagram**



**C4**  
**Stage Sequence Diagram**

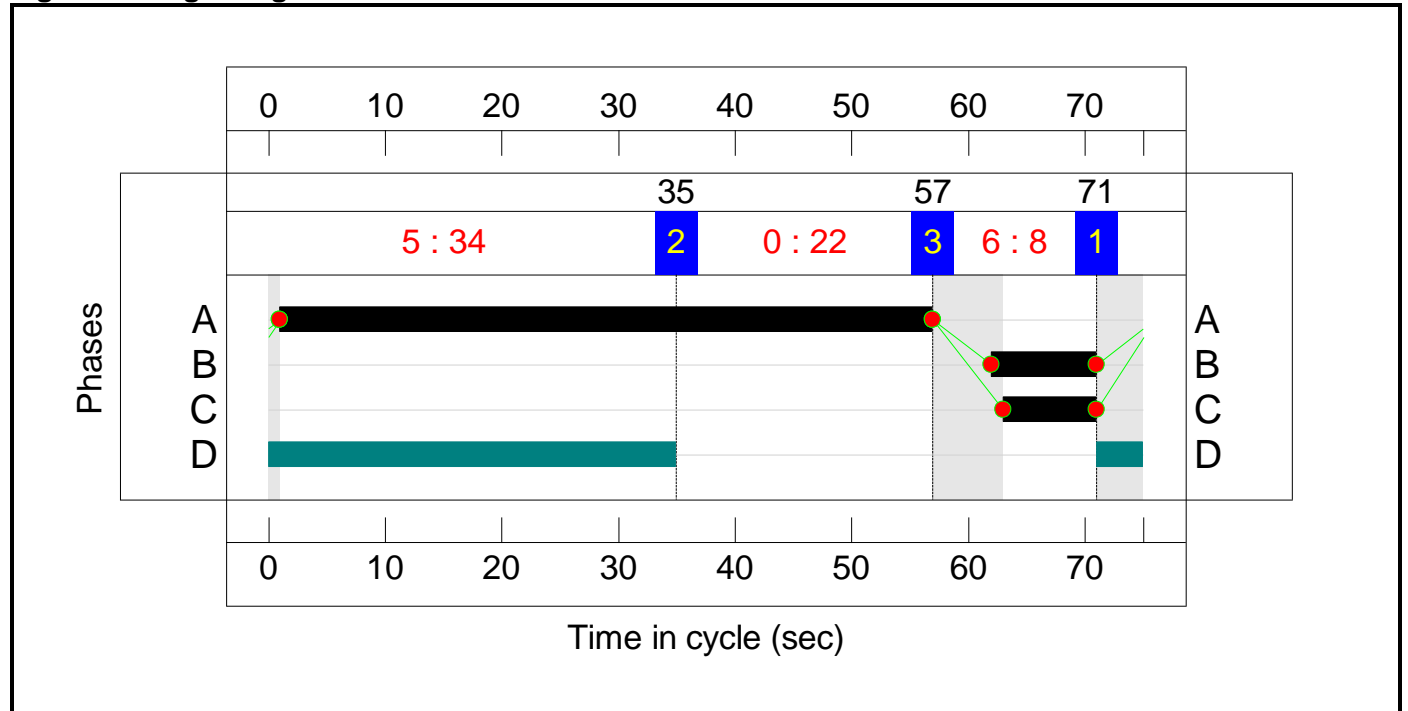


# Full Input Data And Results

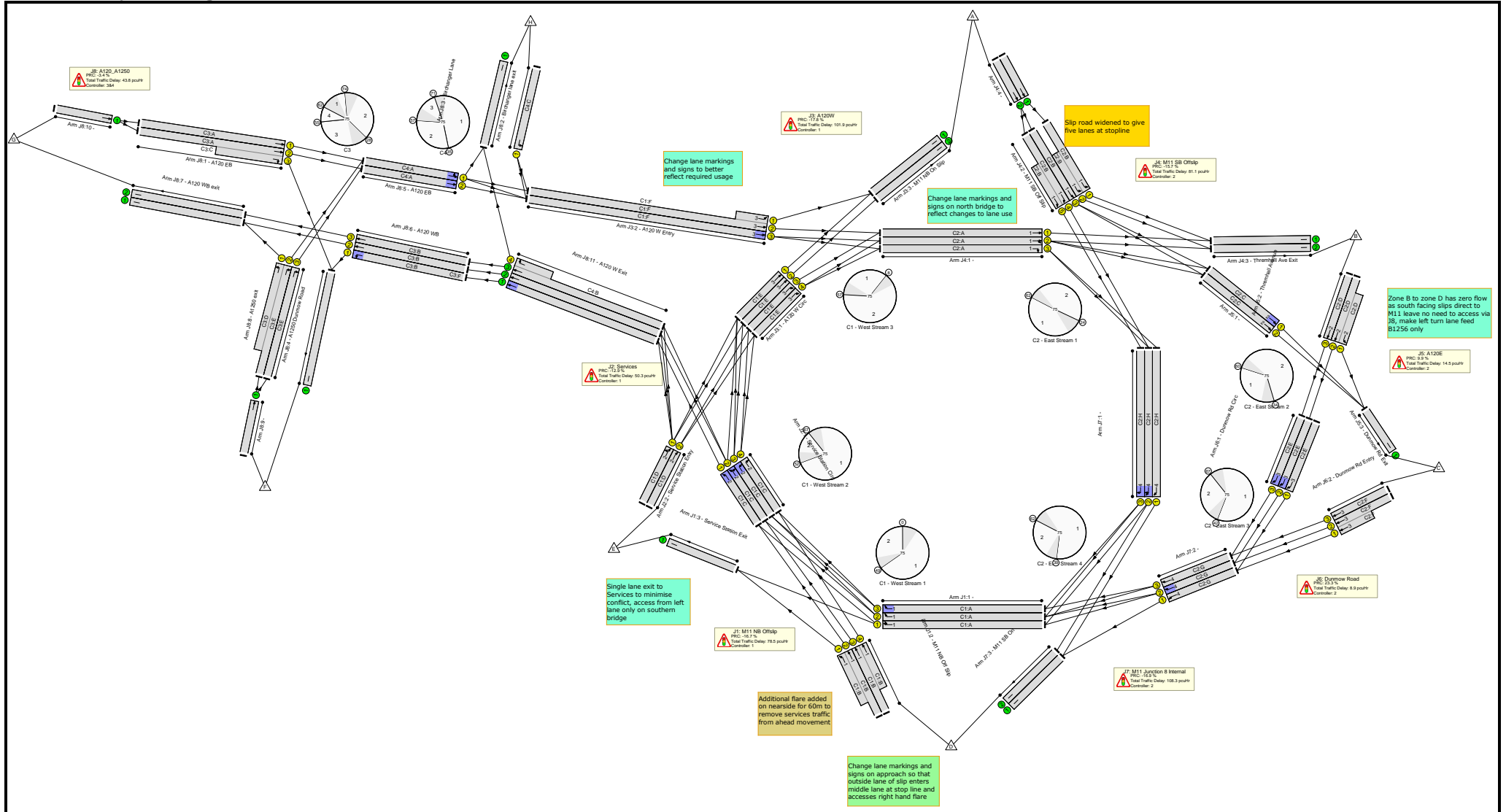
## Stage Timings

Stage	1	2	3
Duration	34	22	8
Change Point	71	35	57

## Signal Timings Diagram



# Full Input Data And Results Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Current Interim Scheme Assessment</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>106.0%</b>
<b>J1: M11 NB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>105.0%</b>
1/1	Ahead Right	U	1:1	N/A	C1:A		1	42	-	749	1800	1032	70.3%
1/2	Right	U	1:1	N/A	C1:A		1	42	-	1148	2022	1051	105.0%
1/3	Right	U	1:1	N/A	C1:A		1	42	-	992	2022	1159	81.5%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	21	-	523	2080:1928	1070	48.9%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	21	-	752	2080:2080	725	103.8%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
<b>J2: Services</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>101.6%</b>
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	54	-	721	1800	1320	53.4%
1/2	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	54	-	1629	2045	1500	101.6%
1/3	Service Station Circ Right	U	1:2	N/A	C1:C		1	54	-	1018	2045	1500	63.9%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	54	-	245	2045	1500	15.9%
2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	10	-	278	2036	299	93.1%
2/2	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	10	-	258	1800	264	97.7%
<b>J3: A120W</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>106.0%</b>
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	20	-	608	2070	580	99.9%

Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	20	-	619	2070	580	101.4%
1/3	A120 W Circ Right	U	1:3	N/A	C1:E		1	20	-	72	2070	580	12.4%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	20	-	431	2070	580	73.3%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	44	-	1122	1800:1972	1127	99.6%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	44	-	1145	1800	1080	106.0%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
<b>J4: M11 SB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>104.1%</b>
1/1	Ahead	U	2:1	N/A	C2:A		1	31	-	909	2060	879	102.3%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	31	-	902	2060	879	98.8%
1/3	Right	U	2:1	N/A	C2:A		1	31	-	674	2016	860	74.0%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	32	-	882	1945:2085	847	104.1%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	32	-	96	2031	894	10.7%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	32	-	486	2085:2120	1316	36.9%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1791	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	882	1990	1990	44.3%
4/2	Ahead	U	N/A	N/A	-		-	-	-	582	2130	2130	27.3%
<b>J5: A120E</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.9%</b>
1/1	Ahead	U	2:2	N/A	C2:C		1	20	-	346	1800	504	64.5%
1/2	Ahead	U	2:2	N/A	C2:C		1	20	-	333	1800	504	63.5%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	44	-	1003	2075:1927	1225	81.9%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	44	-	831	2075	1162	71.5%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
<b>J6: Dunmow Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>73.0%</b>
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	44	-	0	2120	-	-
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	44	-	908	2074	1244	73.0%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	44	-	831	2074	1244	66.8%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	20	-	419	1990:1832	722	58.1%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	20	-	356	1990	557	63.9%
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>105.2%</b>
1/1	Right	U	2:4	N/A	C2:H		1	18	-	456	1800	456	93.5%
1/2	Right Right2	U	2:4	N/A	C2:H		1	18	-	468	1800	456	101.0%
1/3	Right	U	2:4	N/A	C2:H		1	18	-	236	1800	456	51.8%
2/1	Ahead	U	2:4	N/A	C2:G		1	46	-	146	2015	1263	11.6%
2/2	Ahead	U	2:4	N/A	C2:G		1	46	-	1181	1800	1128	104.7%
2/3	Ahead	U	2:4	N/A	C2:G		1	46	-	1187	1800	1128	105.2%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
<b>J8: A120_A1250</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>93.1%</b>
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	30	-	603	1975	843	71.6%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	30:7	-	431	2115:1965	902	47.8%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	8	-	112	1781	214	52.4%

Full Input Data And Results

4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	24:33	-	547	1747:1841	588	93.1%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	24	-	579	1871	624	92.8%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	56	-	1145	1965	1493	76.7%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	56	-	1010	2105	1600	63.1%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	28	742	1709	1322	54.9%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	809	2105	842	88.5%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	817	2105	842	89.8%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
8/1	A1250 exit	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1126	1800	1800	62.6%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1034	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	742	1965	1965	36.9%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	809	2105	2105	35.4%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	868	2105:1887	2091	38.4%



Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Current Interim Scheme Assessment</b>	-	-	0	0	0	118.5	368.6	0.0	487.1	-	-	-	-
<b>J1: M11 NB Offslip</b>	-	-	0	0	0	18.2	60.2	0.0	78.5	-	-	-	-
1/1	725	725	-	-	-	2.6	1.2	-	3.8	18.6	10.8	1.2	12.0
1/2	1104	1051	-	-	-	6.0	34.3	-	40.3	131.3	24.1	34.3	58.4
1/3	945	945	-	-	-	0.7	2.2	-	2.8	10.8	5.9	2.2	8.0
2/2+2/1	523	523	-	-	-	3.1	0.5	-	3.6	24.8	4.4	0.5	4.9
2/3+2/4	752	725	-	-	-	5.9	22.1	-	28.0	134.1	13.3	22.1	35.5
3/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Services</b>	-	-	0	0	0	10.9	39.4	0.0	50.3	-	-	-	-
1/1	705	705	-	-	-	1.1	0.6	-	1.6	8.4	6.0	0.6	6.5
1/2	1524	1500	-	-	-	4.2	26.5	-	30.8	72.7	32.3	26.5	58.8
1/3	958	958	-	-	-	0.5	0.9	-	1.3	5.0	1.8	0.9	2.7
1/4	239	239	-	-	-	0.4	0.1	-	0.5	7.7	2.6	0.1	2.7
2/1	278	278	-	-	-	2.4	4.6	-	7.1	91.8	5.7	4.6	10.4
2/2	258	258	-	-	-	2.3	6.7	-	9.0	125.0	5.3	6.7	12.0
<b>J3: A120W</b>	-	-	0	0	0	18.9	83.0	0.0	101.9	-	-	-	-
1/1	579	579	-	-	-	4.1	11.9	-	16.0	99.4	12.0	11.9	23.9
1/2	588	580	-	-	-	4.8	14.4	-	19.2	117.4	12.4	14.4	26.8
1/3	72	72	-	-	-	0.1	0.1	-	0.2	8.4	0.3	0.1	0.4
1/4	425	425	-	-	-	1.4	1.4	-	2.8	23.6	6.0	1.4	7.4
2/2+2/1	1122	1109	-	-	-	4.1	15.6	-	19.7	63.2	25.0	15.6	40.6
2/3	1145	1080	-	-	-	4.4	39.7	-	44.1	138.6	25.2	39.7	64.9
3/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

<b>J4: M11 SB Offslip</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>19.6</b>	<b>61.5</b>	<b>0.0</b>	<b>81.1</b>	-	-	-	-
1/1	899	879	-	-	-	4.2	20.8	-	25.0	100.3	19.1	20.8	40.0
1/2	868	868	-	-	-	4.0	12.3	-	16.3	67.6	17.8	12.3	30.1
1/3	637	637	-	-	-	2.7	1.4	-	4.1	23.3	10.6	1.4	12.1
2/1+2/2	882	847	-	-	-	6.5	26.0	-	32.5	132.7	20.1	26.0	46.1
2/3	96	96	-	-	-	0.3	0.1	-	0.4	14.6	1.2	0.1	1.2
2/4+2/5	486	486	-	-	-	1.8	0.3	-	2.1	15.5	3.3	0.3	3.6
3/1	1726	1726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	882	882	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	582	582	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
<b>J5: A120E</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>5.2</b>	<b>0.0</b>	<b>14.5</b>	-	-	-	-
1/1	325	325	-	-	-	1.1	0.9	-	2.0	22.0	2.7	0.9	3.6
1/2	320	320	-	-	-	1.9	0.9	-	2.8	31.6	4.7	0.9	5.6
2/2+2/1	1003	1003	-	-	-	3.5	2.2	-	5.7	20.4	15.6	2.2	17.8
2/3	831	831	-	-	-	2.8	1.2	-	4.0	17.5	12.7	1.2	13.9
3/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: Dunmow Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>3.9</b>	<b>0.0</b>	<b>8.9</b>	-	-	-	-
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	908	908	-	-	-	0.0	1.3	-	1.4	5.4	0.3	1.3	1.6
1/3	831	831	-	-	-	0.0	1.0	-	1.0	4.4	0.3	1.0	1.3
2/2+2/1	419	419	-	-	-	2.6	0.7	-	3.3	28.0	4.7	0.7	5.4
2/3	356	356	-	-	-	2.3	0.9	-	3.2	32.5	6.4	0.9	7.3
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>90.2</b>	<b>0.0</b>	<b>108.3</b>	-	-	-	-
1/1	426	426	-	-	-	1.7	5.3	-	7.0	59.2	7.6	5.3	12.9
1/2	460	456	-	-	-	3.9	11.9	-	15.8	123.9	9.7	11.9	21.6
1/3	236	236	-	-	-	2.3	0.5	-	2.8	42.8	4.9	0.5	5.4
2/1	146	146	-	-	-	0.3	0.1	-	0.4	10.2	2.7	0.1	2.8
2/2	1181	1128	-	-	-	4.4	34.9	-	39.4	120.1	25.8	34.9	60.7

Full Input Data And Results

2/3	1187	1128	-	-	-	5.4	37.4	-	42.8	129.8	26.0	37.4	63.4																																																																																
3/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
3/2	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
<b>J8: A120_A1250</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>18.6</b>	<b>25.2</b>	<b>0.0</b>	<b>43.8</b>	-	-	-	-																																																																																
1/1	603	603	-	-	-	2.1	1.2	-	3.3	19.8	8.4	1.2	9.6																																																																																
1/2+1/3	431	431	-	-	-	1.3	0.5	-	1.7	14.6	5.1	0.5	5.6																																																																																
2/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
3/1	112	112	-	-	-	1.0	0.5	-	1.5	48.5	2.2	0.5	2.7																																																																																
4/2+4/1	547	547	-	-	-	3.7	5.3	-	9.0	59.1	10.8	5.3	16.2																																																																																
4/3	579	579	-	-	-	3.9	5.2	-	9.1	56.8	11.6	5.2	16.8																																																																																
5/1	1145	1145	-	-	-	0.4	1.6	-	2.0	6.4	3.5	1.6	5.2																																																																																
5/2	1010	1010	-	-	-	0.3	0.9	-	1.1	4.0	2.5	0.9	3.3																																																																																
6/1	726	726	-	-	-	0.1	0.6	-	0.7	3.7	0.9	0.6	1.5																																																																																
6/2	745	745	-	-	-	2.8	3.6	-	6.4	30.7	13.5	3.6	17.1																																																																																
6/3	756	756	-	-	-	2.8	4.0	-	6.8	32.3	14.2	4.0	18.2																																																																																
7/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
7/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
8/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
9/1	1126	1126	-	-	-	0.0	0.8	-	0.8	2.7	0.0	0.8	0.8																																																																																
10/1	1034	1034	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
11/1	726	726	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3																																																																																
11/2	745	745	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3																																																																																
11/3+11/4	803	803	-	-	-	0.4	0.3	-	0.7	3.1	1.0	0.3	1.3																																																																																
<table border="0"> <tbody> <tr> <td>C1 - West</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>-16.7</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>78.46</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C1 - West</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-12.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>50.31</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C1 - West</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>-17.8</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>101.90</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>-15.7</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>80.47</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>9.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>14.51</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>23.3</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>8.85</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>-16.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>108.26</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-3.4</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>37.06</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.4</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>4.66</td> <td>Cycle Time (s)</td> <td>75</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-17.8</td> <td>Total Delay Over All Lanes (pcuHr)</td> <td>487.14</td> <td></td> <td></td> </tr> </tbody> </table>														C1 - West	Stream: 1	PRC for Signalled Lanes (%)	-16.7	Total Delay for Signalled Lanes (pcuHr)	78.46	Cycle Time (s)	75	C1 - West	Stream: 2	PRC for Signalled Lanes (%)	-12.9	Total Delay for Signalled Lanes (pcuHr)	50.31	Cycle Time (s)	75	C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-17.8	Total Delay for Signalled Lanes (pcuHr)	101.90	Cycle Time (s)	75	C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-15.7	Total Delay for Signalled Lanes (pcuHr)	80.47	Cycle Time (s)	75	C2 - East	Stream: 2	PRC for Signalled Lanes (%)	9.9	Total Delay for Signalled Lanes (pcuHr)	14.51	Cycle Time (s)	75	C2 - East	Stream: 3	PRC for Signalled Lanes (%)	23.3	Total Delay for Signalled Lanes (pcuHr)	8.85	Cycle Time (s)	75	C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-16.9	Total Delay for Signalled Lanes (pcuHr)	108.26	Cycle Time (s)	75	C3		PRC for Signalled Lanes (%)	-3.4	Total Delay for Signalled Lanes (pcuHr)	37.06	Cycle Time (s)	75	C4		PRC for Signalled Lanes (%)	17.4	Total Delay for Signalled Lanes (pcuHr)	4.66	Cycle Time (s)	75			PRC Over All Lanes (%)	-17.8	Total Delay Over All Lanes (pcuHr)	487.14		
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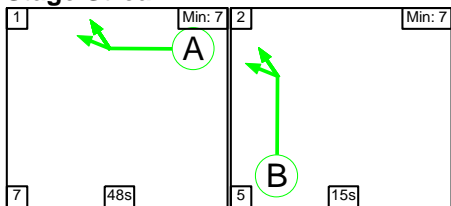
Full Input Data And Results

**Scenario 15: '+10% AM 2028 With Airport 35mppa'** (FG15: '+10% AM 2028 With Airport 35mppa', Plan 1: 'AM Existing')

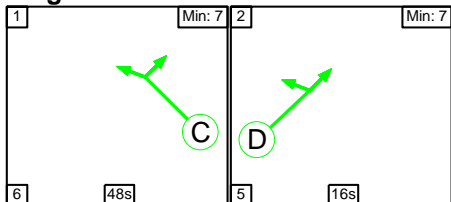
**C1 - West**

**Stage Sequence Diagram**

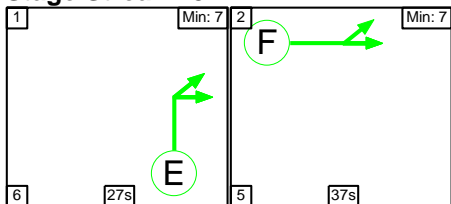
**Stage Stream: 1**



**Stage Stream: 2**



**Stage Stream: 3**



**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	48	15
Change Point	0	55

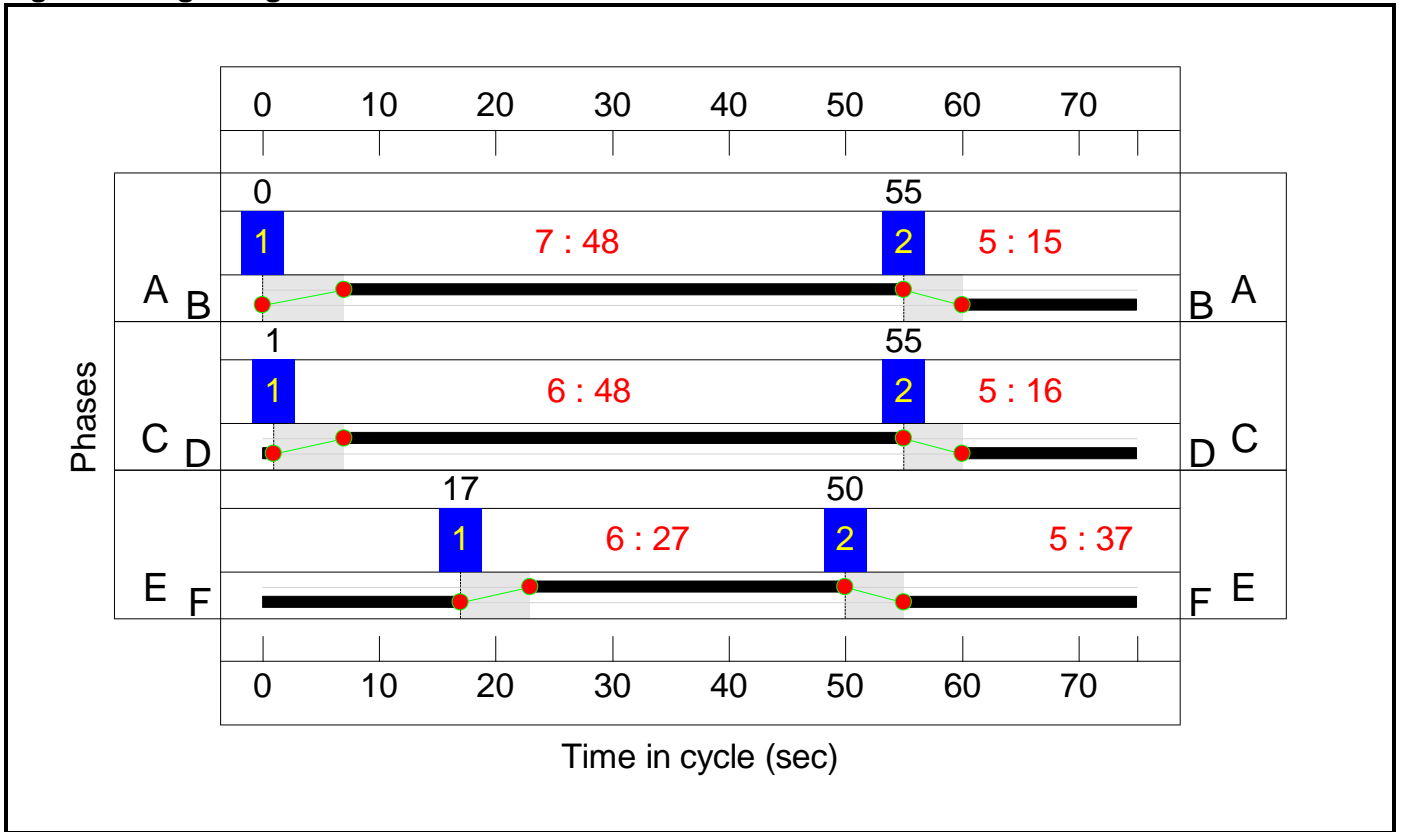
**Stage Stream: 2**

Stage	1	2
Duration	48	16
Change Point	1	55

**Stage Stream: 3**

Stage	1	2
Duration	27	37
Change Point	17	50

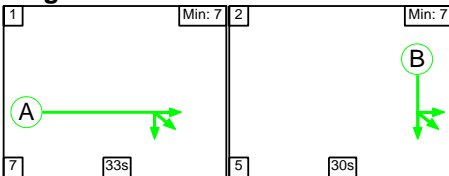
**Signal Timings Diagram**



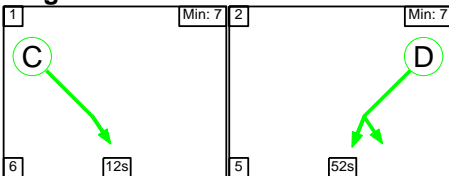
**C2 - East**

**Stage Sequence Diagram**

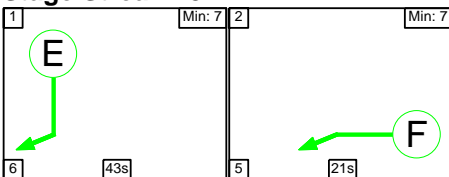
**Stage Stream: 1**



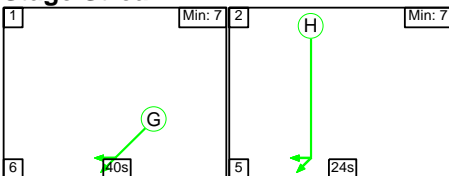
**Stage Stream: 2**



**Stage Stream: 3**



**Stage Stream: 4**



Full Input Data And Results

**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	33	30
Change Point	62	27

**Stage Stream: 2**

Stage	1	2
Duration	12	52
Change Point	74	17

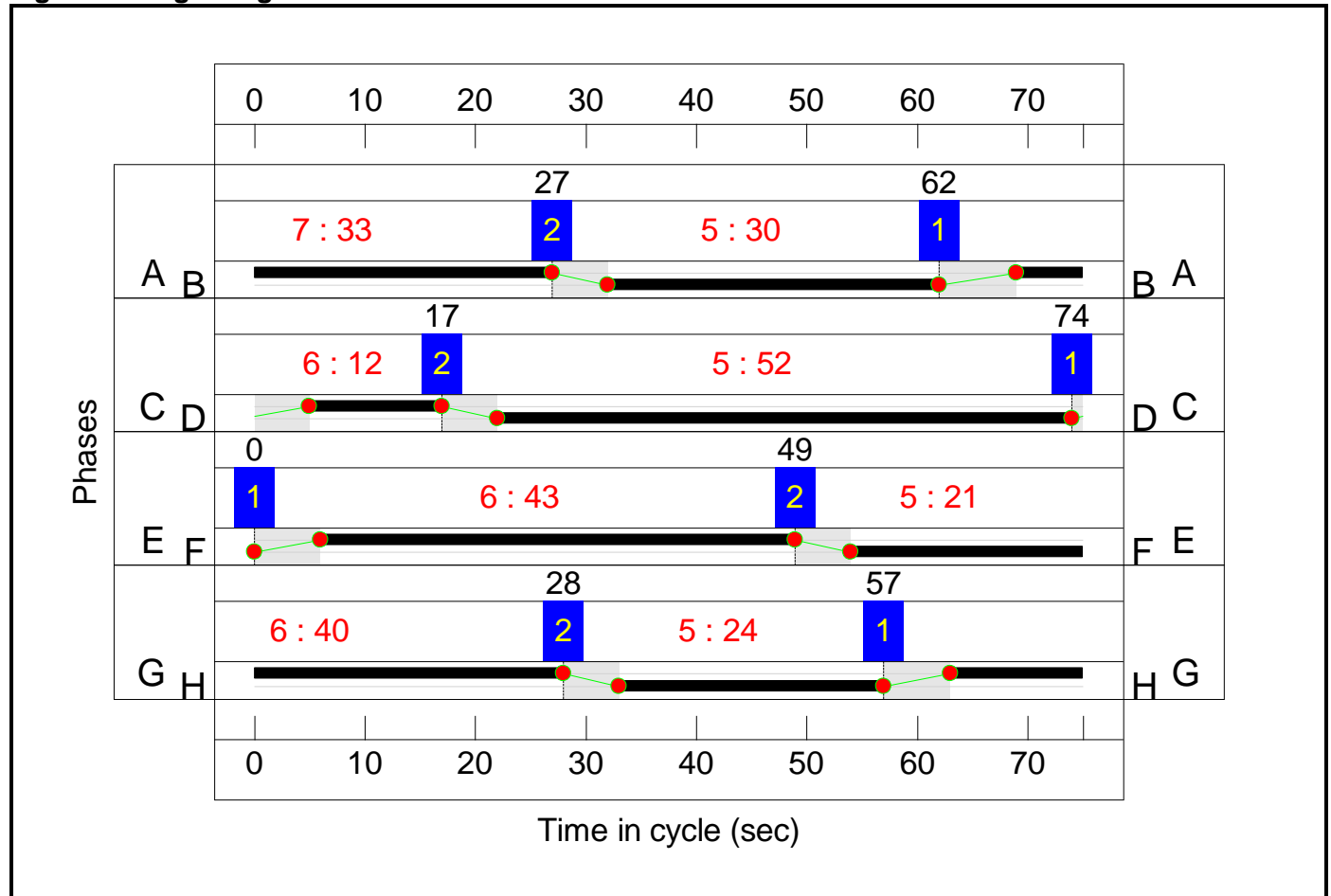
**Stage Stream: 3**

Stage	1	2
Duration	43	21
Change Point	0	49

**Stage Stream: 4**

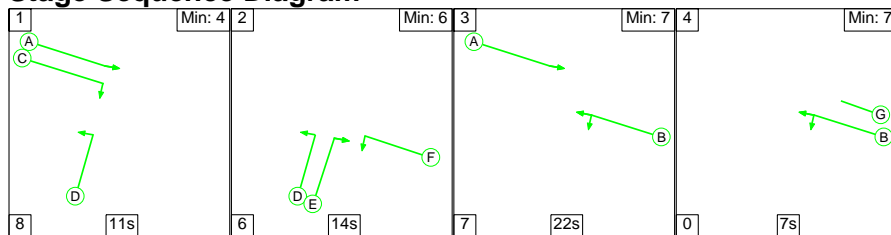
Stage	1	2
Duration	40	24
Change Point	57	28

**Signal Timings Diagram**



Full Input Data And Results

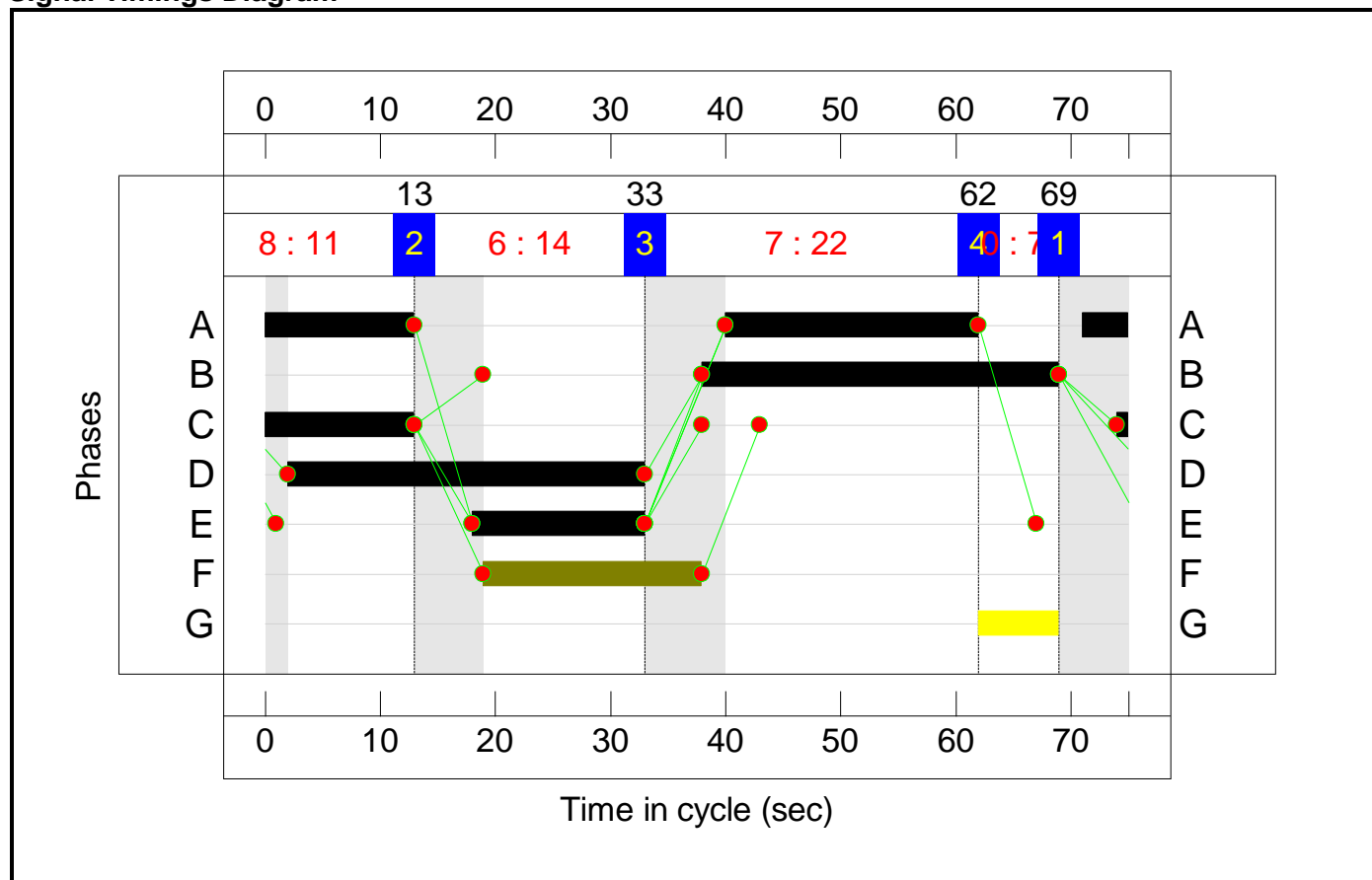
**C3**  
**Stage Sequence Diagram**



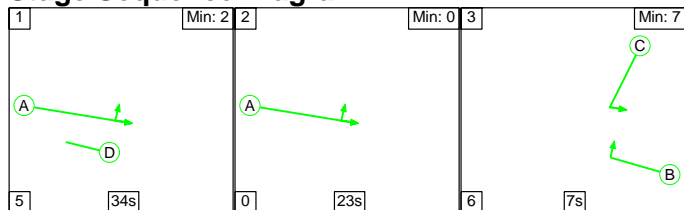
**Stage Timings**

Stage	1	2	3	4
Duration	11	14	22	7
Change Point	69	13	33	62

**Signal Timings Diagram**



**C4**  
**Stage Sequence Diagram**

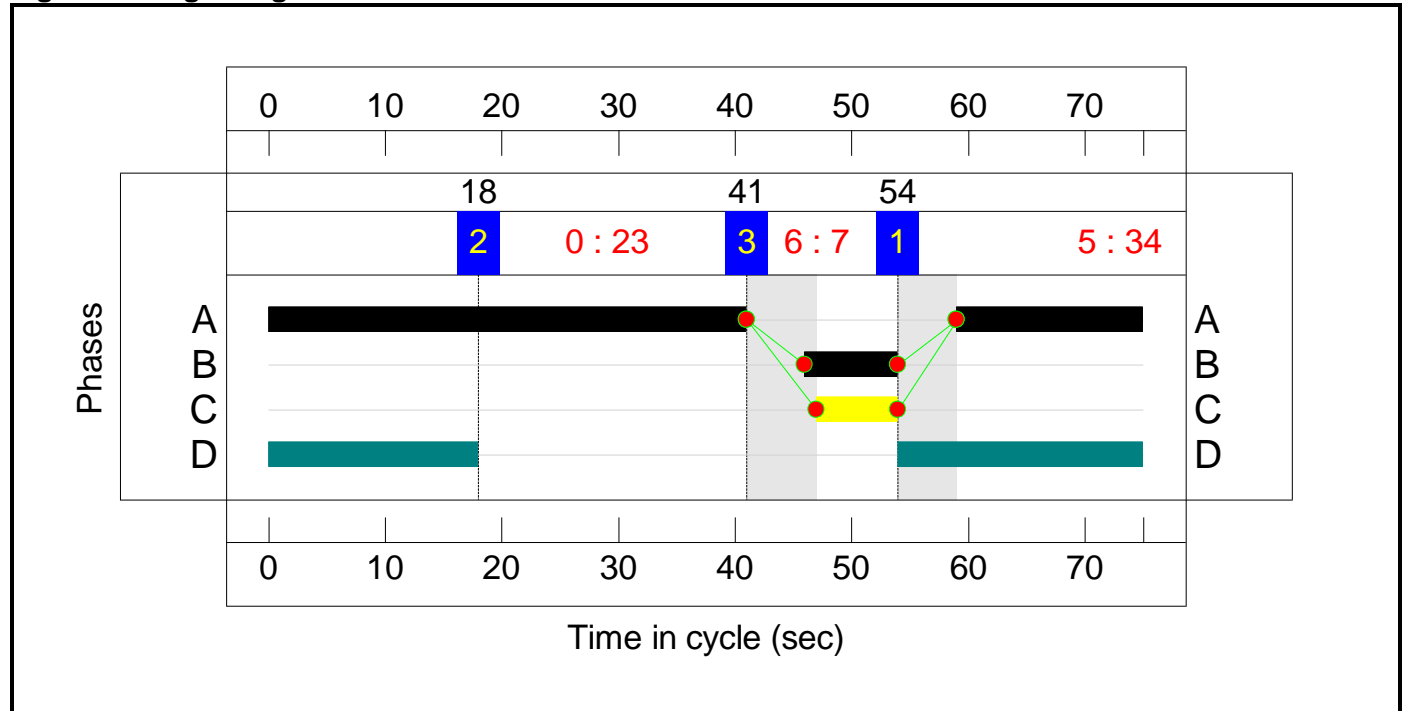


# Full Input Data And Results

## Stage Timings

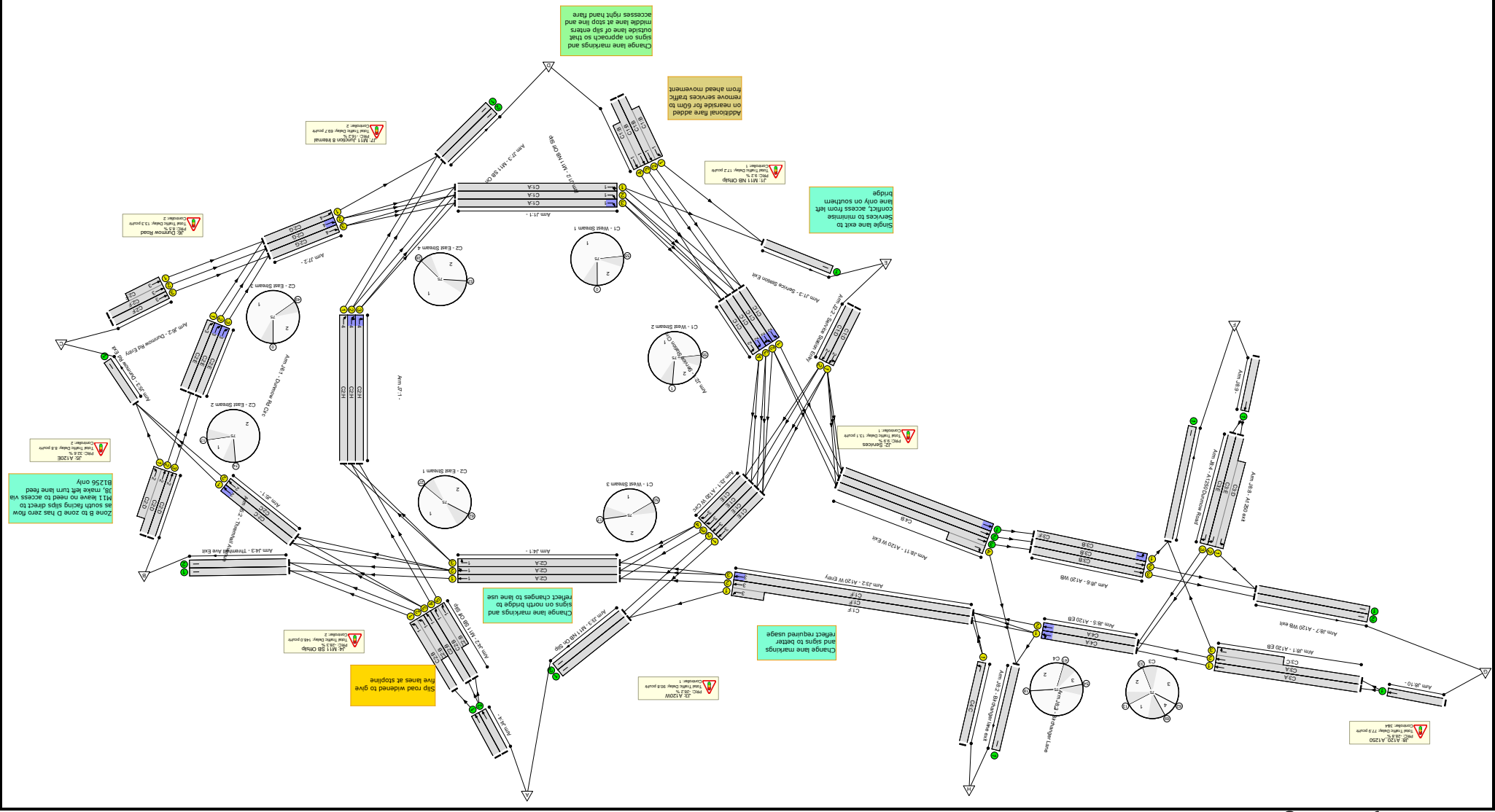
Stage	1	2	3
Duration	34	23	7
Change Point	54	18	41

## Signal Timings Diagram





# Full Input Data And Results Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Current Interim Scheme Assessment</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>115.9%</b>
<b>J1: M11 NB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>82.4%</b>
1/1	Ahead Right	U	1:1	N/A	C1:A		1	48	-	736	1800	1176	59.7%
1/2	Right	U	1:1	N/A	C1:A		1	48	-	1000	2022	1213	82.4%
1/3	Right	U	1:1	N/A	C1:A		1	48	-	676	2022	1321	51.2%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	15	-	428	2080:1928	795	53.9%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	15	-	512	2080:2080	641	79.9%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
<b>J2: Services</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.9%</b>
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	48	-	738	1800	1176	61.9%
1/2	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	48	-	1094	2045	1336	81.9%
1/3	Service Station Circ Right	U	1:2	N/A	C1:C		1	48	-	915	2045	1336	68.5%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	48	-	179	2045	1336	13.4%
2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	16	-	78	2036	461	16.9%
2/2	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	16	-	325	1800	408	79.7%
<b>J3: A120W</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>113.6%</b>
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	27	-	496	2070	773	64.2%

Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	27	-	483	2070	773	62.5%
1/3	A120 W Circ Right	U	1:3	N/A	C1:E		1	27	-	42	2070	773	5.4%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	27	-	462	2070	773	59.8%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	37	-	1038	1800:1972	1108	88.3%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	37	-	1065	1800	912	113.6%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	966	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
<b>J4: M11 SB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>115.4%</b>
1/1	Ahead	U	2:1	N/A	C2:A		1	33	-	610	2060	934	61.8%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	33	-	344	2060	934	34.2%
1/3	Right	U	2:1	N/A	C2:A		1	33	-	1183	2016	914	115.4%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	30	-	886	1945:2085	795	111.4%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	30	-	82	2031	839	9.8%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	30	-	454	2085:2120	1093	41.5%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1496	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	886	1990	1990	44.5%
4/2	Ahead	U	N/A	N/A	-		-	-	-	536	2130	2130	25.2%
<b>J5: A120E</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>67.9%</b>
1/1	Ahead	U	2:2	N/A	C2:C		1	12	-	185	1800	312	56.3%
1/2	Ahead	U	2:2	N/A	C2:C		1	12	-	208	1800	312	62.6%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	52	-	978	2075:1927	1441	67.9%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	52	-	839	2075	1383	60.7%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
<b>J6: Dunmow Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>82.9%</b>
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	0	2120	-	-
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	893	2074	1217	73.4%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	43	-	839	2074	1217	69.0%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	21	-	487	1990:1832	587	82.9%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	21	-	136	1990	584	23.3%
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>104.6%</b>
1/1	Right	U	2:4	N/A	C2:H		1	24	-	760	1800	600	96.3%
1/2	Right Right2	U	2:4	N/A	C2:H		1	24	-	714	1800	600	104.6%
1/3	Right	U	2:4	N/A	C2:H		1	24	-	163	1800	600	27.2%
2/1	Ahead	U	2:4	N/A	C2:G		1	40	-	420	2015	1102	38.1%
2/2	Ahead	U	2:4	N/A	C2:G		1	40	-	960	1800	984	97.6%
2/3	Ahead	U	2:4	N/A	C2:G		1	40	-	975	1800	984	99.1%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	1180	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
<b>J8: A120_A1250</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>115.9%</b>
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	39	-	584	1975	1080	54.1%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	39:14	-	605	2115:1965	1156	52.3%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	7	-	54	1781	190	28.4%

Full Input Data And Results

4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	15:31	-	432	1747:1965	373	115.9%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	15	-	428	1871	399	107.2%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	1016	1965	1520	63.0%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	1033	2105	1628	61.7%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	50	19	745	1709	1162	63.2%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	31	-	483	2105	898	53.8%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	31	-	505	2105	898	56.2%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
8/1	A1250 exit	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	860	1800	1800	47.8%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1189	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	745	1965	1965	37.4%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	483	2105	2105	22.9%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	618	2105:1887	1238	49.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Current Interim Scheme Assessment</b>	-	-	0	0	0	107.8	331.0	0.0	438.8	-	-	-	-
<b>J1: M11 NB Offslip</b>	-	-	0	0	0	11.1	6.1	0.0	17.2	-	-	-	-
1/1	702	702	-	-	-	1.2	0.7	-	1.9	9.9	7.7	0.7	8.4
1/2	1000	1000	-	-	-	2.8	2.3	-	5.1	18.2	19.8	2.3	22.1
1/3	676	676	-	-	-	0.2	0.5	-	0.7	4.0	4.7	0.5	5.2
2/2+2/1	428	428	-	-	-	3.1	0.6	-	3.7	30.9	4.4	0.6	5.0
2/3+2/4	512	512	-	-	-	3.9	1.9	-	5.8	40.7	7.0	1.9	8.9
3/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Services</b>	-	-	0	0	0	7.0	6.2	0.0	13.1	-	-	-	-
1/1	728	728	-	-	-	1.2	0.8	-	2.0	10.1	6.1	0.8	6.9
1/2	1094	1094	-	-	-	2.1	2.2	-	4.3	14.1	13.9	2.2	16.1
1/3	915	915	-	-	-	0.0	1.1	-	1.1	4.4	0.1	1.1	1.2
1/4	179	179	-	-	-	0.6	0.1	-	0.7	14.5	3.3	0.1	3.4
2/1	78	78	-	-	-	0.5	0.1	-	0.6	28.0	1.3	0.1	1.4
2/2	325	325	-	-	-	2.5	1.9	-	4.3	48.1	6.3	1.9	8.2
<b>J3: A120W</b>	-	-	0	0	0	18.9	71.9	0.0	90.8	-	-	-	-
1/1	496	496	-	-	-	1.3	0.9	-	2.2	15.7	5.8	0.9	6.7
1/2	483	483	-	-	-	1.3	0.8	-	2.2	16.2	5.3	0.8	6.1
1/3	42	42	-	-	-	0.2	0.0	-	0.2	16.2	0.5	0.0	0.5
1/4	462	462	-	-	-	3.4	0.7	-	4.1	32.3	9.6	0.7	10.4
2/2+2/1	979	979	-	-	-	3.1	3.6	-	6.7	24.6	12.0	3.6	15.5
2/3	1036	912	-	-	-	9.6	65.9	-	75.5	262.3	24.2	65.9	90.0
3/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

<b>J4: M11 SB Offslip</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>126.0</b>	<b>0.0</b>	<b>148.0</b>	-	-	-	-
1/1	577	577	-	-	-	0.6	0.8	-	1.4	8.5	3.0	0.8	3.8
1/2	319	319	-	-	-	1.1	0.3	-	1.3	15.2	4.6	0.3	4.9
1/3	1055	914	-	-	-	10.2	74.1	-	84.2	287.5	24.9	74.1	99.0
2/1+2/2	886	795	-	-	-	8.0	49.9	-	57.9	235.1	22.3	49.9	72.2
2/3	82	82	-	-	-	0.3	0.1	-	0.4	15.8	1.0	0.1	1.1
2/4+2/5	454	454	-	-	-	1.8	0.4	-	2.2	17.5	4.1	0.4	4.5
3/1	1372	1372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	886	886	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	536	536	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
<b>J5: A120E</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>3.3</b>	<b>0.0</b>	<b>8.8</b>	-	-	-	-
1/1	176	176	-	-	-	0.5	0.6	-	1.2	24.3	3.4	0.6	4.0
1/2	195	195	-	-	-	1.4	0.8	-	2.3	41.7	3.8	0.8	4.6
2/2+2/1	978	978	-	-	-	1.9	1.1	-	2.9	10.8	10.7	1.1	11.7
2/3	839	839	-	-	-	1.6	0.8	-	2.4	10.3	9.6	0.8	10.3
3/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: Dunmow Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>4.9</b>	<b>0.0</b>	<b>13.3</b>	-	-	-	-
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	893	893	-	-	-	2.3	1.4	-	3.7	14.9	7.7	1.4	9.1
1/3	839	839	-	-	-	2.1	1.1	-	3.2	13.7	7.1	1.1	8.2
2/2+2/1	487	487	-	-	-	3.2	2.3	-	5.5	40.9	8.2	2.3	10.5
2/3	136	136	-	-	-	0.8	0.2	-	0.9	24.1	2.1	0.2	2.3
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>53.4</b>	<b>0.0</b>	<b>69.7</b>	-	-	-	-
1/1	578	578	-	-	-	3.0	7.7	-	10.7	66.5	12.0	7.7	19.7
1/2	627	600	-	-	-	3.8	21.1	-	24.9	142.7	13.6	21.1	34.7
1/3	163	163	-	-	-	0.5	0.2	-	0.7	15.0	0.9	0.2	1.1
2/1	420	420	-	-	-	0.0	0.3	-	0.3	2.7	0.1	0.3	0.4
2/2	960	960	-	-	-	4.6	10.6	-	15.2	56.9	13.5	10.6	24.2

Full Input Data And Results

2/3	975	975	-	-	-	4.5	13.5	-	18.0	66.5	20.1	13.5	33.7
3/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J8: A120_A1250</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>18.7</b>	<b>59.2</b>	<b>0.0</b>	<b>77.9</b>	-	-	-	-
1/1	584	584	-	-	-	1.1	0.6	-	1.7	10.6	5.8	0.6	6.4
1/2+1/3	605	605	-	-	-	1.2	0.5	-	1.7	10.2	6.1	0.5	6.6
2/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	54	54	-	-	-	0.5	0.2	-	0.7	44.1	1.0	0.2	1.2
4/2+4/1	432	373	-	-	-	5.6	32.9	-	38.5	320.8	10.2	32.9	43.2
4/3	428	399	-	-	-	4.5	19.8	-	24.3	204.5	9.5	19.8	29.3
5/1	957	957	-	-	-	1.5	0.8	-	2.3	8.8	8.0	0.8	8.8
5/2	1004	1004	-	-	-	1.5	0.8	-	2.3	8.3	8.3	0.8	9.1
6/1	735	735	-	-	-	0.1	0.9	-	0.9	4.6	1.0	0.9	1.9
6/2	483	483	-	-	-	1.1	0.6	-	1.7	12.7	7.6	0.6	8.2
6/3	505	505	-	-	-	1.0	0.6	-	1.6	11.6	7.3	0.6	7.9
7/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	860	860	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/1	1189	1189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	735	735	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	483	483	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/3+11/4	618	618	-	-	-	0.7	0.5	-	1.2	6.8	2.2	0.5	2.7

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	9.2	Total Delay for Signalled Lanes (pcuHr)	17.19	Cycle Time (s)	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	9.9	Total Delay for Signalled Lanes (pcuHr)	13.12	Cycle Time (s)	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-26.2	Total Delay for Signalled Lanes (pcuHr)	90.83	Cycle Time (s)	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-28.3	Total Delay for Signalled Lanes (pcuHr)	147.40	Cycle Time (s)	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	32.6	Total Delay for Signalled Lanes (pcuHr)	8.79	Cycle Time (s)	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	8.5	Total Delay for Signalled Lanes (pcuHr)	13.34	Cycle Time (s)	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-16.2	Total Delay for Signalled Lanes (pcuHr)	69.68	Cycle Time (s)	75
C3		PRC for Signalled Lanes (%)	-28.8	Total Delay for Signalled Lanes (pcuHr)	70.51	Cycle Time (s)	75
C4		PRC for Signalled Lanes (%)	43.0	Total Delay for Signalled Lanes (pcuHr)	5.32	Cycle Time (s)	75
		PRC Over All Lanes (%)	-28.8	Total Delay Over All Lanes (pcuHr)	438.83		



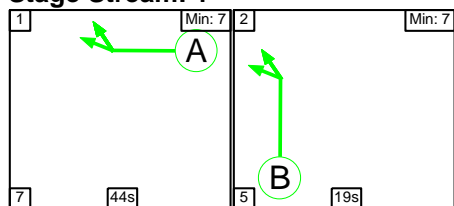
Full Input Data And Results

**Scenario 16: '+10% PM 2028 With Airport 35mppa'** (FG16: '+10% PM 2028 With Airport 35mppa', Plan 1: 'AM Existing')

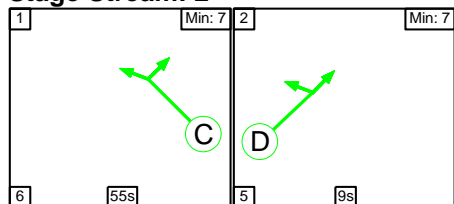
**C1 - West**

**Stage Sequence Diagram**

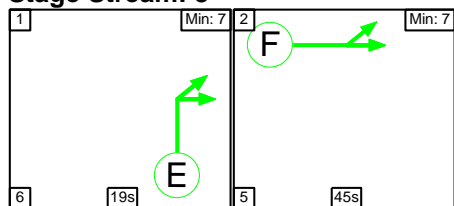
**Stage Stream: 1**



**Stage Stream: 2**



**Stage Stream: 3**



**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	44	19
Change Point	0	51

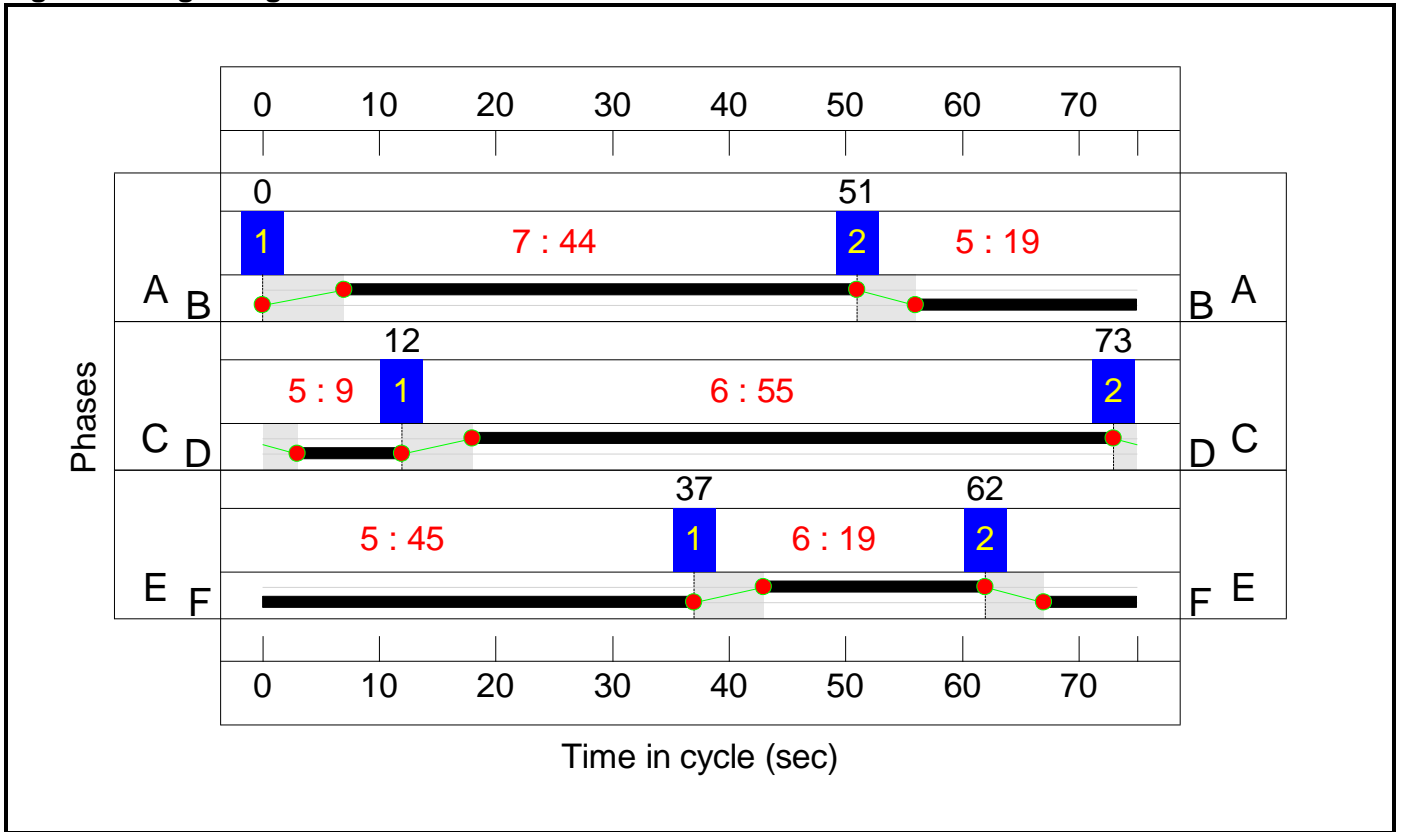
**Stage Stream: 2**

Stage	1	2
Duration	55	9
Change Point	12	73

**Stage Stream: 3**

Stage	1	2
Duration	19	45
Change Point	37	62

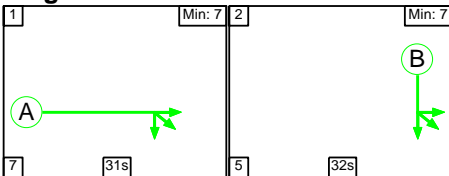
Signal Timings Diagram



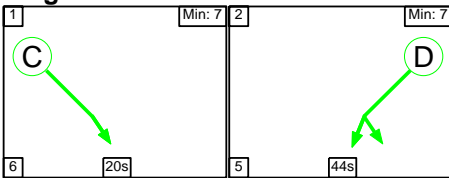
C2 - East

Stage Sequence Diagram

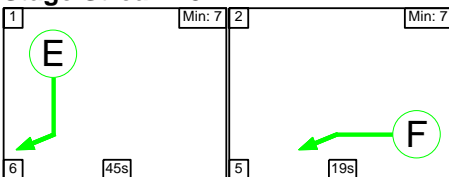
Stage Stream: 1



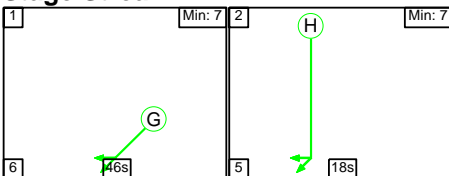
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

**Stage Timings**

**Stage Stream: 1**

Stage	1	2
Duration	31	32
Change Point	5	43

**Stage Stream: 2**

Stage	1	2
Duration	20	44
Change Point	42	68

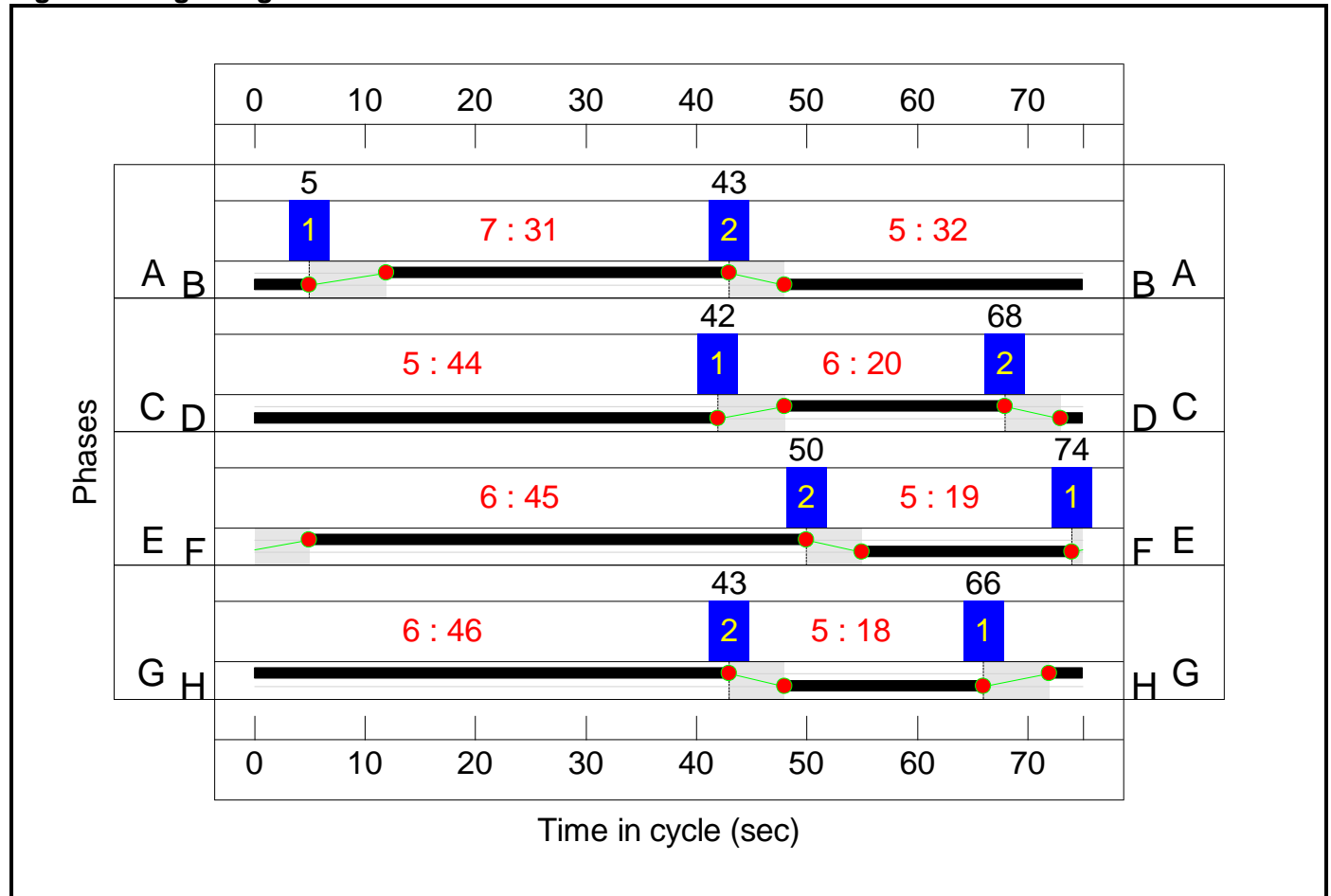
**Stage Stream: 3**

Stage	1	2
Duration	45	19
Change Point	74	50

**Stage Stream: 4**

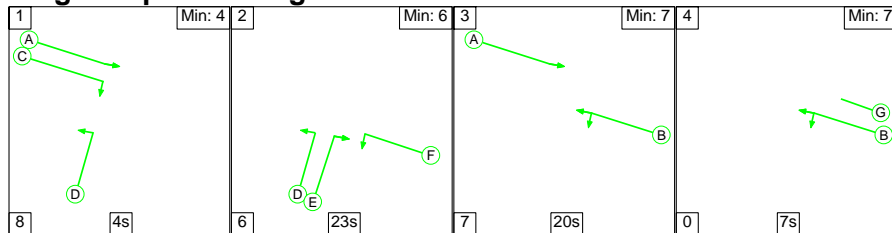
Stage	1	2
Duration	46	18
Change Point	66	43

**Signal Timings Diagram**



Full Input Data And Results

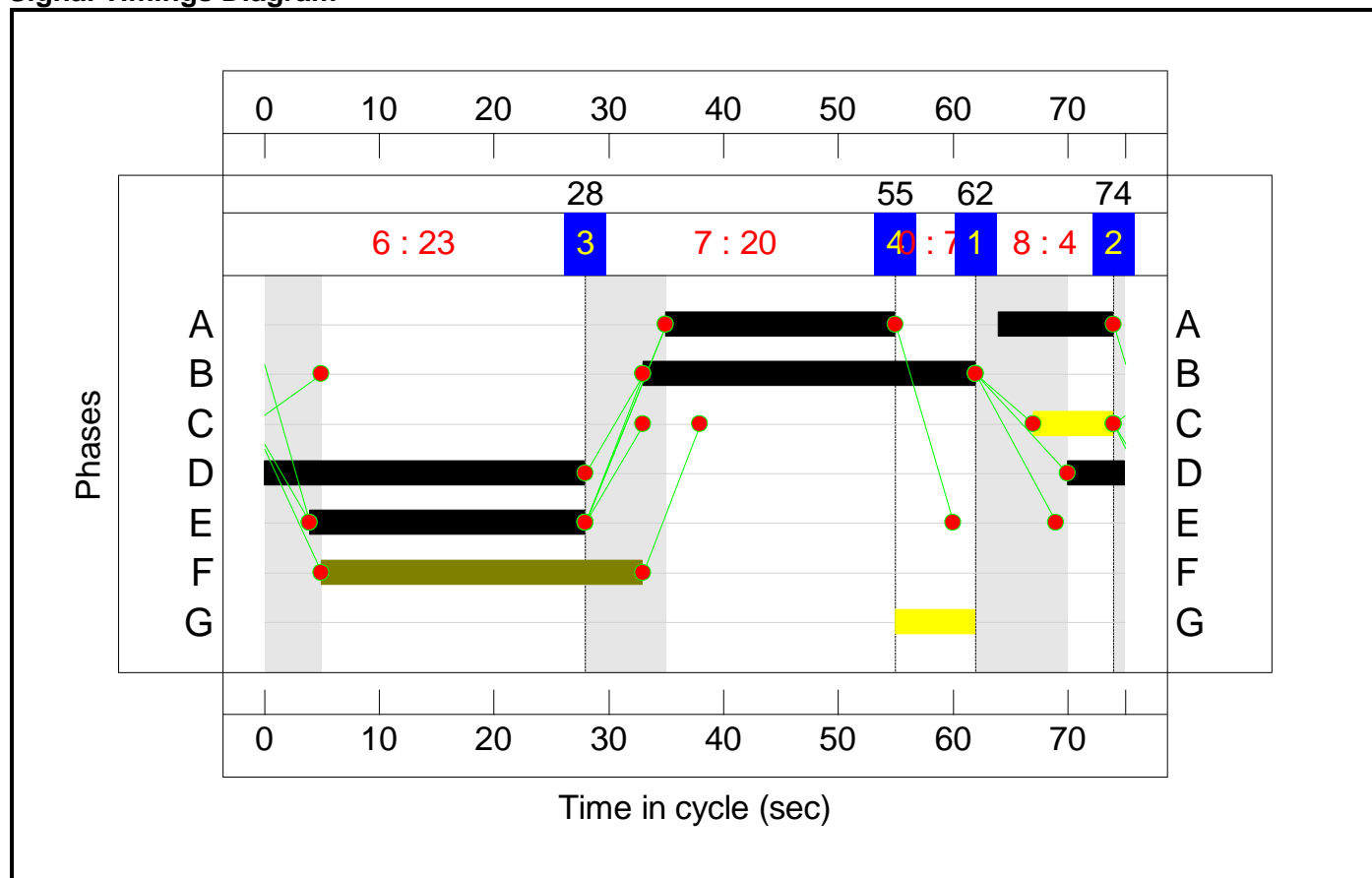
**C3**  
**Stage Sequence Diagram**



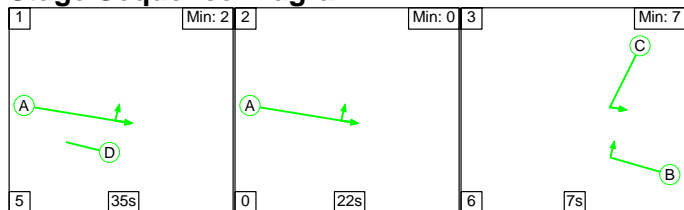
**Stage Timings**

Stage	1	2	3	4
Duration	4	23	20	7
Change Point	62	74	28	55

**Signal Timings Diagram**



**C4**  
**Stage Sequence Diagram**

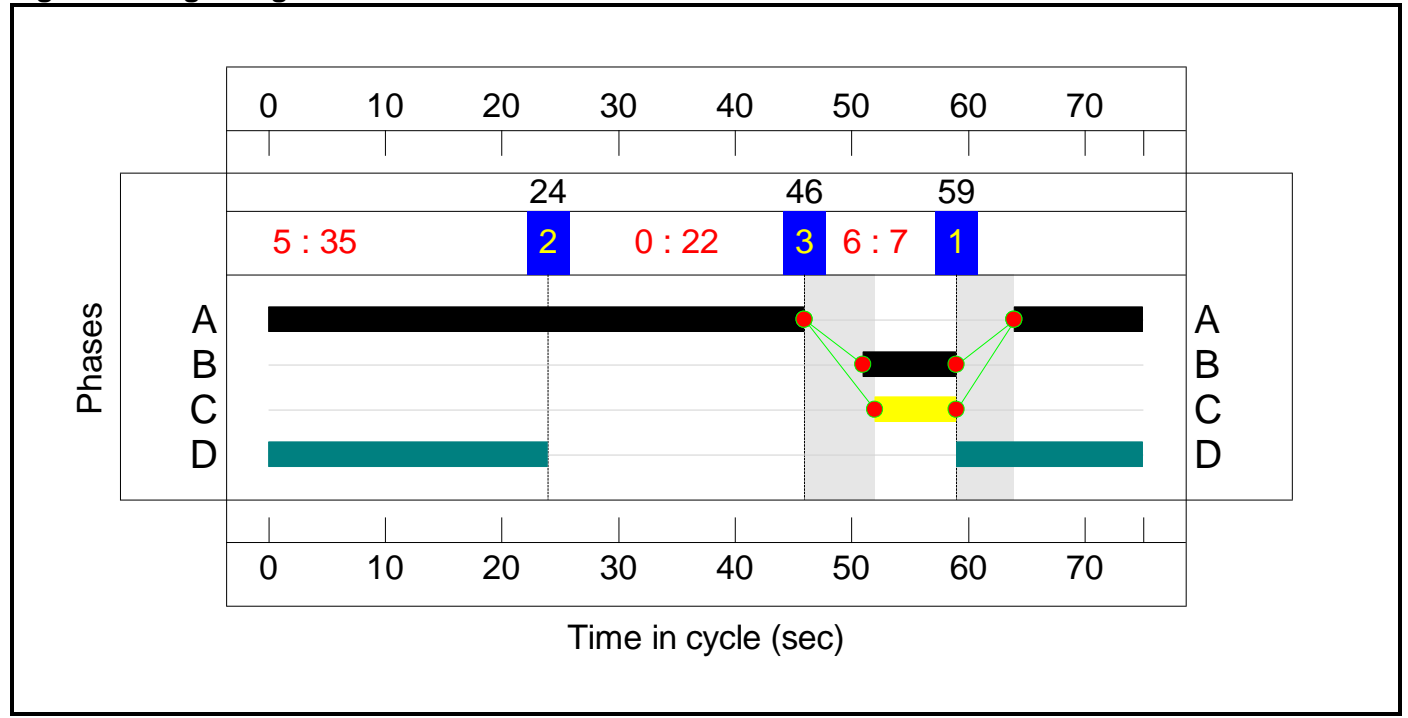


# Full Input Data And Results

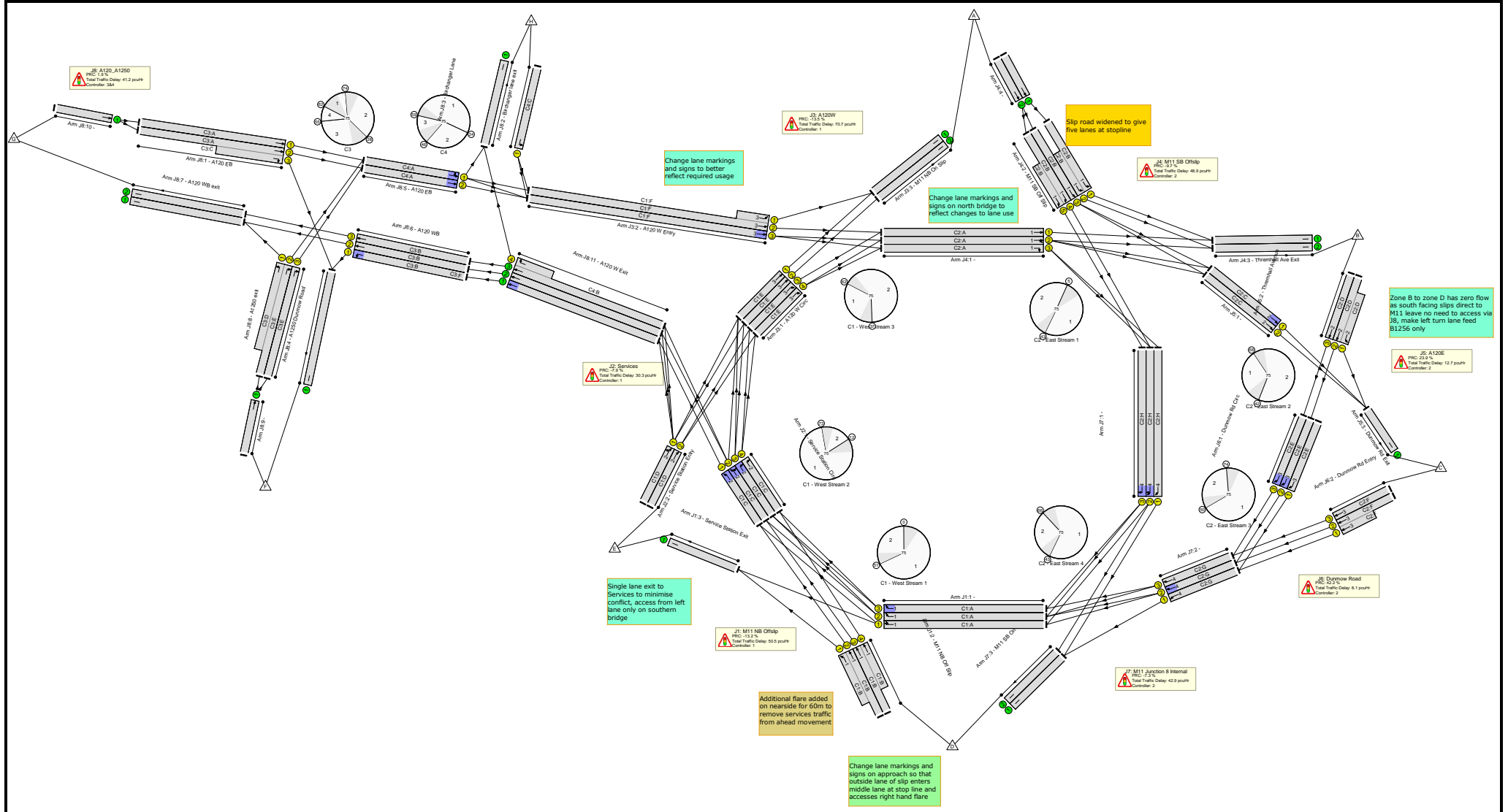
## Stage Timings

Stage	1	2	3
Duration	35	22	7
Change Point	59	24	46

## Signal Timings Diagram



# Full Input Data And Results Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Current Interim Scheme Assessment</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>102.2%</b>
<b>J1: M11 NB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>101.9%</b>
1/1	Ahead Right	U	1:1	N/A	C1:A		1	44	-	694	1800	1080	64.2%
1/2	Right	U	1:1	N/A	C1:A		1	44	-	1107	2022	1105	<b>100.1%</b>
1/3	Right	U	1:1	N/A	C1:A		1	44	-	865	2022	1213	71.3%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	19	-	475	2080:1928	1016	46.7%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	19	-	682	2080:2080	669	<b>101.9%</b>
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
<b>J2: Services</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>97.1%</b>
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	55	-	661	1800	1344	49.2%
1/2	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	55	-	1492	2045	1527	<b>97.0%</b>
1/3	Service Station Circ Right	U	1:2	N/A	C1:C		1	55	-	935	2045	1527	61.2%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	55	-	227	2045	1527	14.7%
2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	9	-	252	2036	271	<b>92.8%</b>
2/2	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	9	-	233	1800	240	<b>97.1%</b>
<b>J3: A120W</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>102.2%</b>
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	19	-	564	2070	552	<b>102.2%</b>

Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	19	-	560	2070	552	101.4%
1/3	A120 W Circ Right	U	1:3	N/A	C1:E		1	19	-	87	2070	552	15.8%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	19	-	373	2070	552	67.1%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	45	-	1053	1800:1972	1154	91.2%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	45	-	1113	1800	1104	100.8%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
<b>J4: M11 SB Offslip</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>98.8%</b>
1/1	Ahead	U	2:1	N/A	C2:A		1	31	-	868	2060	879	98.8%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	31	-	848	2060	879	95.7%
1/3	Right	U	2:1	N/A	C2:A		1	31	-	638	2016	860	73.6%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	32	-	829	1945:2085	847	97.9%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	32	-	90	2031	894	10.1%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	32	-	457	2085:2120	1317	34.7%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1697	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	829	1990	1990	41.7%
4/2	Ahead	U	N/A	N/A	-		-	-	-	547	2130	2130	25.7%
<b>J5: A120E</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.7%</b>
1/1	Ahead	U	2:2	N/A	C2:C		1	20	-	311	1800	504	61.0%
1/2	Ahead	U	2:2	N/A	C2:C		1	20	-	327	1800	504	64.4%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	44	-	891	2075:1927	1226	72.7%



Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	44	-	766	2075	1162	65.9%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
<b>J6: Dunmow Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>63.3%</b>
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	45	-	0	2120	-	-
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	45	-	805	2074	1272	63.3%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	45	-	766	2074	1272	60.2%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	19	-	422	1990:1832	683	61.8%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	19	-	323	1990	531	60.9%
<b>J7: M11 Junction 8 Internal</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>96.5%</b>
1/1	Right	U	2:4	N/A	C2:H		1	18	-	432	1800	456	94.0%
1/2	Right Right2	U	2:4	N/A	C2:H		1	18	-	441	1800	456	96.4%
1/3	Right	U	2:4	N/A	C2:H		1	18	-	222	1800	456	48.7%
2/1	Ahead	U	2:4	N/A	C2:G		1	46	-	140	2015	1263	11.1%
2/2	Ahead	U	2:4	N/A	C2:G		1	46	-	1087	1800	1128	96.4%
2/3	Ahead	U	2:4	N/A	C2:G		1	46	-	1089	1800	1128	96.5%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
<b>J8: A120_A1250</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>88.3%</b>
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	30	-	585	1975	843	69.4%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	30:7	-	411	2115:1965	902	45.5%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	7	-	108	1781	190	56.9%

Full Input Data And Results

4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	24:33	-	512	1747:1965	582	87.9%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	24	-	550	1871	624	88.2%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	1097	1965	1520	72.2%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	961	2105	1628	59.0%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	28	680	1709	1322	51.5%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	741	2105	842	87.4%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	749	2105	842	88.3%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%
8/1	A1250 exit	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1062	1800	1800	59.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	996	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	680	1965	1965	34.6%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	741	2105	2105	34.9%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	795	2105:1887	2091	37.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Current Interim Scheme Assessment</b>	-	-	0	0	0	100.5	204.8	0.0	305.3	-	-	-	-
<b>J1: M11 NB Offslip</b>	-	-	0	0	0	14.3	36.2	0.0	50.5	-	-	-	-
1/1	694	694	-	-	-	2.0	0.9	-	2.9	15.0	9.2	0.9	10.1
1/2	1107	1105	-	-	-	3.5	17.1	-	20.6	66.9	23.1	17.1	40.1
1/3	865	865	-	-	-	0.6	1.2	-	1.8	7.5	1.9	1.2	3.2
2/2+2/1	475	475	-	-	-	3.0	0.4	-	3.5	26.2	4.1	0.4	4.5
2/3+2/4	682	669	-	-	-	5.2	16.6	-	21.8	115.2	11.7	16.6	28.3
3/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Services</b>	-	-	0	0	0	7.5	22.8	0.0	30.3	-	-	-	-
1/1	661	661	-	-	-	0.2	0.5	-	0.7	4.0	2.6	0.5	3.0
1/2	1481	1481	-	-	-	2.6	10.9	-	13.5	32.8	24.2	10.9	35.0
1/3	935	935	-	-	-	0.2	0.8	-	1.0	3.9	5.3	0.8	6.1
1/4	224	224	-	-	-	0.1	0.1	-	0.2	2.7	0.5	0.1	0.6
2/1	252	252	-	-	-	2.3	4.4	-	6.7	95.6	5.2	4.4	9.6
2/2	233	233	-	-	-	2.1	6.1	-	8.2	126.3	4.8	6.1	10.9
<b>J3: A120W</b>	-	-	0	0	0	16.6	54.1	0.0	70.7	-	-	-	-
1/1	564	552	-	-	-	2.9	15.2	-	18.1	115.8	12.0	15.2	27.2
1/2	560	552	-	-	-	3.0	14.0	-	17.0	109.1	11.8	14.0	25.8
1/3	87	87	-	-	-	0.5	0.1	-	0.5	22.7	1.7	0.1	1.8
1/4	370	370	-	-	-	3.9	1.0	-	4.9	48.0	7.7	1.0	8.7
2/2+2/1	1053	1053	-	-	-	2.4	4.8	-	7.2	24.5	15.8	4.8	20.5
2/3	1113	1104	-	-	-	3.9	19.1	-	22.9	74.2	13.9	19.1	33.0
3/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

<b>J4: M11 SB Offslip</b>	-	-	0	0	0	16.0	32.9	0.0	48.9	-	-	-	-
1/1	868	868	-	-	-	3.1	12.2	-	15.3	63.7	17.8	12.2	30.1
1/2	841	841	-	-	-	3.9	7.8	-	11.8	50.4	16.6	7.8	24.5
1/3	633	633	-	-	-	2.3	1.4	-	3.6	20.7	10.3	1.4	11.7
2/1+2/2	829	829	-	-	-	4.8	10.6	-	15.4	66.7	16.8	10.6	27.4
2/3	90	90	-	-	-	0.3	0.1	-	0.4	14.6	1.1	0.1	1.1
2/4+2/5	457	457	-	-	-	1.7	0.3	-	1.9	15.3	3.1	0.3	3.3
3/1	1697	1697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	829	829	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
4/2	547	547	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
<b>J5: A120E</b>	-	-	0	0	0	8.7	4.0	0.0	12.7	-	-	-	-
1/1	307	307	-	-	-	1.9	0.8	-	2.6	30.8	6.4	0.8	7.2
1/2	325	325	-	-	-	1.6	0.9	-	2.5	27.8	6.6	0.9	7.5
2/2+2/1	891	891	-	-	-	2.8	1.3	-	4.1	16.7	12.0	1.3	13.4
2/3	766	766	-	-	-	2.4	1.0	-	3.4	16.0	11.1	1.0	12.0
3/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: Dunmow Road</b>	-	-	0	0	0	4.9	3.2	0.0	8.1	-	-	-	-
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	805	805	-	-	-	0.0	0.9	-	0.9	3.9	0.0	0.9	0.9
1/3	766	766	-	-	-	0.0	0.8	-	0.8	3.6	0.0	0.8	0.8
2/2+2/1	422	422	-	-	-	2.7	0.8	-	3.5	29.8	5.0	0.8	5.8
2/3	323	323	-	-	-	2.2	0.8	-	2.9	32.7	5.8	0.8	6.6
<b>J7: M11 Junction 8 Internal</b>	-	-	0	0	0	11.0	31.8	0.0	42.9	-	-	-	-
1/1	429	429	-	-	-	2.2	5.6	-	7.8	65.2	8.9	5.6	14.5
1/2	440	440	-	-	-	2.6	7.2	-	9.8	79.9	7.8	7.2	15.0
1/3	222	222	-	-	-	1.3	0.5	-	1.8	29.1	2.1	0.5	2.6
2/1	140	140	-	-	-	0.2	0.1	-	0.3	6.7	2.5	0.1	2.5
2/2	1087	1087	-	-	-	2.2	9.2	-	11.4	37.7	10.1	9.2	19.2

Full Input Data And Results

2/3	1089	1089	-	-	-	2.5	9.4	-	11.9	39.4	22.0	9.4	31.4																																																																																
3/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
3/2	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
<b>J8: A120_A1250</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>19.8</b>	<b>0.0</b>	<b>41.2</b>	-	-	-	-																																																																																
1/1	585	585	-	-	-	2.0	1.1	-	3.1	19.1	8.0	1.1	9.1																																																																																
1/2+1/3	411	411	-	-	-	1.2	0.4	-	1.6	14.3	4.9	0.4	5.3																																																																																
2/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
3/1	108	108	-	-	-	1.0	0.6	-	1.6	53.5	2.1	0.6	2.8																																																																																
4/2+4/1	512	512	-	-	-	3.4	3.3	-	6.7	47.0	10.0	3.3	13.3																																																																																
4/3	550	550	-	-	-	3.6	3.4	-	7.0	46.0	10.7	3.4	14.1																																																																																
5/1	1097	1097	-	-	-	1.2	1.3	-	2.5	8.1	7.7	1.3	8.9																																																																																
5/2	961	961	-	-	-	0.3	0.7	-	1.0	3.9	1.8	0.7	2.6																																																																																
6/1	680	680	-	-	-	0.7	0.5	-	1.2	6.4	5.7	0.5	6.3																																																																																
6/2	736	736	-	-	-	4.4	3.3	-	7.6	37.3	13.7	3.3	16.9																																																																																
6/3	743	743	-	-	-	3.4	3.5	-	6.9	33.5	12.9	3.5	16.4																																																																																
7/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
7/2	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
8/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
9/1	1062	1062	-	-	-	0.0	0.7	-	0.7	2.4	0.0	0.7	0.7																																																																																
10/1	996	996	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																
11/1	680	680	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3																																																																																
11/2	736	736	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3																																																																																
11/3+11/4	789	789	-	-	-	0.3	0.3	-	0.7	3.0	0.8	0.3	1.1																																																																																
<table border="0"> <tbody> <tr> <td>C1 - West</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>-13.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>50.54</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C1 - West</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-7.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>30.27</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C1 - West</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>-13.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>70.71</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>-9.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>48.42</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>23.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.67</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>42.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.07</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C2 - East</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>-7.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>42.88</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>1.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>34.21</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>24.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.12</td> <td>Cycle Time (s):</td> <td>75</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-13.5</td> <td>Total Delay Over All Lanes (pcuHr):</td> <td>305.32</td> <td></td> <td></td> </tr> </tbody> </table>														C1 - West	Stream: 1	PRC for Signalled Lanes (%)	-13.2	Total Delay for Signalled Lanes (pcuHr):	50.54	Cycle Time (s):	75	C1 - West	Stream: 2	PRC for Signalled Lanes (%)	-7.9	Total Delay for Signalled Lanes (pcuHr):	30.27	Cycle Time (s):	75	C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-13.5	Total Delay for Signalled Lanes (pcuHr):	70.71	Cycle Time (s):	75	C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-9.7	Total Delay for Signalled Lanes (pcuHr):	48.42	Cycle Time (s):	75	C2 - East	Stream: 2	PRC for Signalled Lanes (%)	23.9	Total Delay for Signalled Lanes (pcuHr):	12.67	Cycle Time (s):	75	C2 - East	Stream: 3	PRC for Signalled Lanes (%)	42.2	Total Delay for Signalled Lanes (pcuHr):	8.07	Cycle Time (s):	75	C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-7.3	Total Delay for Signalled Lanes (pcuHr):	42.88	Cycle Time (s):	75	C3		PRC for Signalled Lanes (%)	1.9	Total Delay for Signalled Lanes (pcuHr):	34.21	Cycle Time (s):	75	C4		PRC for Signalled Lanes (%)	24.7	Total Delay for Signalled Lanes (pcuHr):	5.12	Cycle Time (s):	75			PRC Over All Lanes (%)	-13.5	Total Delay Over All Lanes (pcuHr):	305.32		
C1 - West	Stream: 1	PRC for Signalled Lanes (%)	-13.2	Total Delay for Signalled Lanes (pcuHr):	50.54	Cycle Time (s):	75																																																																																						
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C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-9.7	Total Delay for Signalled Lanes (pcuHr):	48.42	Cycle Time (s):	75																																																																																						
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C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-7.3	Total Delay for Signalled Lanes (pcuHr):	42.88	Cycle Time (s):	75																																																																																						
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C4		PRC for Signalled Lanes (%)	24.7	Total Delay for Signalled Lanes (pcuHr):	5.12	Cycle Time (s):	75																																																																																						
		PRC Over All Lanes (%)	-13.5	Total Delay Over All Lanes (pcuHr):	305.32																																																																																								

## B M11 J8 Further Improvement Scheme





- NOTES:**
- THIS DRAWING IS BASED ON INFORMATION PROVIDED BY RINGWAY JACOBS.
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
  - DO NOT SCALE FROM THIS DRAWING.
  - SUBJECT TO CAPACITY TESTING.


Rev.	Date	Comments	Des	Chk	App
P1	28/11/17	ORIGINAL ISSUE	TRS	SDX	JWI

**steer davis gleave**  
 t +44 (0)20 7910 5000 e sdginfo@sdgworld.net

Client: \_\_\_\_\_

Project Title: **M11 JUNCTION 8 IMPROVEMENTS**

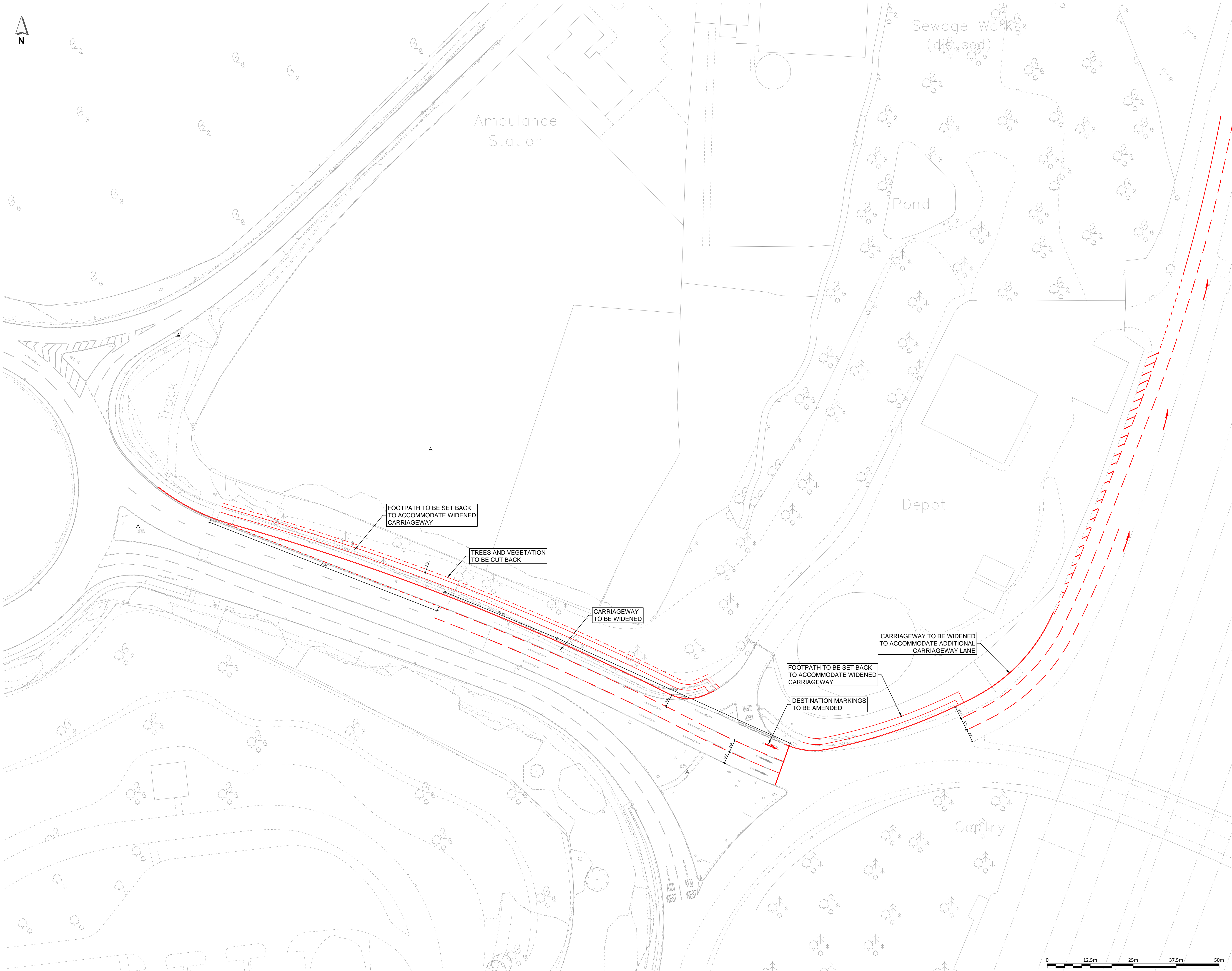
Drawing Title: **M11 NORTHBOUND OFFSLIP / SERVICES EXIT**

Status: **WORK IN PROGRESS**

Drawing Number: 23003401	Originator: SDG	Volume: HGN	Scale: 1:500	Suitability: S0
Location: 100	Type: DR	Role: D	Rev: P1	Size: A1
Number: 00101	Series: 100			

Date Issued: 28/11/17 10:00:00 AM  
 Drawing Title: M11 NORTHBOUND OFFSLIP / SERVICES EXIT  
 Project Title: M11 JUNCTION 8 IMPROVEMENTS  
 Drawing Number: 23003401





- NOTES:**
1. THIS DRAWING IS BASED ON INFORMATION PROVIDED BY RINGWAY JACOBS.
  2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
  3. DO NOT SCALE FROM THIS DRAWING.
  4. SUBJECT TO CAPACITY TESTING.


P1	28/11/17	ORIGINAL ISSUE	TRS	SDX	JWI
Rev.	Date	Comments	Des	Chk	App

**steer davis gleave**  
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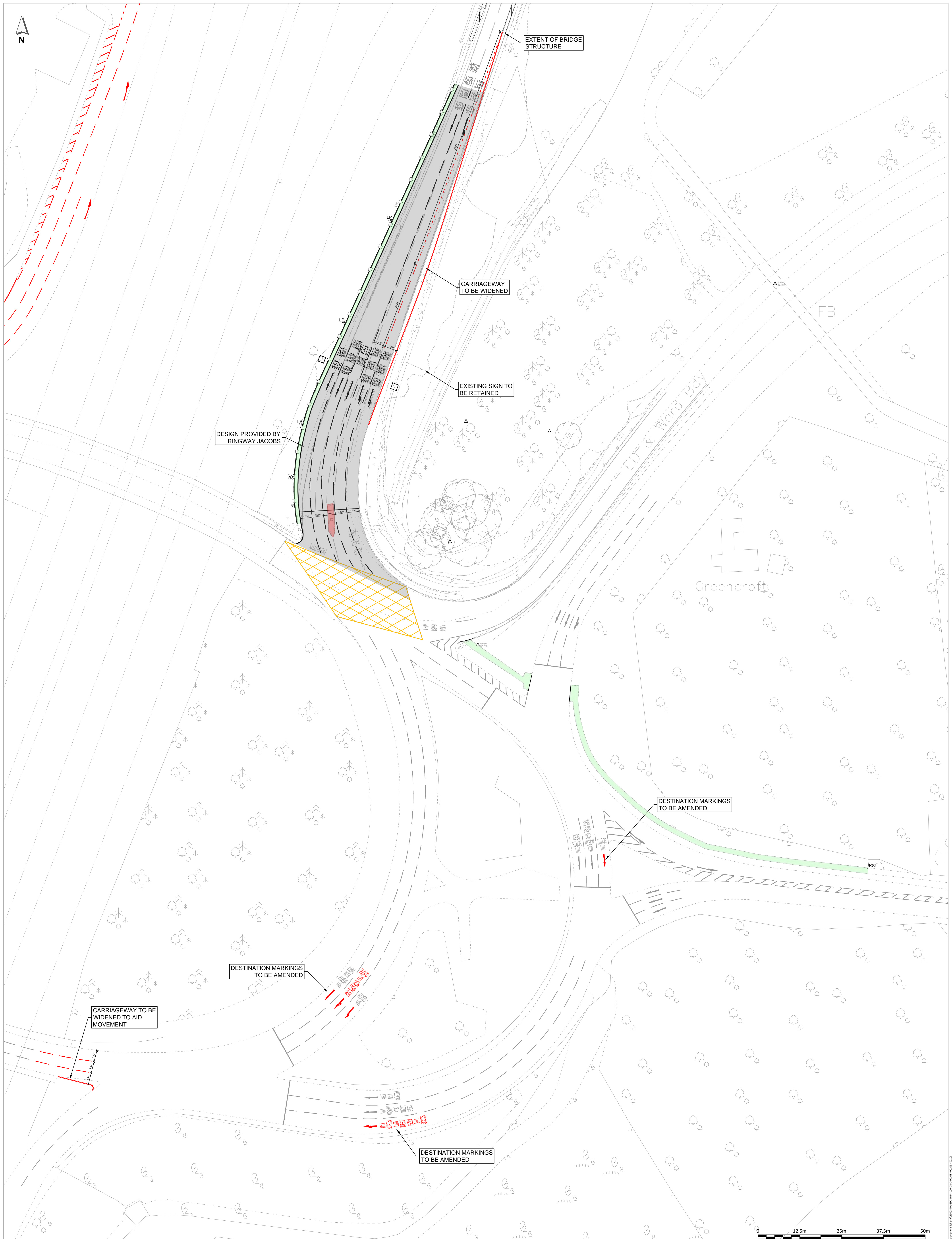
Client:  
 Project Title:  
**M11 JUNCTION 8 IMPROVEMENTS**

Drawing Title:  
**A120 WEST**  
 Status:  
**WORK IN PROGRESS**

Drawing Number: SDG Ref. <b>23003401</b>	Originator SDG	Volume HGN	Scale: <b>1:500</b>	Suitability <b>S0</b>
Location <b>100</b>	Type DR	File D	Rev. <b>P1</b>	Size: <b>A1</b>
Number <b>00102</b>	Series <b>100</b>			

Date: 28/11/2017 10:42:00 AM Path: \\sdg\projects\23003401\M11 Junction 8 Improvements\Drawings\A120 West\A120 West.dwg User: sdg\jwi





- NOTES:**
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  3. DO NOT SCALE FROM THIS DRAWING.
  4. SUBJECT TO CAPACITY TESTING.

Rev.	Date	Comments	Des	Chk	App
P1	28/11/17	ORIGINAL ISSUE	TRS	SDX	JWI

**steer davies gleave**  
 t +44 (0)20 7910 5000 e sdginfo@sdgworld.net

Client:  
 Project Title:  
**M11 JUNCTION 8 IMPROVEMENTS**

Drawing Title: <b>M11 SOUTHBOUND OFFSLIP / A120 EAST</b>		Status: <b>WORK IN PROGRESS</b>	
Drawing Number: SDG Ref: <b>23003401</b>	Originator SDG	Volume HGN	Scale: <b>1:500</b>
Location Number <b>100</b>	Type DR	Role D	Suitability <b>S0</b>
Number <b>100</b>	Series <b>100</b>	Rev. <b>P1</b>	Size: <b>A1</b>

17/11/2017 10:52:00 AM C:\Users\jwi\Documents\171117\_M11\_J8\_Improvements\171117\_M11\_J8\_Improvements.dwg

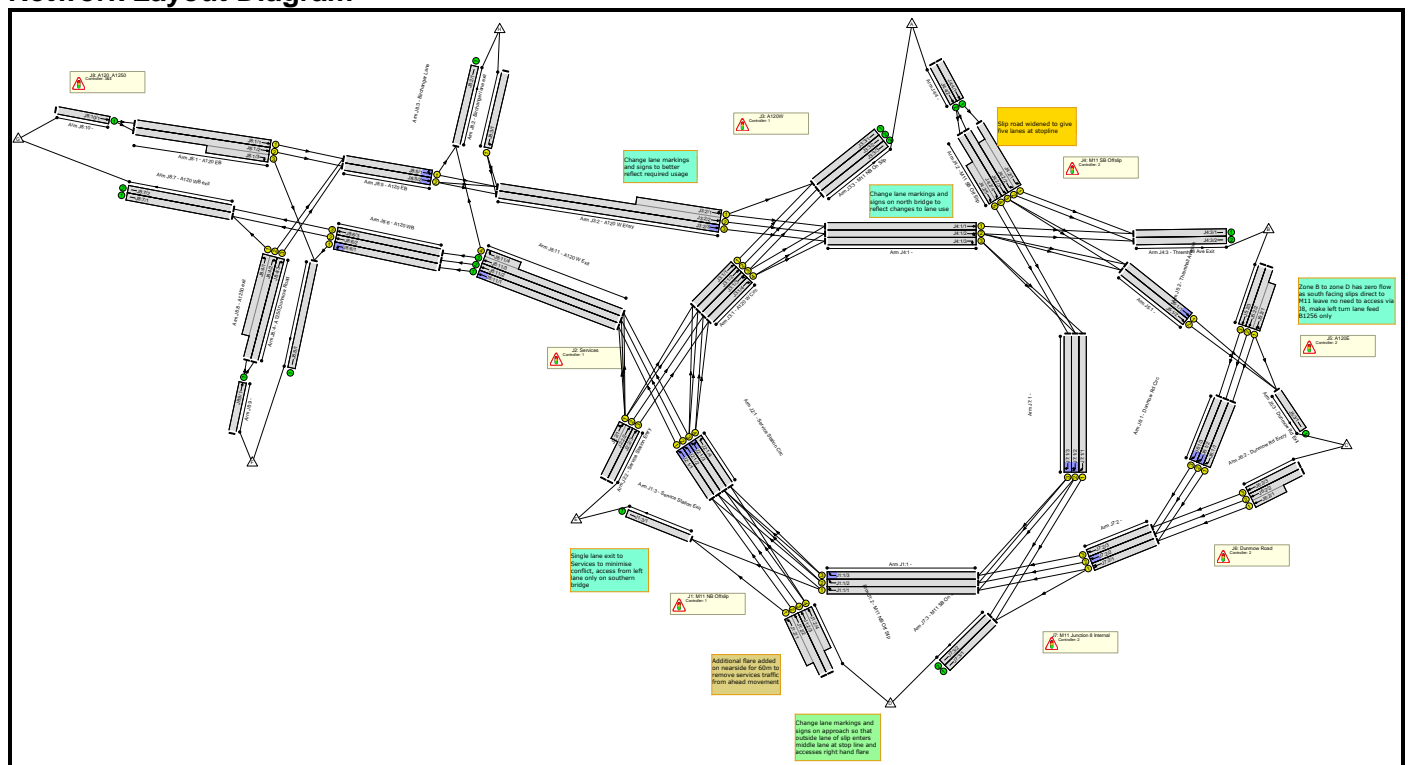
# C M11 J8 Further Improvement Scheme LinSig Modelling Outputs

Full Input Data And Results  
**Full Input Data And Results**

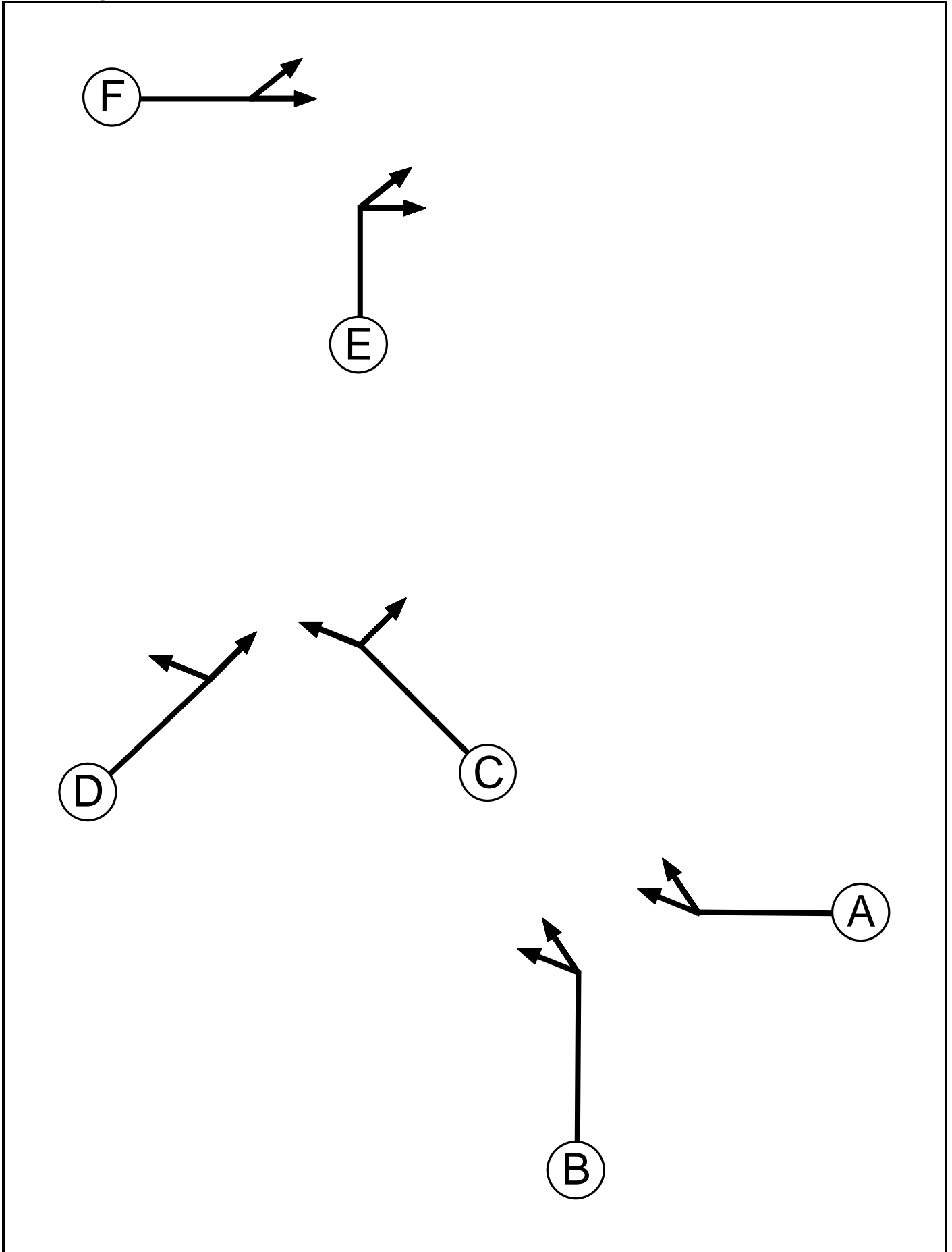
**User and Project Details**

<b>Project:</b>	<b>M11 Junction 8</b>
<b>Title:</b>	<b>M11 J8 A120 Option 3 Linsig Assessment</b>
<b>Location:</b>	M11 J8 Essex
<b>File name:</b>	M11 J8 Network - Option 3B_combined_SDG5_improvements8.lsg3x
<b>Author:</b>	
<b>Company:</b>	Steer Davies Gleave
<b>Address:</b>	28-32 Upper Ground, London, UK
<b>Notes:</b>	Based on model by Andrew Thurston, Jacobs UK Ltd, provided by ECC Based on May 2012 surveys.

**Network Layout Diagram**



C1 - West  
Phase Diagram



# Full Input Data And Results

## Phase Input Data

A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7

## Phase Intergreens Matrix

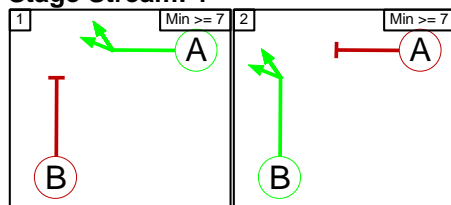
	Starting Phase					
	A	B	C	D	E	F
Terminating Phase	A	5	-	-	-	-
	B	7	-	-	-	-
	C	-	-	5	-	-
	D	-	-	6	-	-
	E	-	-	-	-	5
	F	-	-	-	-	6

## Phases in Stage

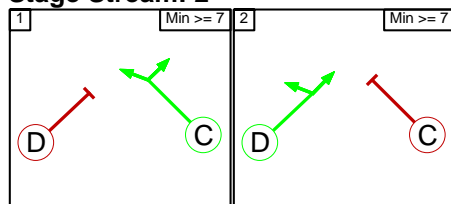
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F

## Stage Diagram

### Stage Stream: 1



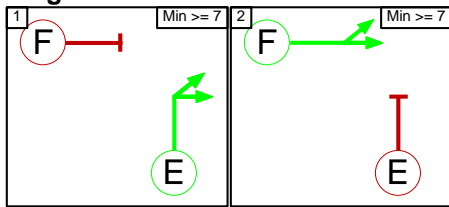
### Stage Stream: 2





Full Input Data And Results

**Stage Stream: 3**



**Phase Delays**

**Stage Stream: 1**

There are no Phase Delays defined					

**Stage Stream: 2**

There are no Phase Delays defined					

**Stage Stream: 3**

There are no Phase Delays defined					

**Prohibited Stage Change**

**Stage Stream: 1**

	To Stage		
From Stage			
			5
	7		

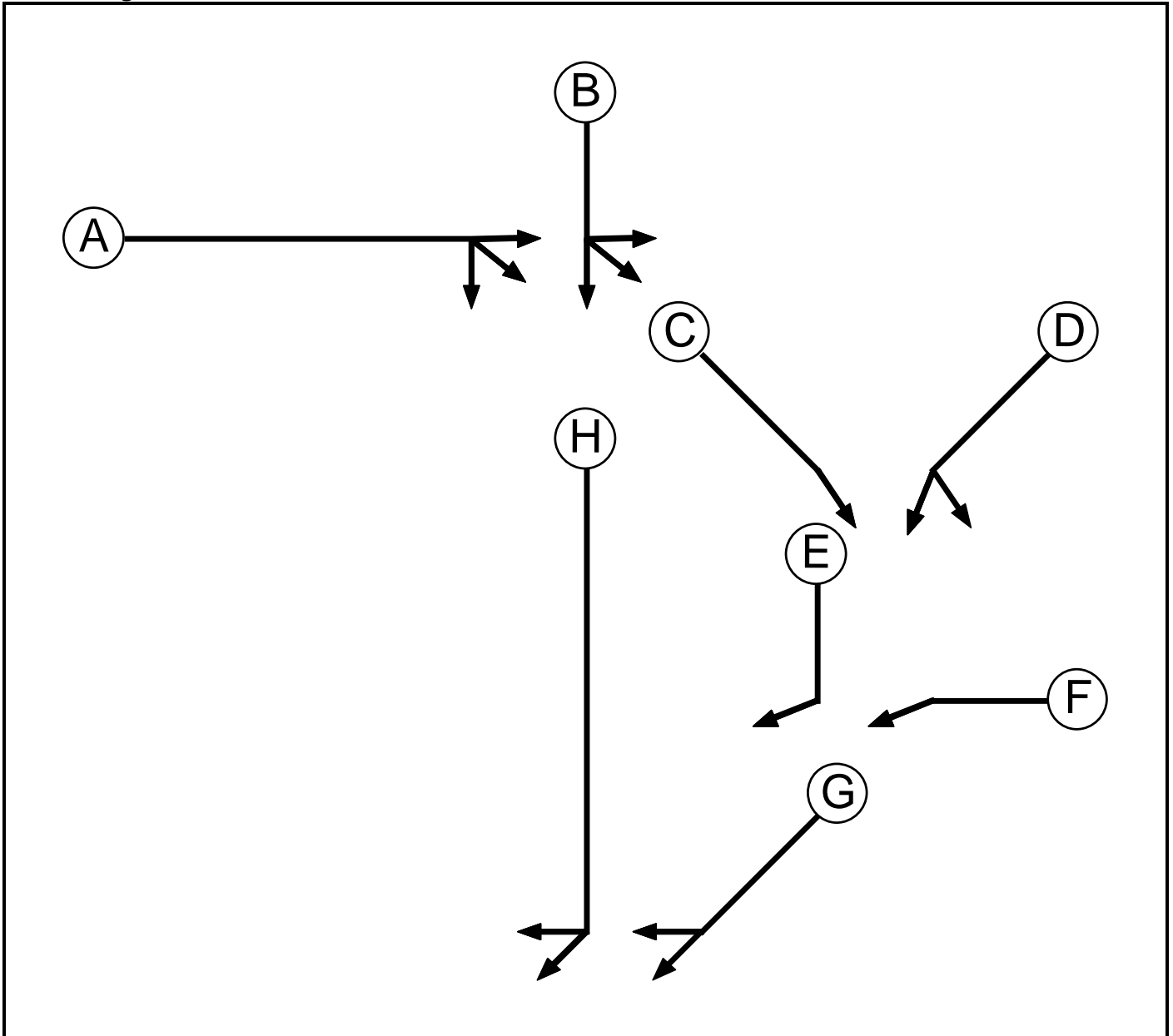
**Stage Stream: 2**

	To Stage		
From Stage			
			5
	6		

**Stage Stream: 3**

	To Stage		
From Stage		1	2
	1		5
	2	6	

**C2 - East  
Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Full Input Data And Results

**Phase Intergreens Matrix**

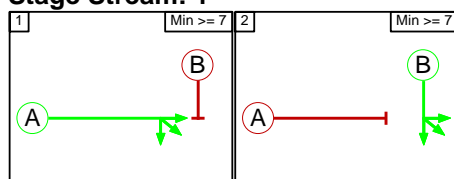
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		5	-	-	-	-	-	-
	B	7		-	-	-	-	-	-
	C	-	-		5	-	-	-	-
	D	-	-	6		-	-	-	-
	E	-	-	-	-		5	-	-
	F	-	-	-	-	6		-	-
	G	-	-	-	-	-	-		5
	H	-	-	-	-	-	-	6	

**Phases in Stage**

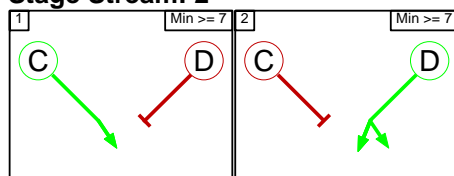
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

**Stage Diagram**

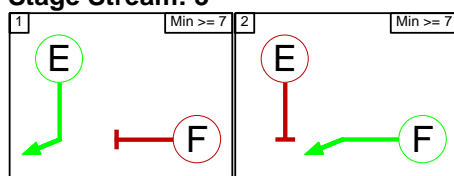
**Stage Stream: 1**



**Stage Stream: 2**



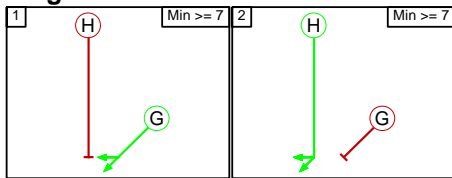
**Stage Stream: 3**





Full Input Data And Results

**Stage Stream: 4**



**Phase Delays**

**Stage Stream: 1**

There are no Phase Delays defined					

**Stage Stream: 2**

There are no Phase Delays defined					

**Stage Stream: 3**

There are no Phase Delays defined					

**Stage Stream: 4**

There are no Phase Delays defined					

**Prohibited Stage Change**

**Stage Stream: 1**

	To Stage		
From Stage			
			5
	7		

**Stage Stream: 2**

	To Stage		
From Stage			
			5
	6		

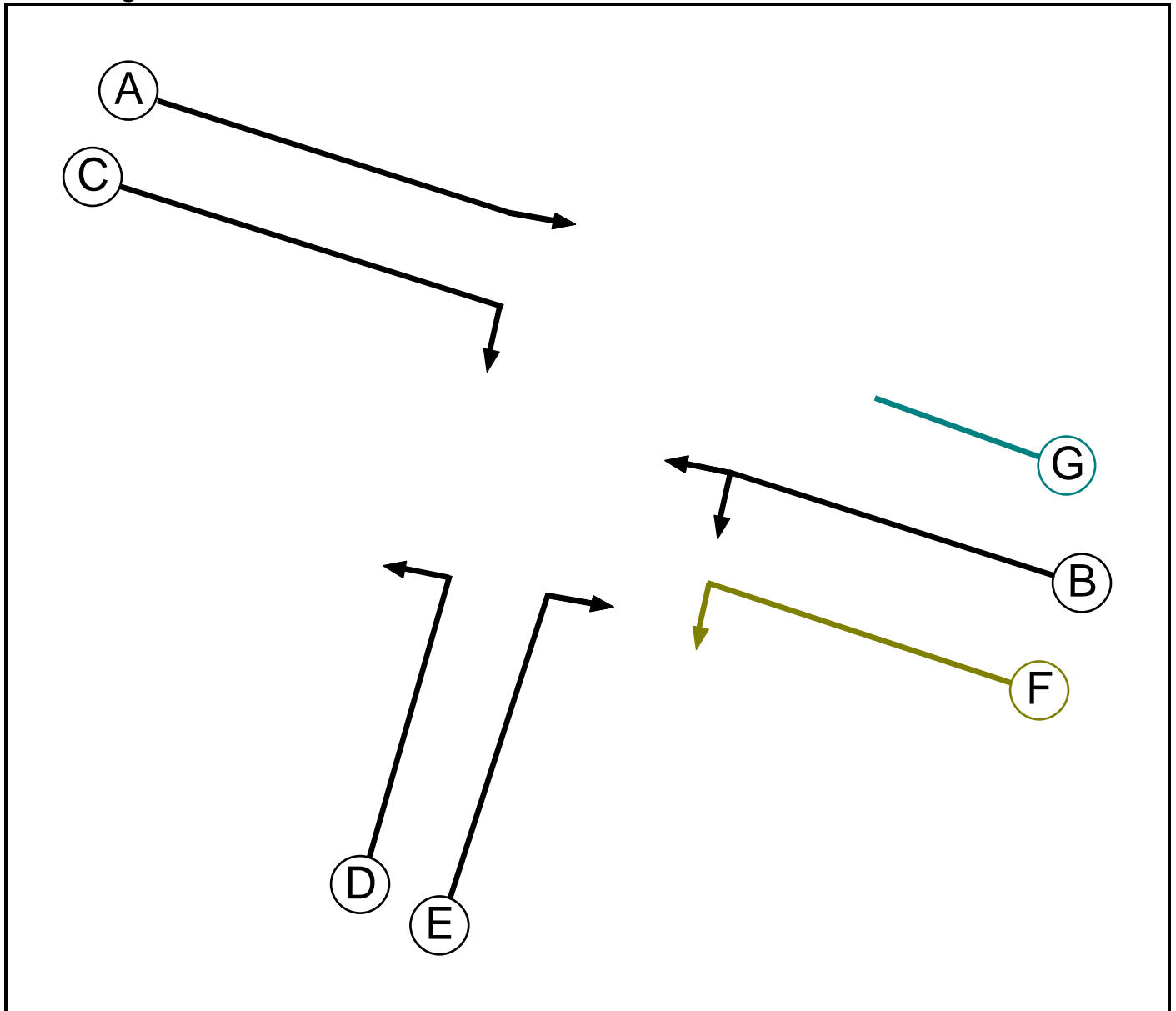
**Stage Stream: 3**

	To Stage		
From Stage		1	2
	1		5
	2	6	

Full Input Data And Results  
Stage Stream: 4

		To Stage	
		1	2
From Stage	1	5	
	2	6	

C3  
Phase Diagram



## Full Input Data And Results

### Phase Input Data

A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Filter	B	4	0
G	Dummy		7	7

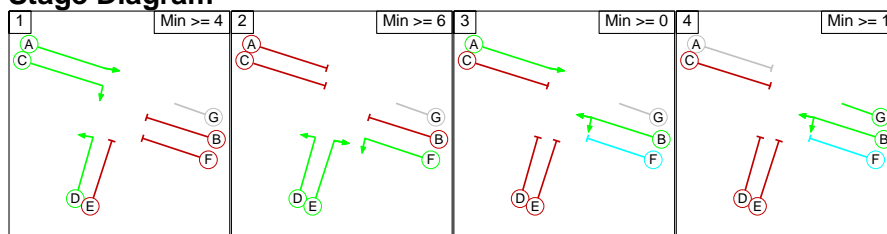
### Phase Intergreens Matrix

	Starting Phase						
	A	B	C	D	E	F	G
Terminating Phase	A				5	-	-
B			5	8	7		
C		6			5	6	-
D		5					
E	7	5	5				
F	-		5				
G	-		-	-	-	-	

### Phases in Stage

1	A C D
2	D E F
3	A B
4	B G

### Stage Diagram



### Phase Delays

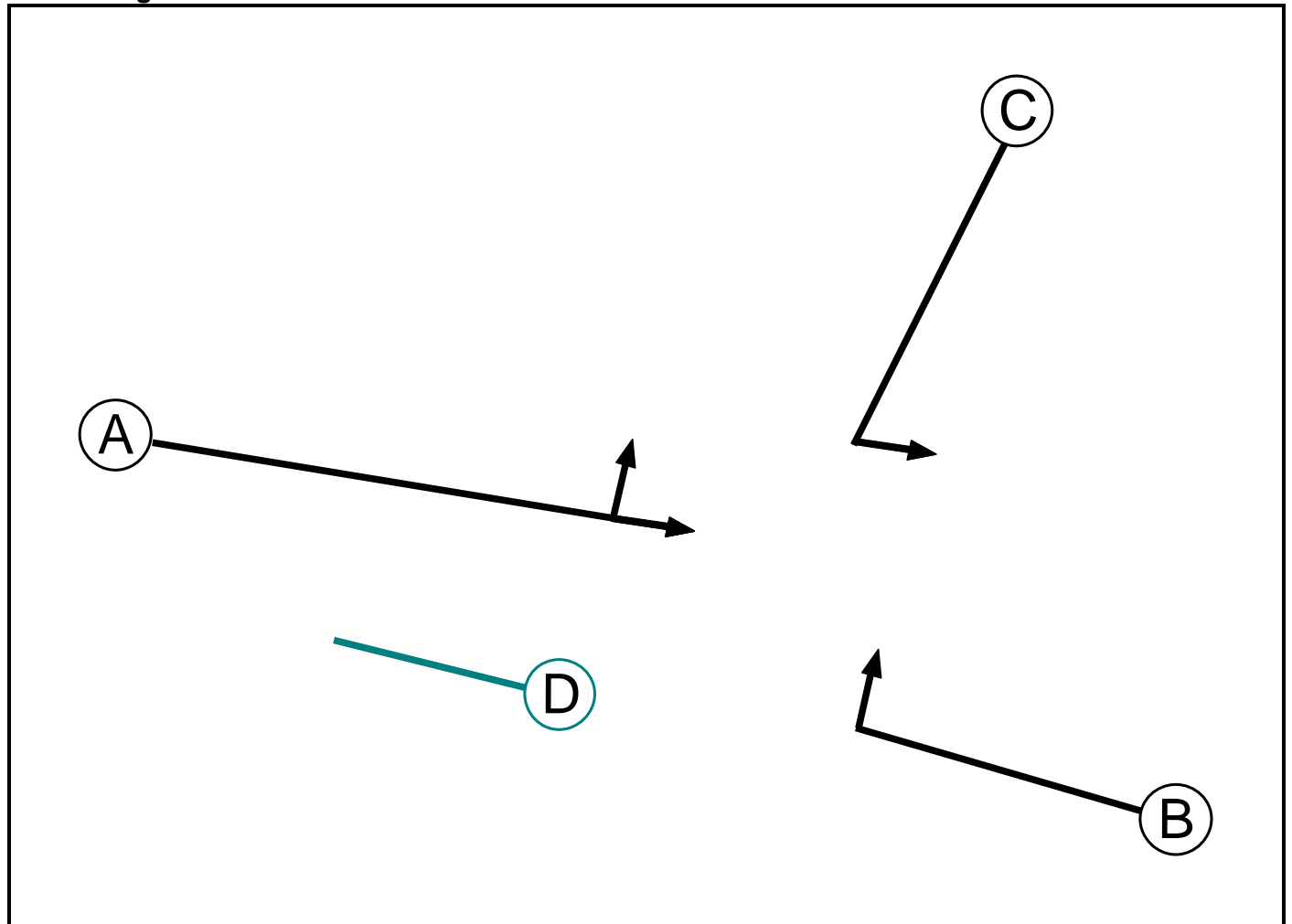
There are no Phase Delays defined					

Full Input Data And Results

**Prohibited Stage Change**

From Stage	To Stage			
	1	2	3	4
1		6	6	6
2	X		7	5
3	8	8		0
4	8	8	2	

**C4 Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Dummy		7	7

## Full Input Data And Results

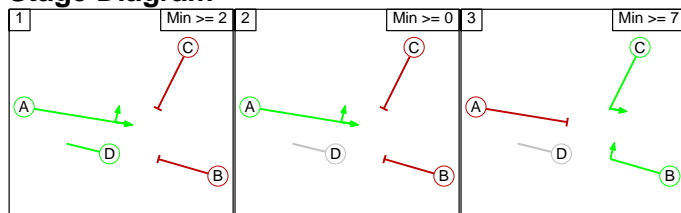
### Phase Intergrens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A	5	6	-	
	B	5	-	-	
	C	5	-	-	
	D	-	-	-	

### Phases in Stage

Stage No.	Phases in Stage
1	A D
2	A
3	B C

### Stage Diagram



### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	0	6	
	2	0	6	
	3	5	5	

Full Input Data And Results

### **Give-Way Lane Input Data**

**Junction: J1: M11 NB Offslip**

There are no Opposed Lanes in this Junction

**Junction: J2: Services**

There are no Opposed Lanes in this Junction

**Junction: J3: A120W**

There are no Opposed Lanes in this Junction

**Junction: J4: M11 SB Offslip**

There are no Opposed Lanes in this Junction

**Junction: J5: A120E**

There are no Opposed Lanes in this Junction

**Junction: J6: Dunmow Road**

There are no Opposed Lanes in this Junction

**Junction: J7: M11 Junction 8 Internal**

There are no Opposed Lanes in this Junction

**Junction: J8: A120\_A1250**

There are no Opposed Lanes in this Junction

Full Input Data And Results

**Lane Input Data**

Junction: J1: M11 NB Offslip												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1	U	A	2	3	20.7	User	1800	-	-	-	-	-
J1:1/2	U	A	6	3	20.7	Geom	-	3.07	0.00	N	Arm J2:1 Right	75.00
J1:1/3	U	A	2	3	16.5	Geom	-	3.07	0.00	N	Arm J2:1 Right	75.00
J1:2/1 (M11 NB Off Slip)	U	B	2	3	10.4	Geom	-	3.50	0.00	Y	Arm J1:3 Ahead	79.00
J1:2/2 (M11 NB Off Slip)	U	B	2	3	60.0	Geom	-	3.64	0.00	N	Arm J2:1 Ahead	79.00
J1:2/3 (M11 NB Off Slip)	U	B	2	3	60.0	Geom	-	3.64	0.00	N	Arm J2:1 Ahead	79.00
J1:2/4 (M11 NB Off Slip)	U	B	2	3	9.2	Geom	-	3.64	0.00	N	Arm J2:1 Ahead	79.00
J1:3/1 (Service Station Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Services												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Service Station Circ)	U	C	2	3	4.5	User	1800	-	-	-	-	-
J2:1/2 (Service Station Circ)	U	C	2	3	5.2	Geom	-	3.30	0.00	N	Arm J8:11 Ahead	77.00
J2:1/3 (Service Station Circ)	U	C	2	3	6.1	Geom	-	3.30	0.00	N	Arm J3:1 Right	77.00
											Arm J8:11 Ahead	Inf
J2:1/4 (Service Station Circ)	U	C	2	3	7.0	Geom	-	3.30	0.00	N	Arm J3:1 Right	77.00
J2:2/1 (Service Station Entry)	U	D	2	3	3.8	Geom	-	4.87	0.00	Y	Arm J3:1 Ahead	50.00
											Arm J8:11 Left	37.00
J2:2/2 (Service Station Entry)	U	D	2	3	60.0	User	1800	-	-	-	-	-
J2:2/3 (Service Station Entry)	U	D	2	3	60.0	User	1800	-	-	-	-	-



Full Input Data And Results

Junction: J3: A120W												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (A120 W Circ)	U	E	2	3	6.3	Geom	-	3.54	0.00	N	Arm J3:3 Ahead	79.00
J3:1/2 (A120 W Circ)	U	E	2	3	7.0	Geom	-	3.54	0.00	N	Arm J3:3 Ahead	79.00
J3:1/3 (A120 W Circ)	U	E	2	3	7.7	Geom	-	3.54	0.00	N	Arm J4:1 Right	79.00
											Arm J3:3 Ahead	Inf
J3:1/4 (A120 W Circ)	U	E	2	3	8.5	Geom	-	3.54	0.00	N	Arm J4:1 Right	79.00
J3:2/1 (A120 W Entry)	U	F	2	3	17.4	Geom	-	3.97	0.00	Y	Arm J4:1 Ahead Arm J3:3 Left	Inf 74.20
J3:2/2 (A120 W Entry)	U	F	5	3	20.0	User	1800	-	-	-	-	-
J3:2/3 (A120 W Entry)	U	F	2	3	20.0	User	1800	-	-	-	-	-
J3:3/1 (M11 NB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/2 (M11 NB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/3 (M11 NB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J4: M11 SB Offslip												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1	U	A	2	3	18.6	Geom	-	3.05	0.00	N	Arm J4:3 Ahead	Inf
J4:1/2	U	A	2	3	18.6	Geom	-	3.05	0.00	N	Arm J4:3 Ahead	Inf
											Arm J5:1 Ahead	Inf
J4:1/3	U	A	2	3	20.5	Geom	-	3.05	0.00	N	Arm J7:1 Right	68.00
J4:2/1 (M11 SB Off Slip)	U	B	2	3	60.0	Geom	-	3.30	0.00	Y	Arm J4:3 Left	Inf
J4:2/2 (M11 SB Off Slip)	U	B	2	3	13.4	Geom	-	3.30	0.00	N	Arm J4:3 Left	Inf
J4:2/3 (M11 SB Off Slip)	U	B	2	3	9.0	Geom	-	3.30	0.00	N	Arm J5:1 Ahead	56.00
J4:2/4 (M11 SB Off Slip)	U	B	2	3	60.0	Geom	-	3.30	0.00	N	Arm J7:1 Ahead	Inf
J4:2/5 (M11 SB Off Slip)	U	B	2	3	9.0	Geom	-	3.65	0.00	N	Arm J7:1 Ahead	Inf
J4:3/1 (Thremhall Ave Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:3/2 (Thremhall Ave Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1	U		2	3	60.0	Geom	-	3.75	0.00	Y	Arm J4:2 Ahead	Inf
J4:4/2	U		2	3	60.0	Geom	-	3.75	0.00	N	Arm J4:2 Ahead	Inf

Full Input Data And Results

Junction: J5: A120E												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J5:1/1	U	C	2	3	6.6	User	1800	-	-	-	-	-
J5:1/2	U	C	2	3	6.6	User	1800	-	-	-	-	-
J5:2/1 (Thremhall Avenue)	U	D	2	3	10.3	Geom	-	3.78	0.00	Y	Arm J5:3 Left Arm J6:1 Ahead	44.00 Inf
J5:2/2 (Thremhall Avenue)	U	D	5	3	60.0	Geom	-	3.78	0.00	N	Arm J6:1 Ahead	54.00
J5:2/3 (Thremhall Avenue)	U	D	5	3	60.0	Geom	-	3.78	0.00	N	Arm J6:1 Ahead	54.00
J5:3/1 (Dunmow Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J6: Dunmow Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J6:1/1 (Dunmow Rd Circ)	U	E	2	3	3.9	Geom	-	3.65	0.00	N	Arm J7:2 Right	67.00
J6:1/2 (Dunmow Rd Circ)	U	E	2	3	4.7	Geom	-	3.65	0.00	N	Arm J7:2 Right	67.00
J6:1/3 (Dunmow Rd Circ)	U	E	2	3	6.1	Geom	-	3.65	0.00	N	Arm J7:2 Right	67.00
J6:2/1 (Dunmow Rd Entry)	U	F	2	3	7.0	Geom	-	3.42	0.00	Y	Arm J7:2 Ahead	22.00
J6:2/2 (Dunmow Rd Entry)	U	F	2	3	60.0	Geom	-	3.42	0.00	N	Arm J7:2 Ahead	28.00
J6:2/3 (Dunmow Rd Entry)	U	F	2	3	7.0	Geom	-	3.42	0.00	N	Arm J7:2 Ahead	28.00

Full Input Data And Results

Junction: J7: M11 Junction 8 Internal												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J7:1/1	U	H	2	3	23.5	User	1800	-	-	-	-	-
J7:1/2	U	H	2	3	23.5	User	1800	-	-	-	-	-
J7:1/3	U	H	2	3	23.5	User	1800	-	-	-	-	-
J7:2/1	U	G	2	3	16.9	Geom	-	4.38	0.00	Y	Arm J7:3 Ahead	80.00
											Arm J1:1 Ahead	Inf
J7:2/2	U	G	2	3	16.9	User	1800	-	-	-	-	-
J7:2/3	U	G	2	3	16.9	User	1800	-	-	-	-	-
J7:3/1 (M11 SB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:3/2 (M11 SB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J8: A120_A1250												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J8:1/1 (A120 EB)	U	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J8:5 Ahead	Inf
J8:1/2 (A120 EB)	U	A	2	3	60.0	Geom	-	3.60	0.00	N	Arm J8:5 Ahead	Inf
J8:1/3 (A120 EB)	U	C	2	3	12.7	Geom	-	3.50	0.00	Y	Arm J8:8 Right	17.00
J8:2/1 (Birchanger lane exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J8:3/1 (Birchanger Lane)	U	C	2	3	60.0	Geom	-	5.00	0.00	Y	Arm J3:2 Left	8.00
J8:4/1 (A1250 Dunmow Road)	U	D	2	3	17.4	Geom	-	3.50	0.00	Y	Arm J8:7 Left	22.30
J8:4/2 (A1250 Dunmow Road)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J8:5 Right	12.00
J8:4/3 (A1250 Dunmow Road)	U	E	2	3	60.0	Geom	-	3.50	0.00	N	Arm J8:5 Right	12.00
J8:5/1 (A120 EB)	U	A	2	3	9.7	Geom	-	3.50	0.00	Y	Arm J3:2 Ahead Arm J8:2 Left	Inf 12.00
J8:5/2 (A120 EB)	U	A	2	3	9.7	Geom	-	3.50	0.00	N	Arm J3:2 Ahead	Inf
J8:6/1 (A120 WB)	U	B F	2	3	9.2	Geom	-	3.50	0.00	Y	Arm J8:8 Left	10.00
J8:6/2 (A120 WB)	U	B	2	3	9.2	Geom	-	3.50	0.00	N	Arm J8:7 Ahead	Inf
J8:6/3 (A120 WB)	U	B	2	3	9.2	Geom	-	3.50	0.00	N	Arm J8:7 Ahead	Inf
J8:7/1 (A120 WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J8:7/2 (A120 WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J8:8/1 (A1250 exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

### Full Input Data And Results

J8:9/1	U		2	3	60.0	User	1800	-	-	-	-	-
J8:10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J8:11/1 (A120 W Exit)	U		2	3	21.7	Geom	-	3.50	0.00	Y	Arm J8:6 Ahead	Inf
J8:11/2 (A120 W Exit)	U		2	3	21.7	Geom	-	3.50	0.00	N	Arm J8:6 Ahead	Inf
J8:11/3 (A120 W Exit)	U		2	3	21.7	Geom	-	3.50	0.00	N	Arm J8:6 Ahead	Inf
J8:11/4 (A120 W Exit)	U	B	2	3	7.3	Geom	-	3.50	0.00	N	Arm J8:2 Right	13.00

### Traffic Flow Groups

1: '2016 AM With Airport'	07:00	08:00	01:00	
2: '2016 PM With Airport'	17:00	18:00	01:00	
3: 'AM 2028 Without Airport'	07:00	08:00	01:00	
4: 'PM 2028 Without Airport'	17:00	18:00	01:00	
5: 'AM 2028 With Airport 35 mppa'	07:00	08:00	01:00	
6: 'PM 2028 With Airport 35 mppa'	17:00	18:00	01:00	
7: 'AM 2028 With Airport 43 mppa'	07:00	08:00	01:00	
8: 'PM 2028 With Airport 43 mppa'	17:00	18:00	01:00	
9: '2016 AM Without Airport'	07:00	08:00	01:00	
10: '2016 PM Without Airport'	17:00	18:00	01:00	
11: 'AM 2033 With Airprot 35mppa'	07:00	08:00	01:00	
12: 'AM 2033 With Airport 43mppa'	07:00	08:00	01:00	
13: 'PM 2033 With Airport 35mppa'	17:00	18:00	01:00	
14: 'PM 2033 With Airport 43mppa'	17:00	18:00	01:00	
15: '+10%AM 2028 With Airport 35mppa'	07:00	08:00	01:00	
16: '+10%AM 2028 With Airport 43 mppa'	07:00	08:00	01:00	
17: '+10%PM 2028 With Airport 35mppa'	17:00	18:00	01:00	
18: '+10%PM 2028 With Airport 43 mppa'	17:00	18:00	01:00	
19: '+10%AM 2033 With Airport 43mppa'	07:00	08:00	01:00	
20: '+10%PM 2033 With Airport 43mppa'	17:00	18:00	01:00	

Full Input Data And Results

**Scenario 5: 'AM 2028 With Airport 35 mppa'** (FG5: 'AM 2028 With Airport 35 mppa', Plan 1: 'AM Existing')  
**Traffic Flows, Desired**  
**Desired Flow :**

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	878	81	0	180	109	144	16	1408
	B	812	0	84	0	29	350	463	53	1791
	C	96	20	1	420	3	34	45	5	624
	D	0	0	156	0	186	235	311	35	923
	E	59	22	1	299	0	7	10	1	399
	F	190	243	61	347	9	0	2	0	852
	G	263	337	84	480	12	2	0	0	1178
	H	12	15	4	22	1	0	0	0	54
	Tot.	1432	1515	472	1568	420	737	975	110	7229

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 5: AM 2028 With Airport 35 mppa
<b>Junction: J1: M11 NB Offslip</b>	
J1:1/1	727
J1:1/2	793
J1:1/3	861
J1:2/1 (short)	186
J1:2/2 (with short)	421(In) 235(Out)
J1:2/3 (with short)	502(In) 257(Out)
J1:2/4 (short)	245
J1:3/1	420
<b>Junction: J2: Services</b>	
J2:1/1	728
J2:1/2	554
J2:1/3	1064
J2:1/4	538
J2:2/1 (short)	77
J2:2/2 (with short)	99(In) 22(Out)
J2:2/3	300
<b>Junction: J3: A120W</b>	
J3:1/1	303
J3:1/2	302
J3:1/3	398
J3:1/4	462
J3:2/1 (short)	648
J3:2/2 (with short)	1209(In) 561(Out)
J3:2/3	871
J3:3/1	768
J3:3/2	302
J3:3/3	362
<b>Junction: J4: M11 SB Offslip</b>	
J4:1/1	219
J4:1/2	724
J4:1/3	1170
J4:2/1 (with short)	878(In) 478(Out)
J4:2/2 (short)	400
J4:2/3	81



## Full Input Data And Results

J4:2/4 (with short)	449(In) 289(Out)
J4:2/5 (short)	160
J4:3/1	697
J4:3/2	818
J4:4/1	878
J4:4/2	530
<b>Junction: J5: A120E</b>	
J5:1/1	178
J5:1/2	209
J5:2/1 (short)	463
J5:2/2 (with short)	1154(In) 691(Out)
J5:2/3	637
J5:3/1	471
<b>Junction: J6: Dunmow Road</b>	
J6:1/1	379
J6:1/2	691
J6:1/3	637
J6:2/1 (short)	457
J6:2/2 (with short)	504(In) 47(Out)
J6:2/3	119
<b>Junction: J7: M11 Junction 8 Internal</b>	
J7:1/1	729
J7:1/2	730
J7:1/3	160
J7:2/1	836
J7:2/2	738
J7:2/3	756
J7:3/1	1149
J7:3/2	419
<b>Junction: J8: A120_A1250</b>	
J8:1/1	560
J8:1/2 (with short)	618(In) 616(Out)
J8:1/3 (short)	2
J8:2/1	110
J8:3/1	54
J8:4/1 (short)	2
J8:4/2 (with short)	409(In) 407(Out)
J8:4/3	443
J8:5/1	967

### Full Input Data And Results

J8:5/2	1059
J8:6/1	735
J8:6/2	558
J8:6/3	415
J8:7/1	560
J8:7/2	415
J8:8/1	737
J8:9/1	852
J8:10/1	1178
J8:11/1	735
J8:11/2	558
J8:11/3 (with short)	525(In) 415(Out)
J8:11/4 (short)	110

### Lane Saturation Flows

Junction: J1: M11 NB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:1/2	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:1/3	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:2/1 (M11 NB Off Slip)	3.50	0.00	Y	Arm J1:3 Ahead	79.00	100.0 %	1928	1928
J1:2/2 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/3 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/4 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:3/1 (Service Station Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Services								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Service Station Circ Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:1/2 (Service Station Circ)	3.30	0.00	N	Arm J8:11 Ahead	77.00	100.0 %	2045	2045
J2:1/3 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right Arm J8:11 Ahead	77.00 Inf	51.3 % 48.7 %	2064	2064
J2:1/4 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right	77.00	100.0 %	2045	2045
J2:2/1 (Service Station Entry)	4.87	0.00	Y	Arm J3:1 Ahead Arm J8:11 Left	50.00 37.00	76.6 % 23.4 %	2036	2036
J2:2/2 (Service Station Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/3 (Service Station Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J3: A120W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/2 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/3 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right Arm J3:3 Ahead	79.00 Inf	9.0 % 91.0 %	2105	2105
J3:1/4 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right	79.00	100.0 %	2070	2070
J3:2/1 (A120 W Entry)	3.97	0.00	Y	Arm J4:1 Ahead Arm J3:3 Left	Inf 74.20	28.2 % 71.8 %	1983	1983
J3:2/2 (A120 W Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J3:2/3 (A120 W Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
J3:3/1 (M11 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M11 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (M11 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M11 SB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1	3.05	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2060	2060
J4:1/2	3.05	0.00	N	Arm J4:3 Ahead	Inf	57.7 %	2060	2060
				Arm J5:1 Ahead	Inf	42.3 %		
J4:1/3	3.05	0.00	N	Arm J7:1 Right	68.00	100.0 %	2016	2016
J4:2/1 (M11 SB Off Slip)	3.30	0.00	Y	Arm J4:3 Left	Inf	100.0 %	1945	1945
J4:2/2 (M11 SB Off Slip)	3.30	0.00	N	Arm J4:3 Left	Inf	100.0 %	2085	2085
J4:2/3 (M11 SB Off Slip)	3.30	0.00	N	Arm J5:1 Ahead	56.00	100.0 %	2031	2031
J4:2/4 (M11 SB Off Slip)	3.30	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2085	2085
J4:2/5 (M11 SB Off Slip)	3.65	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2120	2120
J4:3/1 (Thremhall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (Thremhall Ave Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:4/1	3.75	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1990	1990
J4:4/2	3.75	0.00	N	Arm J4:2 Ahead	Inf	100.0 %	2130	2130

Junction: J5: A120E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J5:1/2	This lane uses a directly entered Saturation Flow						1800	1800
J5:2/1 (Thremhall Avenue)	3.78	0.00	Y	Arm J5:3 Left	44.00	18.1 %	1981	1981
				Arm J6:1 Ahead	Inf	81.9 %		
J5:2/2 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:2/3 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:3/1 (Dunmow Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: Dunmow Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/2 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/3 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:2/1 (Dunmow Rd Entry)	3.42	0.00	Y	Arm J7:2 Ahead	22.00	100.0 %	1832	1832
J6:2/2 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990
J6:2/3 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990

Junction: J7: M11 Junction 8 Internal								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J7:1/2	This lane uses a directly entered Saturation Flow						1800	1800
J7:1/3	This lane uses a directly entered Saturation Flow						1800	1800
J7:2/1	4.38	0.00	Y	Arm J7:3 Ahead	80.00	50.2 %	2034	2034
				Arm J1:1 Ahead	Inf	49.8 %		
J7:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J7:2/3	This lane uses a directly entered Saturation Flow						1800	1800
J7:3/1 (M11 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/2 (M11 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J8: A120_A1250								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (A120 EB)	3.60	0.00	Y	Arm J8:5 Ahead	Inf	100.0 %	1975	1975
J8:1/2 (A120 EB)	3.60	0.00	N	Arm J8:5 Ahead	Inf	100.0 %	2115	2115
J8:1/3 (A120 EB)	3.50	0.00	Y	Arm J8:8 Right	17.00	100.0 %	1806	1806
J8:2/1 (Birchanger lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:3/1 (Birchanger Lane)	5.00	0.00	Y	Arm J3:2 Left	8.00	100.0 %	1781	1781
J8:4/1 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:7 Left	22.30	100.0 %	1841	1841
J8:4/2 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:5 Right	12.00	100.0 %	1747	1747
J8:4/3 (A1250 Dunmow Road)	3.50	0.00	N	Arm J8:5 Right	12.00	100.0 %	1871	1871
J8:5/1 (A120 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
				Arm J8:2 Left	12.00	0.0 %		
J8:5/2 (A120 EB)	3.50	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2105	2105
J8:6/1 (A120 WB)	3.50	0.00	Y	Arm J8:8 Left	10.00	100.0 %	1709	1709
J8:6/2 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:6/3 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:7/1 (A120 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:7/2 (A120 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J8:8/1 (A1250 exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:9/1	This lane uses a directly entered Saturation Flow						1800	1800
J8:10/1	Infinite Saturation Flow						Inf	Inf
J8:11/1 (A120 W Exit)	3.50	0.00	Y	Arm J8:6 Ahead	Inf	100.0 %	1965	1965
J8:11/2 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/3 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/4 (A120 W Exit)	3.50	0.00	N	Arm J8:2 Right	13.00	100.0 %	1887	1887

Full Input Data And Results

**Scenario 6: 'PM 2028 With Airport 35 mpps'** (FG6: 'PM 2028 With Airport 35 mppa', Plan 2: 'PM Existing')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	1	819	89	0	135	97	213	7	1361
	B	656	0	82	0	71	236	516	16	1577
	C	246	80	3	140	25	78	171	5	748
	D	0	0	143	0	231	230	504	16	1124
	E	184	97	14	117	0	19	42	1	474
	F	134	487	190	238	16	0	5	0	1070
	G	124	449	176	220	15	4	0	0	988
	H	13	48	19	24	2	0	0	0	106
	Tot.	1358	1980	716	739	495	664	1451	45	7448

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 6: PM 2028 With Airport 35 mpps
<b>Junction: J1: M11 NB Offslip</b>	
J1:1/1	675
J1:1/2	924
J1:1/3	986
J1:2/1 (short)	231
J1:2/2 (with short)	461(In) 230(Out)
J1:2/3 (with short)	663(In) 304(Out)
J1:2/4 (short)	359
J1:3/1	495
<b>Junction: J2: Services</b>	
J2:1/1	641
J2:1/2	739
J2:1/3	1278
J2:1/4	556
J2:2/1 (short)	246
J2:2/2 (with short)	317(In) 71(Out)
J2:2/3	157
<b>Junction: J3: A120W</b>	
J3:1/1	376
J3:1/2	377
J3:1/3	459
J3:1/4	325
J3:2/1 (short)	824
J3:2/2 (with short)	1640(In) 816(Out)
J3:2/3	515
J3:3/1	647
J3:3/2	377
J3:3/3	333
<b>Junction: J4: M11 SB Offslip</b>	
J4:1/1	679
J4:1/2	1024
J4:1/3	632
J4:2/1 (with short)	819(In) 419(Out)
J4:2/2 (short)	400
J4:2/3	89



## Full Input Data And Results

J4:2/4 (with short)	452(In) 232(Out)
J4:2/5 (short)	220
J4:3/1	1098
J4:3/2	882
J4:4/1	819
J4:4/2	541
<b>Junction: J5: A120E</b>	
J5:1/1	330
J5:1/2	301
J5:2/1 (short)	389
J5:2/2 (with short)	982(In) 593(Out)
J5:2/3	595
J5:3/1	713
<b>Junction: J6: Dunmow Road</b>	
J6:1/1	307
J6:1/2	593
J6:1/3	595
J6:2/1 (short)	243
J6:2/2 (with short)	471(In) 228(Out)
J6:2/3	274
<b>Junction: J7: M11 Junction 8 Internal</b>	
J7:1/1	414
J7:1/2	450
J7:1/3	220
J7:2/1	550
J7:2/2	821
J7:2/3	869
J7:3/1	554
J7:3/2	185
<b>Junction: J8: A120_A1250</b>	
J8:1/1	467
J8:1/2 (with short)	521(In) 517(Out)
J8:1/3 (short)	4
J8:2/1	45
J8:3/1	106
J8:4/1 (short)	5
J8:4/2 (with short)	517(In) 512(Out)
J8:4/3	553
J8:5/1	979

### Full Input Data And Results

J8:5/2	1070
J8:6/1	660
J8:6/2	748
J8:6/3	698
J8:7/1	753
J8:7/2	698
J8:8/1	664
J8:9/1	1070
J8:10/1	988
J8:11/1	660
J8:11/2	748
J8:11/3 (with short)	743(In) 698(Out)
J8:11/4 (short)	45

### Lane Saturation Flows

Junction: J1: M11 NB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1	This lane uses a directly entered Saturation Flow						2100	2100
J1:1/2	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:1/3	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:2/1 (M11 NB Off Slip)	3.50	0.00	Y	Arm J1:3 Ahead	79.00	100.0 %	1928	1928
J1:2/2 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/3 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/4 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:3/1 (Service Station Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Services								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Service Station Circ Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
J2:1/2 (Service Station Circ)	3.30	0.00	N	Arm J8:11 Ahead	77.00	100.0 %	2045	2045
J2:1/3 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right Arm J8:11 Ahead	77.00 Inf	44.5 % 55.5 %	2067	2067
J2:1/4 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right	77.00	100.0 %	2045	2045
J2:2/1 (Service Station Entry)	4.87	0.00	Y	Arm J3:1 Ahead Arm J8:11 Left	50.00 37.00	74.8 % 25.2 %	2036	2036
J2:2/2 (Service Station Entry Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
J2:2/3 (Service Station Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J3: A120W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/2 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/3 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right Arm J3:3 Ahead	79.00 Inf	27.5 % 72.5 %	2098	2098
J3:1/4 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right	79.00	100.0 %	2070	2070
J3:2/1 (A120 W Entry)	3.97	0.00	Y	Arm J4:1 Ahead Arm J3:3 Left	Inf 74.20	67.1 % 32.9 %	1999	1999
J3:2/2 (A120 W Entry Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
J3:2/3 (A120 W Entry Lane 3)	This lane uses a directly entered Saturation Flow						2100	2100
J3:3/1 (M11 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M11 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (M11 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M11 SB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1	3.05	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2060	2060
J4:1/2	3.05	0.00	N	Arm J4:3 Ahead	Inf	47.1 %	2060	2060
				Arm J5:1 Ahead	Inf	52.9 %		
J4:1/3	3.05	0.00	N	Arm J7:1 Right	68.00	100.0 %	2016	2016
J4:2/1 (M11 SB Off Slip)	3.30	0.00	Y	Arm J4:3 Left	Inf	100.0 %	1945	1945
J4:2/2 (M11 SB Off Slip)	3.30	0.00	N	Arm J4:3 Left	Inf	100.0 %	2085	2085
J4:2/3 (M11 SB Off Slip)	3.30	0.00	N	Arm J5:1 Ahead	56.00	100.0 %	2031	2031
J4:2/4 (M11 SB Off Slip)	3.30	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2085	2085
J4:2/5 (M11 SB Off Slip)	3.65	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2120	2120
J4:3/1 (Thremhall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (Thremhall Ave Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:4/1	3.75	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1990	1990
J4:4/2	3.75	0.00	N	Arm J4:2 Ahead	Inf	100.0 %	2130	2130

Junction: J5: A120E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	This lane uses a directly entered Saturation Flow						2100	2100
J5:1/2	This lane uses a directly entered Saturation Flow						2100	2100
J5:2/1 (Thremhall Avenue)	3.78	0.00	Y	Arm J5:3 Left	44.00	21.1 %	1979	1979
				Arm J6:1 Ahead	Inf	78.9 %		
J5:2/2 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:2/3 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:3/1 (Dunmow Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: Dunmow Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/2 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/3 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:2/1 (Dunmow Rd Entry)	3.42	0.00	Y	Arm J7:2 Ahead	22.00	100.0 %	1832	1832
J6:2/2 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990
J6:2/3 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990

Junction: J7: M11 Junction 8 Internal								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1	This lane uses a directly entered Saturation Flow						2100	2100
J7:1/2	This lane uses a directly entered Saturation Flow						2100	2100
J7:1/3	This lane uses a directly entered Saturation Flow						2100	2100
J7:2/1	4.38	0.00	Y	Arm J7:3 Ahead	80.00	25.5 %	2043	2043
				Arm J1:1 Ahead	Inf	74.5 %		
J7:2/2	This lane uses a directly entered Saturation Flow						2100	2100
J7:2/3	This lane uses a directly entered Saturation Flow						2100	2100
J7:3/1 (M11 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/2 (M11 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J8: A120_A1250								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (A120 EB)	3.60	0.00	Y	Arm J8:5 Ahead	Inf	100.0 %	1975	1975
J8:1/2 (A120 EB)	3.60	0.00	N	Arm J8:5 Ahead	Inf	100.0 %	2115	2115
J8:1/3 (A120 EB)	3.50	0.00	Y	Arm J8:8 Right	17.00	100.0 %	1806	1806
J8:2/1 (Birchanger lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:3/1 (Birchanger Lane)	5.00	0.00	Y	Arm J3:2 Left	8.00	100.0 %	1781	1781
J8:4/1 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:7 Left	22.30	100.0 %	1841	1841
J8:4/2 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:5 Right	12.00	100.0 %	1747	1747
J8:4/3 (A1250 Dunmow Road)	3.50	0.00	N	Arm J8:5 Right	12.00	100.0 %	1871	1871
J8:5/1 (A120 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
				Arm J8:2 Left	12.00	0.0 %		
J8:5/2 (A120 EB)	3.50	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2105	2105
J8:6/1 (A120 WB)	3.50	0.00	Y	Arm J8:8 Left	10.00	100.0 %	1709	1709
J8:6/2 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:6/3 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:7/1 (A120 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:7/2 (A120 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J8:8/1 (A1250 exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:9/1	This lane uses a directly entered Saturation Flow						1800	1800
J8:10/1	Infinite Saturation Flow						Inf	Inf
J8:11/1 (A120 W Exit)	3.50	0.00	Y	Arm J8:6 Ahead	Inf	100.0 %	1965	1965
J8:11/2 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/3 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/4 (A120 W Exit)	3.50	0.00	N	Arm J8:2 Right	13.00	100.0 %	1887	1887

Full Input Data And Results

**Scenario 7: 'AM 2028 With Airport 43 mppa'** (FG7: 'AM 2028 With Airport 43 mppa', Plan 1: 'AM Existing')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	900	83	0	184	112	148	17	1444
	B	803	0	83	0	29	347	458	52	1772
	C	96	20	1	420	3	34	45	5	624
	D	0	0	165	0	196	248	327	37	973
	E	61	23	1	309	0	8	10	1	413
	F	193	247	62	352	9	0	2	0	865
	G	267	342	86	488	13	2	0	0	1198
	H	12	16	4	22	1	0	0	0	55
	Tot.	1432	1548	485	1591	435	751	990	112	7344

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 7: AM 2028 With Airport 43 mppa
<b>Junction: J1: M11 NB Offslip</b>	
J1:1/1	732
J1:1/2	790
J1:1/3	854
J1:2/1 (short)	196
J1:2/2 (with short)	444(In) 248(Out)
J1:2/3 (with short)	529(In) 252(Out)
J1:2/4 (short)	277
J1:3/1	435
<b>Junction: J2: Services</b>	
J2:1/1	741
J2:1/2	579
J2:1/3	1052
J2:1/4	542
J2:2/1 (short)	80
J2:2/2 (with short)	103(In) 23(Out)
J2:2/3	310
<b>Junction: J3: A120W</b>	
J3:1/1	302
J3:1/2	301
J3:1/3	398
J3:1/4	477
J3:2/1 (short)	720
J3:2/2 (with short)	1229(In) 509(Out)
J3:2/3	885
J3:3/1	774
J3:3/2	301
J3:3/3	357
<b>Junction: J4: M11 SB Offslip</b>	
J4:1/1	289
J4:1/2	677
J4:1/3	1194
J4:2/1 (with short)	900(In) 434(Out)
J4:2/2 (short)	466
J4:2/3	83



## Full Input Data And Results

J4:2/4 (with short)	461(In) 296(Out)
J4:2/5 (short)	165
J4:3/1	723
J4:3/2	825
J4:4/1	900
J4:4/2	544
<b>Junction: J5: A120E</b>	
J5:1/1	191
J5:1/2	210
J5:2/1 (short)	459
J5:2/2 (with short)	1132(In) 673(Out)
J5:2/3	640
J5:3/1	484
<b>Junction: J6: Dunmow Road</b>	
J6:1/1	376
J6:1/2	673
J6:1/3	640
J6:2/1 (short)	457
J6:2/2 (with short)	520(In) 63(Out)
J6:2/3	103
<b>Junction: J7: M11 Junction 8 Internal</b>	
J7:1/1	737
J7:1/2	753
J7:1/3	165
J7:2/1	833
J7:2/2	736
J7:2/3	743
J7:3/1	1157
J7:3/2	434
<b>Junction: J8: A120_A1250</b>	
J8:1/1	573
J8:1/2 (with short)	625(In) 623(Out)
J8:1/3 (short)	2
J8:2/1	112
J8:3/1	55
J8:4/1 (short)	2
J8:4/2 (with short)	414(In) 412(Out)
J8:4/3	451
J8:5/1	985

### Full Input Data And Results

J8:5/2	1074
J8:6/1	749
J8:6/2	581
J8:6/3	407
J8:7/1	583
J8:7/2	407
J8:8/1	751
J8:9/1	865
J8:10/1	1198
J8:11/1	749
J8:11/2	581
J8:11/3 (with short)	519(In) 407(Out)
J8:11/4 (short)	112

### Lane Saturation Flows

Junction: J1: M11 NB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:1/2	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:1/3	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:2/1 (M11 NB Off Slip)	3.50	0.00	Y	Arm J1:3 Ahead	79.00	100.0 %	1928	1928
J1:2/2 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/3 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/4 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:3/1 (Service Station Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Services								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Service Station Circ Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:1/2 (Service Station Circ)	3.30	0.00	N	Arm J8:11 Ahead	77.00	100.0 %	2045	2045
J2:1/3 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right Arm J8:11 Ahead	77.00 Inf	51.5 % 48.5 %	2064	2064
J2:1/4 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right	77.00	100.0 %	2045	2045
J2:2/1 (Service Station Entry)	4.87	0.00	Y	Arm J3:1 Ahead Arm J8:11 Left	50.00 37.00	76.3 % 23.8 %	2036	2036
J2:2/2 (Service Station Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/3 (Service Station Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J3: A120W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/2 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/3 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right Arm J3:3 Ahead	79.00 Inf	10.3 % 89.7 %	2105	2105
J3:1/4 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right	79.00	100.0 %	2070	2070
J3:2/1 (A120 W Entry)	3.97	0.00	Y	Arm J4:1 Ahead Arm J3:3 Left	Inf 74.20	34.4 % 65.6 %	1986	1986
J3:2/2 (A120 W Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J3:2/3 (A120 W Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
J3:3/1 (M11 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M11 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (M11 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M11 SB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1	3.05	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2060	2060
J4:1/2	3.05	0.00	N	Arm J4:3 Ahead	Inf	53.0 %	2060	2060
				Arm J5:1 Ahead	Inf	47.0 %		
J4:1/3	3.05	0.00	N	Arm J7:1 Right	68.00	100.0 %	2016	2016
J4:2/1 (M11 SB Off Slip)	3.30	0.00	Y	Arm J4:3 Left	Inf	100.0 %	1945	1945
J4:2/2 (M11 SB Off Slip)	3.30	0.00	N	Arm J4:3 Left	Inf	100.0 %	2085	2085
J4:2/3 (M11 SB Off Slip)	3.30	0.00	N	Arm J5:1 Ahead	56.00	100.0 %	2031	2031
J4:2/4 (M11 SB Off Slip)	3.30	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2085	2085
J4:2/5 (M11 SB Off Slip)	3.65	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2120	2120
J4:3/1 (Thremhall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (Thremhall Ave Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:4/1	3.75	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1990	1990
J4:4/2	3.75	0.00	N	Arm J4:2 Ahead	Inf	100.0 %	2130	2130

Junction: J5: A120E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J5:1/2	This lane uses a directly entered Saturation Flow						1800	1800
J5:2/1 (Thremhall Avenue)	3.78	0.00	Y	Arm J5:3 Left	44.00	18.1 %	1981	1981
				Arm J6:1 Ahead	Inf	81.9 %		
J5:2/2 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:2/3 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:3/1 (Dunmow Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: Dunmow Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/2 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/3 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:2/1 (Dunmow Rd Entry)	3.42	0.00	Y	Arm J7:2 Ahead	22.00	100.0 %	1832	1832
J6:2/2 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990
J6:2/3 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990

Junction: J7: M11 Junction 8 Internal								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J7:1/2	This lane uses a directly entered Saturation Flow						1800	1800
J7:1/3	This lane uses a directly entered Saturation Flow						1800	1800
J7:2/1	4.38	0.00	Y	Arm J7:3 Ahead	80.00	50.4 %	2034	2034
				Arm J1:1 Ahead	Inf	49.6 %		
J7:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J7:2/3	This lane uses a directly entered Saturation Flow						1800	1800
J7:3/1 (M11 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/2 (M11 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J8: A120_A1250								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (A120 EB)	3.60	0.00	Y	Arm J8:5 Ahead	Inf	100.0 %	1975	1975
J8:1/2 (A120 EB)	3.60	0.00	N	Arm J8:5 Ahead	Inf	100.0 %	2115	2115
J8:1/3 (A120 EB)	3.50	0.00	Y	Arm J8:8 Right	17.00	100.0 %	1806	1806
J8:2/1 (Birchanger lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:3/1 (Birchanger Lane)	5.00	0.00	Y	Arm J3:2 Left	8.00	100.0 %	1781	1781
J8:4/1 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:7 Left	22.30	100.0 %	1841	1841
J8:4/2 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:5 Right	12.00	100.0 %	1747	1747
J8:4/3 (A1250 Dunmow Road)	3.50	0.00	N	Arm J8:5 Right	12.00	100.0 %	1871	1871
J8:5/1 (A120 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
				Arm J8:2 Left	12.00	0.0 %		
J8:5/2 (A120 EB)	3.50	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2105	2105
J8:6/1 (A120 WB)	3.50	0.00	Y	Arm J8:8 Left	10.00	100.0 %	1709	1709
J8:6/2 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:6/3 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:7/1 (A120 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:7/2 (A120 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J8:8/1 (A1250 exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:9/1	This lane uses a directly entered Saturation Flow						1800	1800
J8:10/1	Infinite Saturation Flow						Inf	Inf
J8:11/1 (A120 W Exit)	3.50	0.00	Y	Arm J8:6 Ahead	Inf	100.0 %	1965	1965
J8:11/2 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/3 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/4 (A120 W Exit)	3.50	0.00	N	Arm J8:2 Right	13.00	100.0 %	1887	1887

Full Input Data And Results

**Scenario 8: 'PM 2028 With Airport 43 mppa'** (FG8: 'PM 2028 With Airport 43 mppa', Plan 2: 'PM Existing')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	1	855	93	0	141	101	222	7	1420
	B	753	0	94	0	81	270	592	18	1808
	C	246	80	3	140	25	78	171	5	748
	D	0	0	158	0	256	255	559	17	1245
	E	200	105	15	127	0	21	45	1	514
	F	136	495	194	242	17	0	5	0	1089
	G	126	457	179	224	15	4	0	0	1005
	H	14	49	19	24	2	0	0	0	108
	Tot.	1476	2041	755	757	537	729	1594	48	7937

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 8: PM 2028 With Airport 43 mppa
<b>Junction: J1: M11 NB Offslip</b>	
J1:1/1	730
J1:1/2	995
J1:1/3	1099
J1:2/1 (short)	256
J1:2/2 (with short)	511(In) 255(Out)
J1:2/3 (with short)	734(In) 421(Out)
J1:2/4 (short)	313
J1:3/1	537
<b>Junction: J2: Services</b>	
J2:1/1	704
J2:1/2	843
J2:1/3	1320
J2:1/4	665
J2:2/1 (short)	267
J2:2/2 (with short)	293(In) 26(Out)
J2:2/3	221
<b>Junction: J3: A120W</b>	
J3:1/1	386
J3:1/2	386
J3:1/3	472
J3:1/4	440
J3:2/1 (short)	955
J3:2/2 (with short)	1669(In) 714(Out)
J3:2/3	524
J3:3/1	662
J3:3/2	386
J3:3/3	427
<b>Junction: J4: M11 SB Offslip</b>	
J4:1/1	724
J4:1/2	1027
J4:1/3	651
J4:2/1 (with short)	855(In) 413(Out)
J4:2/2 (short)	442
J4:2/3	93



## Full Input Data And Results

J4:2/4 (with short)	471(In) 242(Out)
J4:2/5 (short)	229
J4:3/1	1137
J4:3/2	904
J4:4/1	855
J4:4/2	564
<b>Junction: J5: A120E</b>	
J5:1/1	323
J5:1/2	335
J5:2/1 (short)	445
J5:2/2 (with short)	1101(In) 656(Out)
J5:2/3	707
J5:3/1	752
<b>Junction: J6: Dunmow Road</b>	
J6:1/1	351
J6:1/2	656
J6:1/3	707
J6:2/1 (short)	243
J6:2/2 (with short)	512(In) 269(Out)
J6:2/3	233
<b>Junction: J7: M11 Junction 8 Internal</b>	
J7:1/1	442
J7:1/2	451
J7:1/3	229
J7:2/1	594
J7:2/2	925
J7:2/3	940
J7:3/1	582
J7:3/2	175
<b>Junction: J8: A120_A1250</b>	
J8:1/1	474
J8:1/2 (with short)	531(In) 527(Out)
J8:1/3 (short)	4
J8:2/1	48
J8:3/1	108
J8:4/1 (short)	5
J8:4/2 (with short)	525(In) 520(Out)
J8:4/3	564
J8:5/1	994

### Full Input Data And Results

J8:5/2	1091
J8:6/1	725
J8:6/2	844
J8:6/3	745
J8:7/1	849
J8:7/2	745
J8:8/1	729
J8:9/1	1089
J8:10/1	1005
J8:11/1	725
J8:11/2	844
J8:11/3 (with short)	793(In) 745(Out)
J8:11/4 (short)	48

### Lane Saturation Flows

Junction: J1: M11 NB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:1/2	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:1/3	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:2/1 (M11 NB Off Slip)	3.50	0.00	Y	Arm J1:3 Ahead	79.00	100.0 %	1928	1928
J1:2/2 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/3 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/4 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:3/1 (Service Station Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Services								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Service Station Circ Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:1/2 (Service Station Circ)	3.30	0.00	N	Arm J8:11 Ahead	77.00	100.0 %	2045	2045
J2:1/3 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right Arm J8:11 Ahead	77.00 Inf	43.3 % 56.7 %	2068	2068
J2:1/4 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right	77.00	100.0 %	2045	2045
J2:2/1 (Service Station Entry)	4.87	0.00	Y	Arm J3:1 Ahead Arm J8:11 Left	50.00 37.00	74.9 % 25.1 %	2036	2036
J2:2/2 (Service Station Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/3 (Service Station Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J3: A120W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/2 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/3 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right Arm J3:3 Ahead	79.00 Inf	9.5 % 90.5 %	2105	2105
J3:1/4 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right	79.00	100.0 %	2070	2070
J3:2/1 (A120 W Entry)	3.97	0.00	Y	Arm J4:1 Ahead Arm J3:3 Left	Inf 74.20	71.1 % 28.9 %	2000	2000
J3:2/2 (A120 W Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J3:2/3 (A120 W Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
J3:3/1 (M11 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M11 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (M11 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M11 SB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1	3.05	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2060	2060
J4:1/2	3.05	0.00	N	Arm J4:3 Ahead	Inf	45.0 %	2060	2060
J4:1/3	3.05	0.00	N	Arm J5:1 Ahead	Inf	55.0 %		
J4:1/3	3.05	0.00	N	Arm J7:1 Right	68.00	100.0 %	2016	2016
J4:2/1 (M11 SB Off Slip)	3.30	0.00	Y	Arm J4:3 Left	Inf	100.0 %	1945	1945
J4:2/2 (M11 SB Off Slip)	3.30	0.00	N	Arm J4:3 Left	Inf	100.0 %	2085	2085
J4:2/3 (M11 SB Off Slip)	3.30	0.00	N	Arm J5:1 Ahead	56.00	100.0 %	2031	2031
J4:2/4 (M11 SB Off Slip)	3.30	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2085	2085
J4:2/5 (M11 SB Off Slip)	3.65	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2120	2120
J4:3/1 (Thremhall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (Thremhall Ave Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:4/1	3.75	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1990	1990
J4:4/2	3.75	0.00	N	Arm J4:2 Ahead	Inf	100.0 %	2130	2130

Junction: J5: A120E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J5:1/2	This lane uses a directly entered Saturation Flow						1800	1800
J5:2/1 (Thremhall Avenue)	3.78	0.00	Y	Arm J5:3 Left	44.00	21.1 %	1979	1979
				Arm J6:1 Ahead	Inf	78.9 %		
J5:2/2 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:2/3 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:3/1 (Dunmow Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: Dunmow Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/2 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/3 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:2/1 (Dunmow Rd Entry)	3.42	0.00	Y	Arm J7:2 Ahead	22.00	100.0 %	1832	1832
J6:2/2 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990
J6:2/3 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990

Junction: J7: M11 Junction 8 Internal								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1	This lane uses a directly entered Saturation Flow						2100	2100
J7:1/2	This lane uses a directly entered Saturation Flow						2100	2100
J7:1/3	This lane uses a directly entered Saturation Flow						2100	2100
J7:2/1	4.38	0.00	Y	Arm J7:3 Ahead	80.00	23.6 %	2044	2044
				Arm J1:1 Ahead	Inf	76.4 %		
J7:2/2	This lane uses a directly entered Saturation Flow						2100	2100
J7:2/3	This lane uses a directly entered Saturation Flow						2100	2100
J7:3/1 (M11 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/2 (M11 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J8: A120_A1250								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (A120 EB)	3.60	0.00	Y	Arm J8:5 Ahead	Inf	100.0 %	1975	1975
J8:1/2 (A120 EB)	3.60	0.00	N	Arm J8:5 Ahead	Inf	100.0 %	2115	2115
J8:1/3 (A120 EB)	3.50	0.00	Y	Arm J8:8 Right	17.00	100.0 %	1806	1806
J8:2/1 (Birchanger lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:3/1 (Birchanger Lane)	5.00	0.00	Y	Arm J3:2 Left	8.00	100.0 %	1781	1781
J8:4/1 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:7 Left	22.30	100.0 %	1841	1841
J8:4/2 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:5 Right	12.00	100.0 %	1747	1747
J8:4/3 (A1250 Dunmow Road)	3.50	0.00	N	Arm J8:5 Right	12.00	100.0 %	1871	1871
J8:5/1 (A120 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
				Arm J8:2 Left	12.00	0.0 %		
J8:5/2 (A120 EB)	3.50	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2105	2105
J8:6/1 (A120 WB)	3.50	0.00	Y	Arm J8:8 Left	10.00	100.0 %	1709	1709
J8:6/2 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:6/3 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:7/1 (A120 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:7/2 (A120 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J8:8/1 (A1250 exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:9/1	This lane uses a directly entered Saturation Flow						1800	1800
J8:10/1	Infinite Saturation Flow						Inf	Inf
J8:11/1 (A120 W Exit)	3.50	0.00	Y	Arm J8:6 Ahead	Inf	100.0 %	1965	1965
J8:11/2 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/3 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/4 (A120 W Exit)	3.50	0.00	N	Arm J8:2 Right	13.00	100.0 %	1887	1887

Full Input Data And Results

**Scenario 11: 'AM 2033 With Airport 35mppa'** (FG11: 'AM 2033 With Airprot 35mppa', Plan 1: 'AM Existing')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	908	84	0	186	113	149	17	1457
	B	837	0	87	0	30	361	478	54	1847
	C	99	21	1	435	3	35	46	5	645
	D	0	0	161	0	191	242	320	36	950
	E	62	23	1	314	0	8	10	1	419
	F	196	251	63	359	9	0	2	0	880
	G	272	348	87	496	13	0	2	0	1218
	H	12	16	4	23	1	0	0	0	56
	Tot.	1478	1567	488	1627	433	759	1007	113	7472

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 11: AM 2033 With Airport 35mppa
<b>Junction: J1: M11 NB Offslip</b>	
J1:1/1	751
J1:1/2	829
J1:1/3	877
J1:2/1 (short)	191
J1:2/2 (with short)	433(In) 242(Out)
J1:2/3 (with short)	517(In) 267(Out)
J1:2/4 (short)	250
J1:3/1	433
<b>Junction: J2: Services</b>	
J2:1/1	751
J2:1/2	609
J2:1/3	1044
J2:1/4	570
J2:2/1 (short)	81
J2:2/2 (with short)	104(In) 23(Out)
J2:2/3	315
<b>Junction: J3: A120W</b>	
J3:1/1	305
J3:1/2	305
J3:1/3	431
J3:1/4	477
J3:2/1 (short)	587
J3:2/2 (with short)	1249(In) 662(Out)
J3:2/3	901
J3:3/1	785
J3:3/2	305
J3:3/3	388
<b>Junction: J4: M11 SB Offslip</b>	
J4:1/1	150
J4:1/2	825
J4:1/3	1215
J4:2/1 (with short)	908(In) 438(Out)
J4:2/2 (short)	470
J4:2/3	84



## Full Input Data And Results

J4:2/4 (with short)	465(In) 299(Out)
J4:2/5 (short)	166
J4:3/1	588
J4:3/2	979
J4:4/1	908
J4:4/2	549
<b>Junction: J5: A120E</b>	
J5:1/1	201
J5:1/2	199
J5:2/1 (short)	478
J5:2/2 (with short)	1205(In) 727(Out)
J5:2/3	642
J5:3/1	487
<b>Junction: J6: Dunmow Road</b>	
J6:1/1	391
J6:1/2	727
J6:1/3	642
J6:2/1 (short)	473
J6:2/2 (with short)	508(In) 35(Out)
J6:2/3	136
<b>Junction: J7: M11 Junction 8 Internal</b>	
J7:1/1	755
J7:1/2	759
J7:1/3	166
J7:2/1	864
J7:2/2	762
J7:2/3	778
J7:3/1	1190
J7:3/2	437
<b>Junction: J8: A120_A1250</b>	
J8:1/1	579
J8:1/2 (with short)	637(In) 637(Out)
J8:1/3 (short)	0
J8:2/1	113
J8:3/1	56
J8:4/1 (short)	2
J8:4/2 (with short)	422(In) 420(Out)
J8:4/3	458
J8:5/1	999

### Full Input Data And Results

J8:5/2	1095
J8:6/1	759
J8:6/2	612
J8:6/3	391
J8:7/1	614
J8:7/2	391
J8:8/1	759
J8:9/1	880
J8:10/1	1216
J8:11/1	759
J8:11/2	612
J8:11/3 (with short)	504(In) 391(Out)
J8:11/4 (short)	113

### Lane Saturation Flows

Junction: J1: M11 NB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:1/2	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:1/3	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:2/1 (M11 NB Off Slip)	3.50	0.00	Y	Arm J1:3 Ahead	79.00	100.0 %	1928	1928
J1:2/2 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/3 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/4 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:3/1 (Service Station Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Services								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Service Station Circ Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:1/2 (Service Station Circ)	3.30	0.00	N	Arm J8:11 Ahead	77.00	100.0 %	2045	2045
J2:1/3 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right Arm J8:11 Ahead	77.00 Inf	52.5 % 47.5 %	2064	2064
J2:1/4 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right	77.00	100.0 %	2045	2045
J2:2/1 (Service Station Entry)	4.87	0.00	Y	Arm J3:1 Ahead Arm J8:11 Left	50.00 37.00	76.5 % 23.5 %	2036	2036
J2:2/2 (Service Station Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/3 (Service Station Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J3: A120W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/2 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/3 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right Arm J3:3 Ahead	79.00 Inf	10.0 % 90.0 %	2105	2105
J3:1/4 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right	79.00	100.0 %	2070	2070
J3:2/1 (A120 W Entry)	3.97	0.00	Y	Arm J4:1 Ahead Arm J3:3 Left	Inf 74.20	18.2 % 81.8 %	1979	1979
J3:2/2 (A120 W Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J3:2/3 (A120 W Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
J3:3/1 (M11 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M11 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (M11 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M11 SB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1	3.05	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2060	2060
J4:1/2	3.05	0.00	N	Arm J4:3 Ahead	Inf	61.7 %	2060	2060
J4:1/3	3.05	0.00	N	Arm J5:1 Ahead	Inf	38.3 %		
J4:1/3	3.05	0.00	N	Arm J7:1 Right	68.00	100.0 %	2016	2016
J4:2/1 (M11 SB Off Slip)	3.30	0.00	Y	Arm J4:3 Left	Inf	100.0 %	1945	1945
J4:2/2 (M11 SB Off Slip)	3.30	0.00	N	Arm J4:3 Left	Inf	100.0 %	2085	2085
J4:2/3 (M11 SB Off Slip)	3.30	0.00	N	Arm J5:1 Ahead	56.00	100.0 %	2031	2031
J4:2/4 (M11 SB Off Slip)	3.30	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2085	2085
J4:2/5 (M11 SB Off Slip)	3.65	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2120	2120
J4:3/1 (Thremhall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (Thremhall Ave Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:4/1	3.75	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1990	1990
J4:4/2	3.75	0.00	N	Arm J4:2 Ahead	Inf	100.0 %	2130	2130

Junction: J5: A120E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J5:1/2	This lane uses a directly entered Saturation Flow						1800	1800
J5:2/1 (Thremhall Avenue)	3.78	0.00	Y	Arm J5:3 Left	44.00	18.2 %	1981	1981
				Arm J6:1 Ahead	Inf	81.8 %		
J5:2/2 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:2/3 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:3/1 (Dunmow Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: Dunmow Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/2 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/3 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:2/1 (Dunmow Rd Entry)	3.42	0.00	Y	Arm J7:2 Ahead	22.00	100.0 %	1832	1832
J6:2/2 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990
J6:2/3 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990

Junction: J7: M11 Junction 8 Internal								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J7:1/2	This lane uses a directly entered Saturation Flow						1800	1800
J7:1/3	This lane uses a directly entered Saturation Flow						1800	1800
J7:2/1	4.38	0.00	Y	Arm J7:3 Ahead	80.00	50.3 %	2034	2034
				Arm J1:1 Ahead	Inf	49.7 %		
J7:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J7:2/3	This lane uses a directly entered Saturation Flow						1800	1800
J7:3/1 (M11 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/2 (M11 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J8: A120_A1250								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (A120 EB)	3.60	0.00	Y	Arm J8:5 Ahead	Inf	100.0 %	1975	1975
J8:1/2 (A120 EB)	3.60	0.00	N	Arm J8:5 Ahead	Inf	100.0 %	2115	2115
J8:1/3 (A120 EB)	3.50	0.00	Y	Arm J8:8 Right	17.00	0.0 %	1965	1965
J8:2/1 (Birchanger lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:3/1 (Birchanger Lane)	5.00	0.00	Y	Arm J3:2 Left	8.00	100.0 %	1781	1781
J8:4/1 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:7 Left	22.30	100.0 %	1841	1841
J8:4/2 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:5 Right	12.00	100.0 %	1747	1747
J8:4/3 (A1250 Dunmow Road)	3.50	0.00	N	Arm J8:5 Right	12.00	100.0 %	1871	1871
J8:5/1 (A120 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
				Arm J8:2 Left	12.00	0.0 %		
J8:5/2 (A120 EB)	3.50	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2105	2105
J8:6/1 (A120 WB)	3.50	0.00	Y	Arm J8:8 Left	10.00	100.0 %	1709	1709
J8:6/2 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:6/3 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:7/1 (A120 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:7/2 (A120 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J8:8/1 (A1250 exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:9/1	This lane uses a directly entered Saturation Flow						1800	1800
J8:10/1	Infinite Saturation Flow						Inf	Inf
J8:11/1 (A120 W Exit)	3.50	0.00	Y	Arm J8:6 Ahead	Inf	100.0 %	1965	1965
J8:11/2 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/3 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/4 (A120 W Exit)	3.50	0.00	N	Arm J8:2 Right	13.00	100.0 %	1887	1887

Full Input Data And Results

**Scenario 12: 'AM 2033 With Airport 43mppa'** (FG12: 'AM 2033 With Airport 43mppa', Plan 1: 'AM Existing')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	929	86	0	190	116	153	17	1491
	B	829	0	86	0	30	358	473	54	1830
	C	99	21	1	435	3	35	46	5	645
	D	0	0	199	0	237	300	397	45	1178
	E	69	26	1	350	0	9	11	1	467
	F	199	255	64	364	9	0	2	0	893
	G	276	353	88	504	13	0	2	0	1236
	H	13	16	4	23	1	0	0	0	57
	Tot.	1485	1600	529	1676	483	818	1084	122	7797

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 12: AM 2033 With Airport 43mppa
<b>Junction: J1: M11 NB Offslip</b>	
J1:1/1	755
J1:1/2	833
J1:1/3	864
J1:2/1 (short)	237
J1:2/2 (with short)	537(In) 300(Out)
J1:2/3 (with short)	641(In) 268(Out)
J1:2/4 (short)	373
J1:3/1	483
<b>Junction: J2: Services</b>	
J2:1/1	809
J2:1/2	637
J2:1/3	1059
J2:1/4	642
J2:2/1 (short)	90
J2:2/2 (with short)	116(In) 26(Out)
J2:2/3	351
<b>Junction: J3: A120W</b>	
J3:1/1	288
J3:1/2	287
J3:1/3	469
J3:1/4	550
J3:2/1 (short)	616
J3:2/2 (with short)	1268(In) 652(Out)
J3:2/3	914
J3:3/1	776
J3:3/2	287
J3:3/3	422
<b>Junction: J4: M11 SB Offslip</b>	
J4:1/1	175
J4:1/2	852
J4:1/3	1264
J4:2/1 (with short)	929(In) 448(Out)
J4:2/2 (short)	481
J4:2/3	86



## Full Input Data And Results

J4:2/4 (with short)	476(In) 306(Out)
J4:2/5 (short)	170
J4:3/1	623
J4:3/2	977
J4:4/1	929
J4:4/2	562
<b>Junction: J5: A120E</b>	
J5:1/1	217
J5:1/2	225
J5:2/1 (short)	474
J5:2/2 (with short)	1183(In) 709(Out)
J5:2/3	647
J5:3/1	528
<b>Junction: J6: Dunmow Road</b>	
J6:1/1	388
J6:1/2	709
J6:1/3	647
J6:2/1 (short)	473
J6:2/2 (with short)	526(In) 53(Out)
J6:2/3	118
<b>Junction: J7: M11 Junction 8 Internal</b>	
J7:1/1	787
J7:1/2	783
J7:1/3	170
J7:2/1	861
J7:2/2	762
J7:2/3	765
J7:3/1	1222
J7:3/2	454
<b>Junction: J8: A120_A1250</b>	
J8:1/1	589
J8:1/2 (with short)	645(In) 645(Out)
J8:1/3 (short)	0
J8:2/1	122
J8:3/1	57
J8:4/1 (short)	2
J8:4/2 (with short)	427(In) 425(Out)
J8:4/3	466
J8:5/1	1014

### Full Input Data And Results

J8:5/2	1111
J8:6/1	818
J8:6/2	638
J8:6/3	442
J8:7/1	640
J8:7/2	442
J8:8/1	818
J8:9/1	893
J8:10/1	1234
J8:11/1	818
J8:11/2	638
J8:11/3 (with short)	564(In) 442(Out)
J8:11/4 (short)	122

### Lane Saturation Flows

Junction: J1: M11 NB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:1/2	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:1/3	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:2/1 (M11 NB Off Slip)	3.50	0.00	Y	Arm J1:3 Ahead	79.00	100.0 %	1928	1928
J1:2/2 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/3 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/4 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:3/1 (Service Station Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Services								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Service Station Circ Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:1/2 (Service Station Circ)	3.30	0.00	N	Arm J8:11 Ahead	77.00	100.0 %	2045	2045
J2:1/3 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right Arm J8:11 Ahead	77.00 Inf	47.8 % 52.2 %	2066	2066
J2:1/4 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right	77.00	100.0 %	2045	2045
J2:2/1 (Service Station Entry)	4.87	0.00	Y	Arm J3:1 Ahead Arm J8:11 Left	50.00 37.00	76.7 % 23.3 %	2036	2036
J2:2/2 (Service Station Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/3 (Service Station Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J3: A120W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/2 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/3 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right Arm J3:3 Ahead	79.00 Inf	10.0 % 90.0 %	2105	2105
J3:1/4 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right	79.00	100.0 %	2070	2070
J3:2/1 (A120 W Entry)	3.97	0.00	Y	Arm J4:1 Ahead Arm J3:3 Left	Inf 74.20	20.8 % 79.2 %	1980	1980
J3:2/2 (A120 W Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J3:2/3 (A120 W Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
J3:3/1 (M11 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M11 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (M11 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M11 SB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1	3.05	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2060	2060
J4:1/2	3.05	0.00	N	Arm J4:3 Ahead	Inf	58.2 %	2060	2060
J4:1/3	3.05	0.00	N	Arm J5:1 Ahead	Inf	41.8 %		
J4:1/3	3.05	0.00	N	Arm J7:1 Right	68.00	100.0 %	2016	2016
J4:2/1 (M11 SB Off Slip)	3.30	0.00	Y	Arm J4:3 Left	Inf	100.0 %	1945	1945
J4:2/2 (M11 SB Off Slip)	3.30	0.00	N	Arm J4:3 Left	Inf	100.0 %	2085	2085
J4:2/3 (M11 SB Off Slip)	3.30	0.00	N	Arm J5:1 Ahead	56.00	100.0 %	2031	2031
J4:2/4 (M11 SB Off Slip)	3.30	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2085	2085
J4:2/5 (M11 SB Off Slip)	3.65	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2120	2120
J4:3/1 (Thremhall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (Thremhall Ave Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:4/1	3.75	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1990	1990
J4:4/2	3.75	0.00	N	Arm J4:2 Ahead	Inf	100.0 %	2130	2130

Junction: J5: A120E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J5:1/2	This lane uses a directly entered Saturation Flow						1800	1800
J5:2/1 (Thremhall Avenue)	3.78	0.00	Y	Arm J5:3 Left	44.00	18.1 %	1981	1981
				Arm J6:1 Ahead	Inf	81.9 %		
J5:2/2 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:2/3 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:3/1 (Dunmow Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: Dunmow Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/2 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/3 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:2/1 (Dunmow Rd Entry)	3.42	0.00	Y	Arm J7:2 Ahead	22.00	100.0 %	1832	1832
J6:2/2 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990
J6:2/3 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990

Junction: J7: M11 Junction 8 Internal								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J7:1/2	This lane uses a directly entered Saturation Flow						1800	1800
J7:1/3	This lane uses a directly entered Saturation Flow						1800	1800
J7:2/1	4.38	0.00	Y	Arm J7:3 Ahead	80.00	50.5 %	2034	2034
				Arm J1:1 Ahead	Inf	49.5 %		
J7:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J7:2/3	This lane uses a directly entered Saturation Flow						1800	1800
J7:3/1 (M11 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/2 (M11 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J8: A120_A1250								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (A120 EB)	3.60	0.00	Y	Arm J8:5 Ahead	Inf	100.0 %	1975	1975
J8:1/2 (A120 EB)	3.60	0.00	N	Arm J8:5 Ahead	Inf	100.0 %	2115	2115
J8:1/3 (A120 EB)	3.50	0.00	Y	Arm J8:8 Right	17.00	0.0 %	1965	1965
J8:2/1 (Birchanger lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:3/1 (Birchanger Lane)	5.00	0.00	Y	Arm J3:2 Left	8.00	100.0 %	1781	1781
J8:4/1 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:7 Left	22.30	100.0 %	1841	1841
J8:4/2 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:5 Right	12.00	100.0 %	1747	1747
J8:4/3 (A1250 Dunmow Road)	3.50	0.00	N	Arm J8:5 Right	12.00	100.0 %	1871	1871
J8:5/1 (A120 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
				Arm J8:2 Left	12.00	0.0 %		
J8:5/2 (A120 EB)	3.50	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2105	2105
J8:6/1 (A120 WB)	3.50	0.00	Y	Arm J8:8 Left	10.00	100.0 %	1709	1709
J8:6/2 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:6/3 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:7/1 (A120 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:7/2 (A120 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J8:8/1 (A1250 exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:9/1	This lane uses a directly entered Saturation Flow						1800	1800
J8:10/1	Infinite Saturation Flow						Inf	Inf
J8:11/1 (A120 W Exit)	3.50	0.00	Y	Arm J8:6 Ahead	Inf	100.0 %	1965	1965
J8:11/2 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/3 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/4 (A120 W Exit)	3.50	0.00	N	Arm J8:2 Right	13.00	100.0 %	1887	1887

Full Input Data And Results

**Scenario 13: 'PM 2033 With Airport 35mppa'** (FG13: 'PM 2033 With Airport 35mppa', Plan 2: 'PM Existing')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	1	846	92	0	139	100	220	7	1405
	B	667	0	83	0	72	240	525	16	1603
	C	255	83	3	146	26	81	178	6	778
	D	0	0	147	0	237	236	517	16	1153
	E	193	101	15	122	0	20	43	1	495
	F	138	503	197	247	17	0	5	0	1107
	G	128	465	182	228	16	0	4	0	1023
	H	14	50	20	24	2	0	0	0	110
	Tot.	1396	2048	739	767	509	677	1492	46	7674

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 13: PM 2033 With Airport 35mppa
<b>Junction: J1: M11 NB Offslip</b>	
J1:1/1	693
J1:1/2	948
J1:1/3	1009
J1:2/1 (short)	237
J1:2/2 (with short)	473(In) 236(Out)
J1:2/3 (with short)	680(In) 282(Out)
J1:2/4 (short)	398
J1:3/1	509
<b>Junction: J2: Services</b>	
J2:1/1	657
J2:1/2	755
J2:1/3	1274
J2:1/4	608
J2:2/1 (short)	255
J2:2/2 (with short)	304(In) 49(Out)
J2:2/3	191
<b>Junction: J3: A120W</b>	
J3:1/1	368
J3:1/2	367
J3:1/3	474
J3:1/4	374
J3:2/1 (short)	924
J3:2/2 (with short)	1697(In) 773(Out)
J3:2/3	534
J3:3/1	648
J3:3/2	367
J3:3/3	380
<b>Junction: J4: M11 SB Offslip</b>	
J4:1/1	738
J4:1/2	1025
J4:1/3	656
J4:2/1 (with short)	846(In) 408(Out)
J4:2/2 (short)	438
J4:2/3	92



## Full Input Data And Results

J4:2/4 (with short)	466(In) 239(Out)
J4:2/5 (short)	227
J4:3/1	1146
J4:3/2	902
J4:4/1	846
J4:4/2	558
<b>Junction: J5: A120E</b>	
J5:1/1	322
J5:1/2	331
J5:2/1 (short)	395
J5:2/2 (with short)	1006(In) 611(Out)
J5:2/3	597
J5:3/1	736
<b>Junction: J6: Dunmow Road</b>	
J6:1/1	312
J6:1/2	611
J6:1/3	597
J6:2/1 (short)	253
J6:2/2 (with short)	487(In) 234(Out)
J6:2/3	288
<b>Junction: J7: M11 Junction 8 Internal</b>	
J7:1/1	444
J7:1/2	451
J7:1/3	227
J7:2/1	565
J7:2/2	845
J7:2/3	885
J7:3/1	590
J7:3/2	177
<b>Junction: J8: A120_A1250</b>	
J8:1/1	480
J8:1/2 (with short)	539(In) 539(Out)
J8:1/3 (short)	0
J8:2/1	46
J8:3/1	110
J8:4/1 (short)	5
J8:4/2 (with short)	535(In) 530(Out)
J8:4/3	572
J8:5/1	1010

### Full Input Data And Results

J8:5/2	1111
J8:6/1	677
J8:6/2	762
J8:6/3	721
J8:7/1	767
J8:7/2	721
J8:8/1	677
J8:9/1	1107
J8:10/1	1019
J8:11/1	677
J8:11/2	762
J8:11/3 (with short)	767(In) 721(Out)
J8:11/4 (short)	46

### Lane Saturation Flows

Junction: J1: M11 NB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:1/2	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:1/3	3.07	0.00	N	Arm J2:1 Right	75.00	100.0 %	2022	2022
J1:2/1 (M11 NB Off Slip)	3.50	0.00	Y	Arm J1:3 Ahead	79.00	100.0 %	1928	1928
J1:2/2 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/3 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:2/4 (M11 NB Off Slip)	3.64	0.00	N	Arm J2:1 Ahead	79.00	100.0 %	2080	2080
J1:3/1 (Service Station Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Services								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Service Station Circ Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:1/2 (Service Station Circ)	3.30	0.00	N	Arm J8:11 Ahead	77.00	100.0 %	2045	2045
J2:1/3 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right Arm J8:11 Ahead	77.00 Inf	42.7 % 57.3 %	2068	2068
J2:1/4 (Service Station Circ)	3.30	0.00	N	Arm J3:1 Right	77.00	100.0 %	2045	2045
J2:2/1 (Service Station Entry)	4.87	0.00	Y	Arm J3:1 Ahead Arm J8:11 Left	50.00 37.00	74.9 % 25.1 %	2036	2036
J2:2/2 (Service Station Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/3 (Service Station Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J3: A120W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/2 (A120 W Circ)	3.54	0.00	N	Arm J3:3 Ahead	79.00	100.0 %	2070	2070
J3:1/3 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right Arm J3:3 Ahead	79.00 Inf	19.8 % 80.2 %	2101	2101
J3:1/4 (A120 W Circ)	3.54	0.00	N	Arm J4:1 Right	79.00	100.0 %	2070	2070
J3:2/1 (A120 W Entry)	3.97	0.00	Y	Arm J4:1 Ahead Arm J3:3 Left	Inf 74.20	69.7 % 30.3 %	2000	2000
J3:2/2 (A120 W Entry Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J3:2/3 (A120 W Entry Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
J3:3/1 (M11 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M11 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (M11 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M11 SB Offslip								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1	3.05	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2060	2060
J4:1/2	3.05	0.00	N	Arm J4:3 Ahead	Inf	45.3 %	2060	2060
J4:1/3	3.05	0.00	N	Arm J5:1 Ahead	Inf	54.7 %		
J4:1/3	3.05	0.00	N	Arm J7:1 Right	68.00	100.0 %	2016	2016
J4:2/1 (M11 SB Off Slip)	3.30	0.00	Y	Arm J4:3 Left	Inf	100.0 %	1945	1945
J4:2/2 (M11 SB Off Slip)	3.30	0.00	N	Arm J4:3 Left	Inf	100.0 %	2085	2085
J4:2/3 (M11 SB Off Slip)	3.30	0.00	N	Arm J5:1 Ahead	56.00	100.0 %	2031	2031
J4:2/4 (M11 SB Off Slip)	3.30	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2085	2085
J4:2/5 (M11 SB Off Slip)	3.65	0.00	N	Arm J7:1 Ahead	Inf	100.0 %	2120	2120
J4:3/1 (Thremhall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (Thremhall Ave Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:4/1	3.75	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1990	1990
J4:4/2	3.75	0.00	N	Arm J4:2 Ahead	Inf	100.0 %	2130	2130

Junction: J5: A120E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J5:1/2	This lane uses a directly entered Saturation Flow						1800	1800
J5:2/1 (Thremhall Avenue)	3.78	0.00	Y	Arm J5:3 Left	44.00	21.0 %	1979	1979
				Arm J6:1 Ahead	Inf	79.0 %		
J5:2/2 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:2/3 (Thremhall Avenue)	3.78	0.00	N	Arm J6:1 Ahead	54.00	100.0 %	2075	2075
J5:3/1 (Dunmow Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: Dunmow Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/2 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:1/3 (Dunmow Rd Circ)	3.65	0.00	N	Arm J7:2 Right	67.00	100.0 %	2074	2074
J6:2/1 (Dunmow Rd Entry)	3.42	0.00	Y	Arm J7:2 Ahead	22.00	100.0 %	1832	1832
J6:2/2 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990
J6:2/3 (Dunmow Rd Entry)	3.42	0.00	N	Arm J7:2 Ahead	28.00	100.0 %	1990	1990

Junction: J7: M11 Junction 8 Internal								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1	This lane uses a directly entered Saturation Flow						1800	1800
J7:1/2	This lane uses a directly entered Saturation Flow						1800	1800
J7:1/3	This lane uses a directly entered Saturation Flow						1800	1800
J7:2/1	4.38	0.00	Y	Arm J7:3 Ahead	80.00	25.8 %	2043	2043
				Arm J1:1 Ahead	Inf	74.2 %		
J7:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J7:2/3	This lane uses a directly entered Saturation Flow						1800	1800
J7:3/1 (M11 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/2 (M11 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J8: A120_A1250								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (A120 EB)	3.60	0.00	Y	Arm J8:5 Ahead	Inf	100.0 %	1975	1975
J8:1/2 (A120 EB)	3.60	0.00	N	Arm J8:5 Ahead	Inf	100.0 %	2115	2115
J8:1/3 (A120 EB)	3.50	0.00	Y	Arm J8:8 Right	17.00	0.0 %	1965	1965
J8:2/1 (Birchanger lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:3/1 (Birchanger Lane)	5.00	0.00	Y	Arm J3:2 Left	8.00	100.0 %	1781	1781
J8:4/1 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:7 Left	22.30	100.0 %	1841	1841
J8:4/2 (A1250 Dunmow Road)	3.50	0.00	Y	Arm J8:5 Right	12.00	100.0 %	1747	1747
J8:4/3 (A1250 Dunmow Road)	3.50	0.00	N	Arm J8:5 Right	12.00	100.0 %	1871	1871
J8:5/1 (A120 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
				Arm J8:2 Left	12.00	0.0 %		
J8:5/2 (A120 EB)	3.50	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2105	2105
J8:6/1 (A120 WB)	3.50	0.00	Y	Arm J8:8 Left	10.00	100.0 %	1709	1709
J8:6/2 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:6/3 (A120 WB)	3.50	0.00	N	Arm J8:7 Ahead	Inf	100.0 %	2105	2105
J8:7/1 (A120 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:7/2 (A120 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J8:8/1 (A1250 exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J8:9/1	This lane uses a directly entered Saturation Flow						1800	1800
J8:10/1	Infinite Saturation Flow						Inf	Inf
J8:11/1 (A120 W Exit)	3.50	0.00	Y	Arm J8:6 Ahead	Inf	100.0 %	1965	1965
J8:11/2 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/3 (A120 W Exit)	3.50	0.00	N	Arm J8:6 Ahead	Inf	100.0 %	2105	2105
J8:11/4 (A120 W Exit)	3.50	0.00	N	Arm J8:2 Right	13.00	100.0 %	1887	1887

Full Input Data And Results

**Scenario 14: 'PM 2033 With Airport 43mppa'** (FG14: 'PM 2033 With Airport 43mppa', Plan 2: 'PM Existing')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	1	882	96	0	145	105	229	7	1465
	B	763	0	95	0	83	274	600	19	1834
	C	255	83	3	146	26	81	178	6	778
	D	0	0	162	0	262	261	572	18	1275
	E	209	110	16	132	0	21	47	1	536
	F	141	512	200	251	17	0	5	0	1126
	G	130	472	185	231	16	0	4	0	1038
	H	14	51	20	25	2	0	0	0	112
	Tot.	1513	2110	777	785	551	742	1635	51	8164

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 14: PM 2033 With Airport 43mppa
<b>Junction: J1: M11 NB Offslip</b>	
J1:1/1	749
J1:1/2	1050
J1:1/3	1090
J1:2/1 (short)	262
J1:2/2 (with short)	523(In) 261(Out)
J1:2/3 (with short)	752(In) 350(Out)
J1:2/4 (short)	402
J1:3/1	551
<b>Junction: J2: Services</b>	
J2:1/1	721
J2:1/2	822
J2:1/3	1383
J2:1/4	687
J2:2/1 (short)	278
J2:2/2 (with short)	307(In) 29(Out)
J2:2/3	229
<b>Junction: J3: A120W</b>	
J3:1/1	393
J3:1/2	392
J3:1/3	503
J3:1/4	442
J3:2/1 (short)	1009
J3:2/2 (with short)	1725(In) 716(Out)
J3:2/3	542
J3:3/1	678
J3:3/2	392
J3:3/3	442
<b>Junction: J4: M11 SB Offslip</b>	
J4:1/1	785
J4:1/2	1026
J4:1/3	674
J4:2/1 (with short)	882(In) 426(Out)
J4:2/2 (short)	456
J4:2/3	96



## Full Input Data And Results

J4:2/4 (with short)	486(In) 250(Out)
J4:2/5 (short)	236
J4:3/1	1211
J4:3/2	899
J4:4/1	882
J4:4/2	582
<b>Junction: J5: A120E</b>	
J5:1/1	322
J5:1/2	357
J5:2/1 (short)	452
J5:2/2 (with short)	1140(In) 688(Out)
J5:2/3	694
J5:3/1	774
<b>Junction: J6: Dunmow Road</b>	
J6:1/1	357
J6:1/2	688
J6:1/3	694
J6:2/1 (short)	253
J6:2/2 (with short)	507(In) 254(Out)
J6:2/3	268
<b>Junction: J7: M11 Junction 8 Internal</b>	
J7:1/1	460
J7:1/2	464
J7:1/3	236
J7:2/1	610
J7:2/2	942
J7:2/3	962
J7:3/1	606
J7:3/2	179
<b>Junction: J8: A120_A1250</b>	
J8:1/1	489
J8:1/2 (with short)	545(In) 545(Out)
J8:1/3 (short)	0
J8:2/1	51
J8:3/1	112
J8:4/1 (short)	5
J8:4/2 (with short)	545(In) 540(Out)
J8:4/3	581
J8:5/1	1029