

Full Input Data And Results

J8:5/2	1126
J8:6/1	742
J8:6/2	829
J8:6/3	797
J8:7/1	834
J8:7/2	797
J8:8/1	742
J8:9/1	1126
J8:10/1	1034
J8:11/1	742
J8:11/2	829
J8:11/3 (with short)	848(In) 797(Out)
J8:11/4 (short)	51

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

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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	41.6 % 58.4 %	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	75.2 % 24.8 %	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	12.1 % 87.9 %	2104	2104
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	71.8 % 28.2 %	2001	2001
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	43.2 %	2060	2060
J4:1/3	3.05	0.00	N	Arm J5:1 Ahead	Inf	56.8 %		
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	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

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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	23.9 %	2044	2044
				Arm J1:1 Ahead	Inf	76.1 %		
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

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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 15: '+10%AM 2028 With Airport 43 mppa' (FG16: '+10%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	910	84	0	186	113	150	17	1460
	B	814	0	85	0	29	351	464	53	1796
	C	96	20	1	420	3	34	45	5	624
	D	0	0	168	0	200	253	335	38	994
	E	62	23	1	314	0	8	10	1	419
	F	196	250	63	357	9	0	0	0	875
	G	270	346	87	493	13	0	4	0	1213
	H	12	16	4	23	1	0	0	0	56
	Tot.	1450	1565	493	1607	441	759	1008	114	7437

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Traffic Lane Flows

Lane	Scenario 15: +10%AM 2028 With Airport 43 mppa
Junction: J1: M11 NB Offslip	
J1:1/1	739
J1:1/2	805
J1:1/3	859
J1:2/1 (short)	200
J1:2/2 (with short)	453(In) 253(Out)
J1:2/3 (with short)	541(In) 297(Out)
J1:2/4 (short)	244
J1:3/1	441
Junction: J2: Services	
J2:1/1	751
J2:1/2	558
J2:1/3	1105
J2:1/4	542
J2:2/1 (short)	81
J2:2/2 (with short)	104(In) 23(Out)
J2:2/3	315
Junction: J3: A120W	
J3:1/1	309
J3:1/2	309
J3:1/3	397
J3:1/4	483
J3:2/1 (short)	675
J3:2/2 (with short)	1244(In) 569(Out)
J3:2/3	896
J3:3/1	787
J3:3/2	309
J3:3/3	354
Junction: J4: M11 SB Offslip	
J4:1/1	240
J4:1/2	738
J4:1/3	1210
J4:2/1 (with short)	910(In) 439(Out)
J4:2/2 (short)	471
J4:2/3	84

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J4:2/4 (with short)	466(In) 299(Out)
J4:2/5 (short)	167
J4:3/1	679
J4:3/2	886
J4:4/1	910
J4:4/2	550
Junction: J5: A120E	
J5:1/1	206
J5:1/2	201
J5:2/1 (short)	465
J5:2/2 (with short)	1150(In) 685(Out)
J5:2/3	646
J5:3/1	492
Junction: J6: Dunmow Road	
J6:1/1	380
J6:1/2	685
J6:1/3	646
J6:2/1 (short)	457
J6:2/2 (with short)	517(In) 60(Out)
J6:2/3	106
Junction: J7: M11 Junction 8 Internal	
J7:1/1	748
J7:1/2	761
J7:1/3	167
J7:2/1	837
J7:2/2	745
J7:2/3	752
J7:3/1	1168
J7:3/2	439
Junction: J8: A120_A1250	
J8:1/1	574
J8:1/2 (with short)	635(In) 635(Out)
J8:1/3 (short)	0
J8:2/1	114
J8:3/1	56
J8:4/1 (short)	0
J8:4/2 (with short)	420(In) 420(Out)
J8:4/3	455
J8:5/1	994

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J8:5/2	1090
J8:6/1	759
J8:6/2	558
J8:6/3	446
J8:7/1	558
J8:7/2	446
J8:8/1	759
J8:9/1	875
J8:10/1	1209
J8:11/1	759
J8:11/2	558
J8:11/3 (with short)	560(In) 446(Out)
J8:11/4 (short)	114

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	50.3 % 49.7 %	2065	2065
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	10.8 % 89.2 %	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	29.2 % 70.8 %	1984	1984
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

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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	56.2 %	2060	2060
J4:1/3	3.05	0.00	N	Arm J5:1 Ahead	Inf	43.8 %		
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	18.3 %	1981	1981
				Arm J6:1 Ahead	Inf	81.7 %		
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

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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	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	0.0 %	1965	1965
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 16: '+10%PM 2028 With Airport 43 mppa' (FG18: '+10%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	868	94	0	143	103	226	7	1442
B	795	0	99	0	86	286	625	20	1911	
C	246	80	3	140	25	78	171	5	748	
D	0	0	164	0	266	265	580	18	1293	
E	206	108	16	131	0	21	46	1	529	
F	136	494	193	242	17	0	0	0	1082	
G	128	464	182	227	16	0	9	0	1026	
H	14	50	20	25	2	0	0	0	111	
Tot.	1526	2064	771	765	555	753	1657	51	8142	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: +10%PM 2028 With Airport 43 mppa
Junction: J1: M11 NB Offslip	
J1:1/1	756
J1:1/2	1051
J1:1/3	1124
J1:2/1 (short)	266
J1:2/2 (with short)	531(In) 265(Out)
J1:2/3 (with short)	762(In) 336(Out)
J1:2/4 (short)	426
J1:3/1	555
Junction: J2: Services	
J2:1/1	732
J2:1/2	872
J2:1/3	1352
J2:1/4	713
J2:2/1 (short)	274
J2:2/2 (with short)	294(In) 20(Out)
J2:2/3	235
Junction: J3: A120W	
J3:1/1	389
J3:1/2	389
J3:1/3	510
J3:1/4	458
J3:2/1 (short)	1167
J3:2/2 (with short)	1681(In) 514(Out)
J3:2/3	529
J3:3/1	667
J3:3/2	389
J3:3/3	469
Junction: J4: M11 SB Offslip	
J4:1/1	930
J4:1/2	841
J4:1/3	660
J4:2/1 (with short)	868(In) 419(Out)
J4:2/2 (short)	449
J4:2/3	94

Full Input Data And Results

J4:2/4 (with short)	479(In) 246(Out)
J4:2/5 (short)	233
J4:3/1	1349
J4:3/2	715
J4:4/1	868
J4:4/2	573
Junction: J5: A120E	
J5:1/1	328
J5:1/2	341
J5:2/1 (short)	471
J5:2/2 (with short)	1173(In) 702(Out)
J5:2/3	738
J5:3/1	768
Junction: J6: Dunmow Road	
J6:1/1	372
J6:1/2	702
J6:1/3	738
J6:2/1 (short)	243
J6:2/2 (with short)	482(In) 239(Out)
J6:2/3	263
Junction: J7: M11 Junction 8 Internal	
J7:1/1	416
J7:1/2	490
J7:1/3	233
J7:2/1	615
J7:2/2	941
J7:2/3	1001
J7:3/1	556
J7:3/2	209
Junction: J8: A120_A1250	
J8:1/1	484
J8:1/2 (with short)	533(In) 533(Out)
J8:1/3 (short)	0
J8:2/1	51
J8:3/1	111
J8:4/1 (short)	0
J8:4/2 (with short)	520(In) 520(Out)
J8:4/3	562
J8:5/1	1004

Full Input Data And Results

J8:5/2	1095
J8:6/1	753
J8:6/2	881
J8:6/3	767
J8:7/1	881
J8:7/2	767
J8:8/1	753
J8:9/1	1082
J8:10/1	1017
J8:11/1	753
J8:11/2	881
J8:11/3 (with short)	818(In) 767(Out)
J8:11/4 (short)	51

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	42.3 % 57.7 %	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	75.2 % 24.8 %	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	8.0 % 92.0 %	2106	2106
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	76.2 % 23.8 %	2002	2002
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	31.6 %	2060	2060
J4:1/3	3.05	0.00	N	Arm J5:1 Ahead	Inf	68.4 %		
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						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	22.8 %	2044	2044
				Arm J1:1 Ahead	Inf	77.2 %		
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

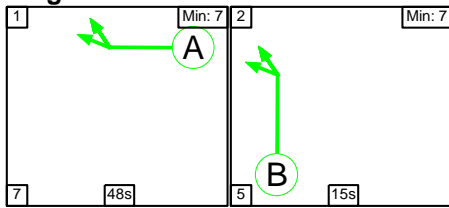
Junction: J8: A120_A1250								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (A120 EB)	3.60	0.00	Y	Arm J8:5 Ahead	Inf	100.0 %	1975	1975
J8:1/2 (A120 EB)	3.60	0.00	N	Arm J8:5 Ahead	Inf	100.0 %	2115	2115
J8:1/3 (A120 EB)	3.50	0.00	Y	Arm J8:8 Right	17.00	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	0.0 %	1965	1965
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

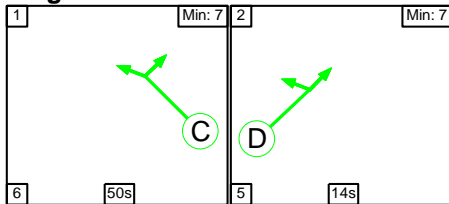
Scenario 5: 'AM 2028 With Airport 35 mppa' (FG5: 'AM 2028 With Airport 35 mppa', Plan 1: 'AM Existing')
 C1 - West

Stage Sequence Diagram

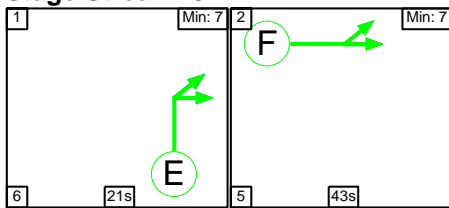
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	48	15
Change Point	0	55

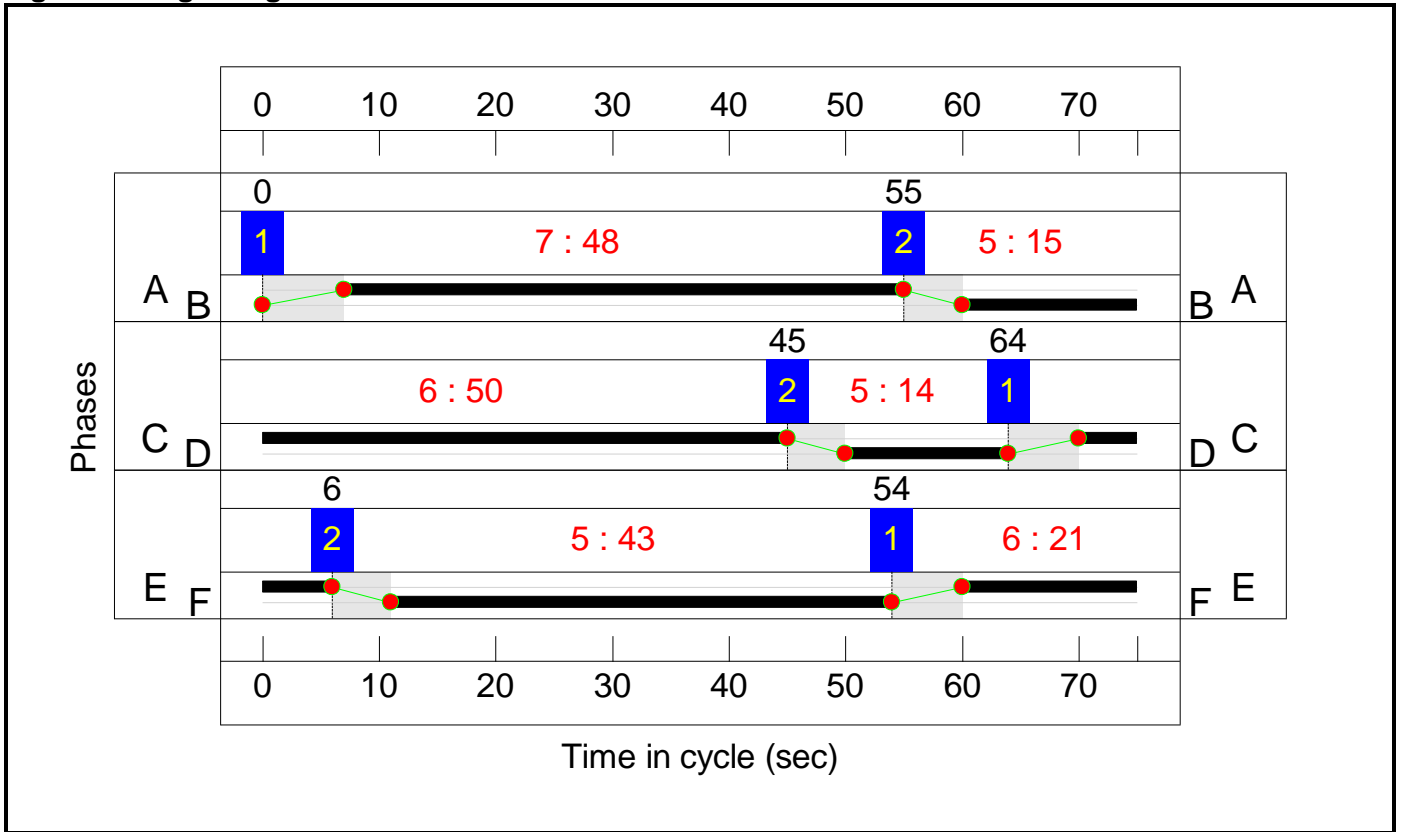
Stage Stream: 2

Stage	1	2
Duration	50	14
Change Point	64	45

Stage Stream: 3

Stage	1	2
Duration	21	43
Change Point	54	6

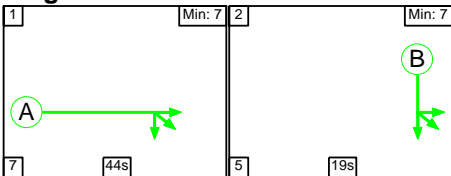
Signal Timings Diagram



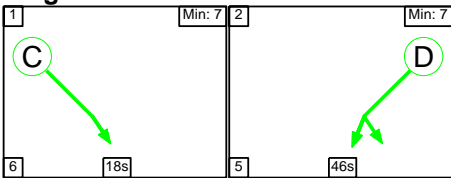
C2 - East

Stage Sequence Diagram

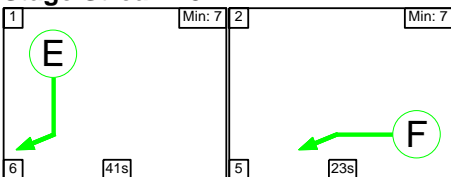
Stage Stream: 1



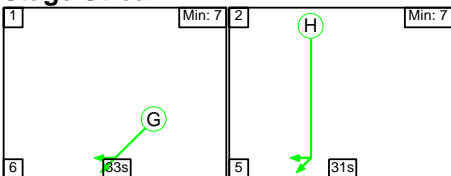
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	19
Change Point	67	43

Stage Stream: 2

Stage	1	2
Duration	18	46
Change Point	39	63

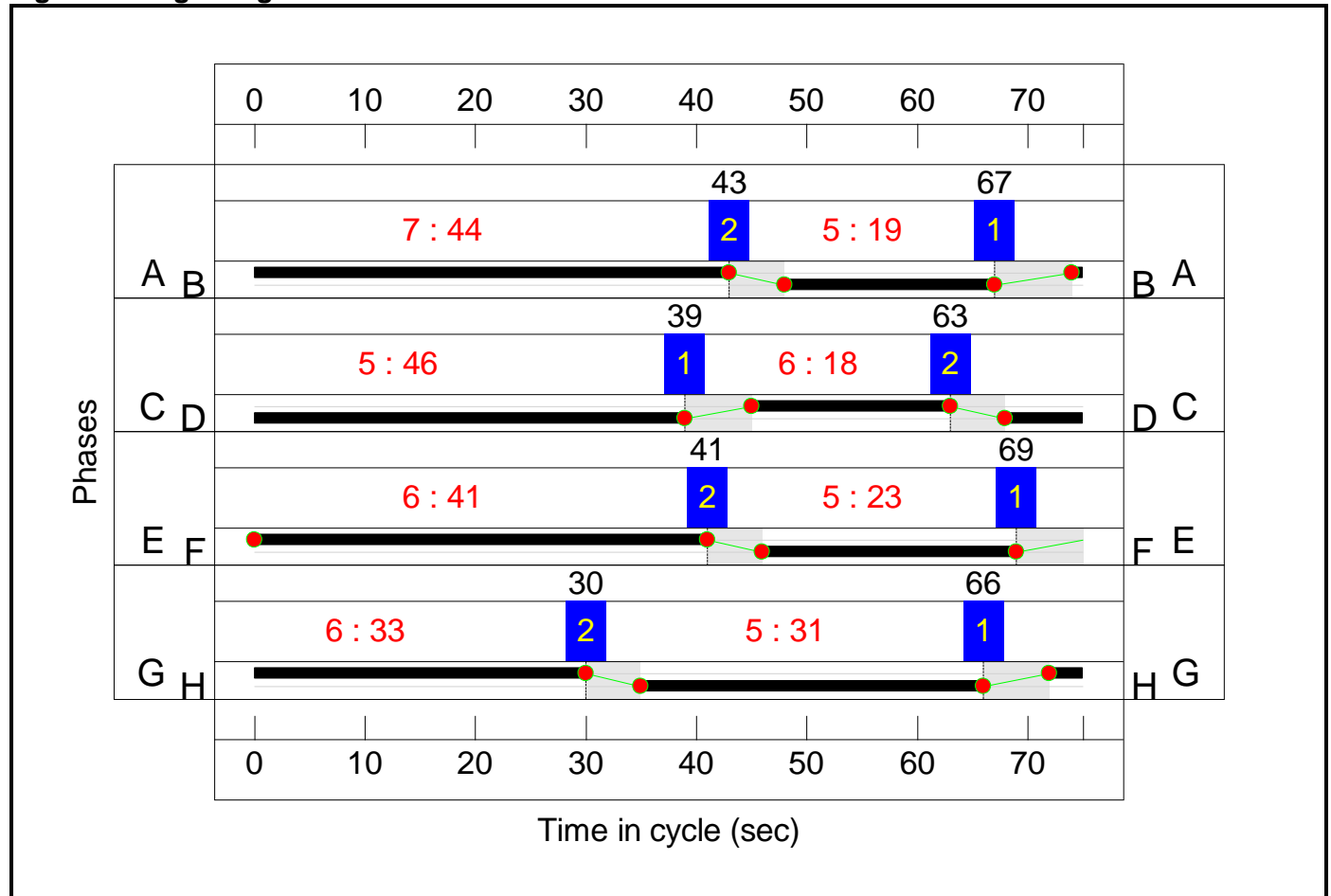
Stage Stream: 3

Stage	1	2
Duration	41	23
Change Point	69	41

Stage Stream: 4

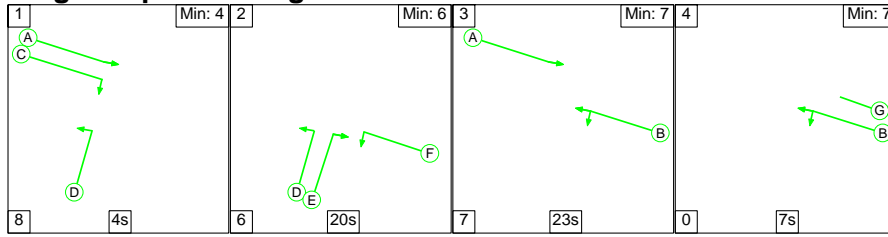
Stage	1	2
Duration	33	31
Change Point	66	30

Signal Timings Diagram



Full Input Data And Results

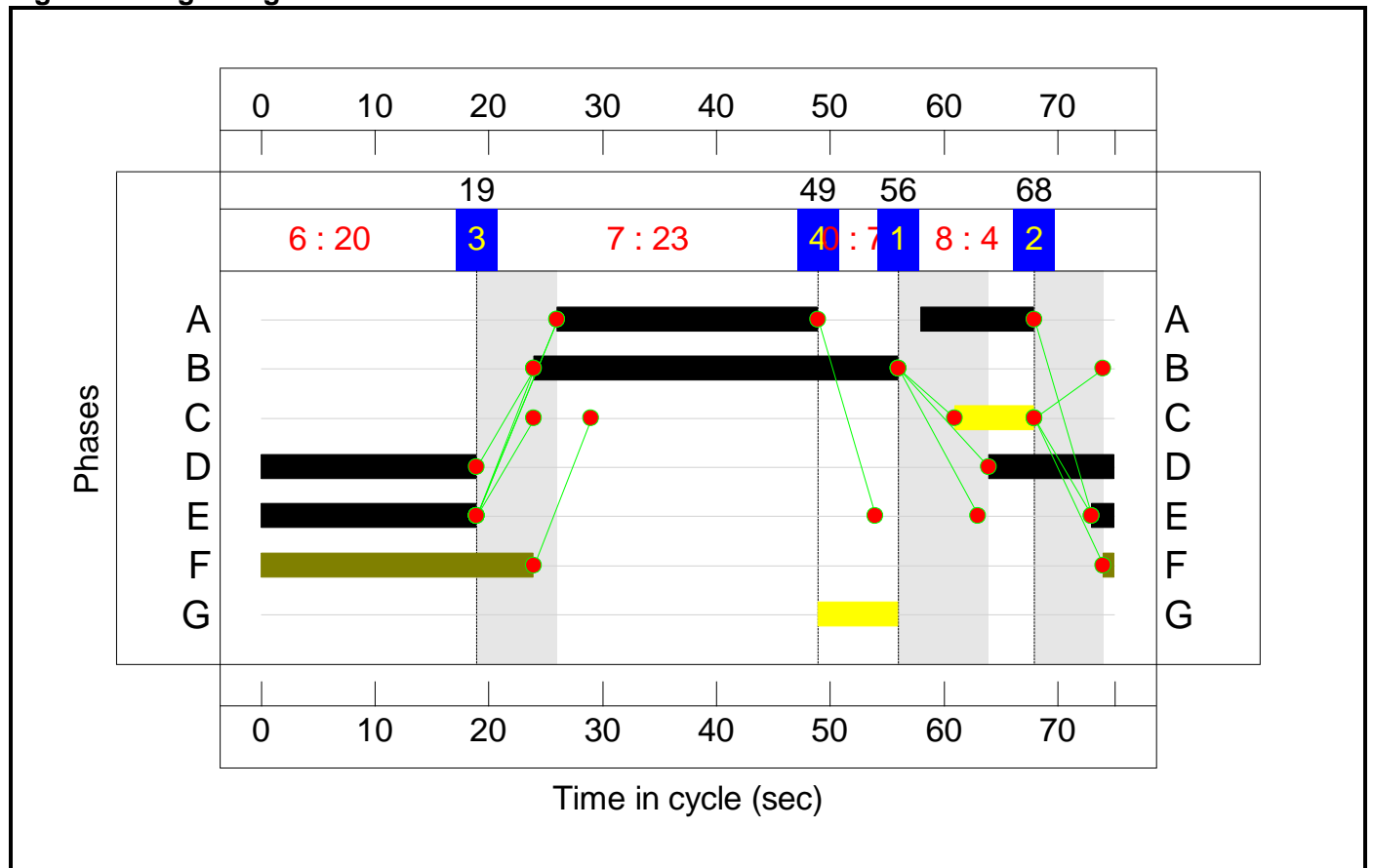
C3
Stage Sequence Diagram



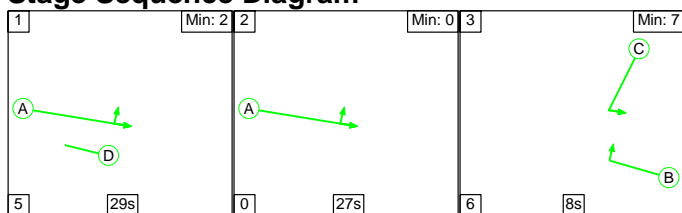
Stage Timings

Stage	1	2	3	4
Duration	4	20	23	7
Change Point	56	68	19	49

Signal Timings Diagram



C4
Stage Sequence Diagram

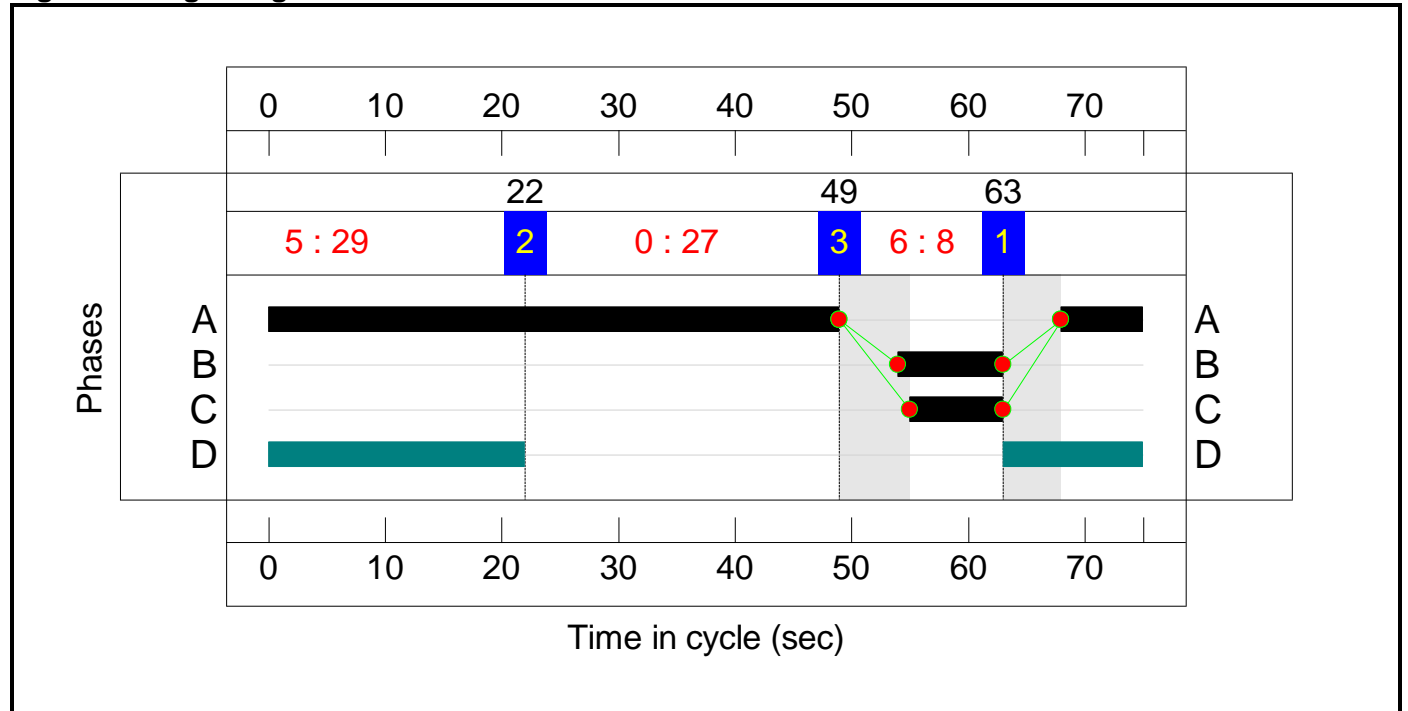


Full Input Data And Results

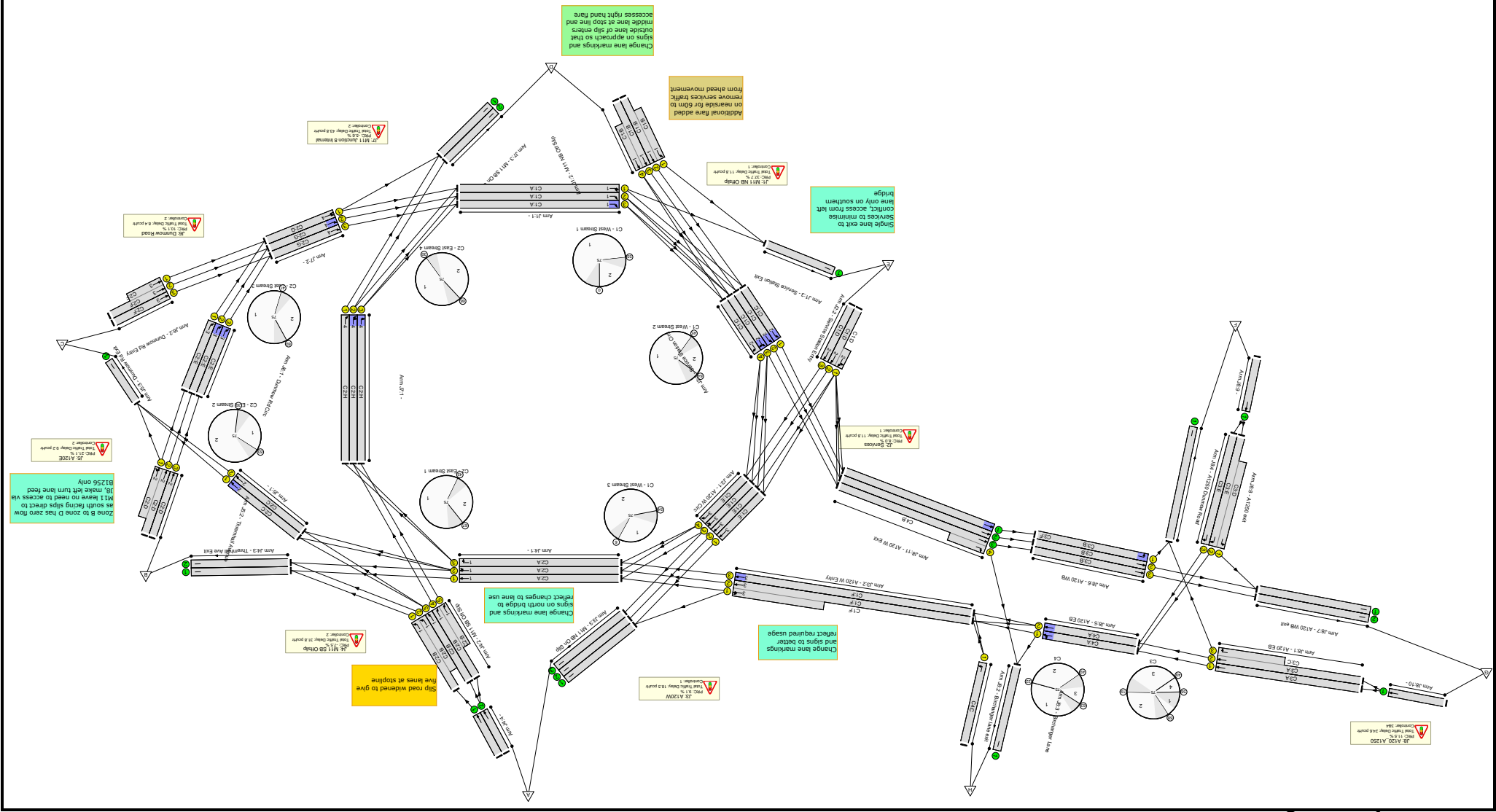
Stage Timings

Stage	1	2	3
Duration	29	27	8
Change Point	63	22	49

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 (%)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	N/A	-	-		-	-	-	-	-	-	96.7%
J1: M11 NB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	65.4%
1/1	Ahead Right	U	1:1	N/A	C1:A		1	48	-	727	1800	1176	61.8%
1/2	Right	U	1:1	N/A	C1:A		1	48	-	793	2022	1213	65.4%
1/3	Right	U	1:1	N/A	C1:A		1	48	-	861	2022	1321	65.2%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	15	-	421	2080:1928	795	53.0%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	15	-	502	2080:2080	863	58.2%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
J2: Services	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	50	-	728	1800	1224	59.5%
1/2	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	50	-	554	2045	1391	39.8%
1/3	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	50	-	1064	2064	1404	75.8%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	50	-	538	2045	1391	38.7%
2/2+2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	14	-	99	1800:2036	478	20.7%
2/3	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	14	-	300	1800	360	83.3%
J3: A120W	-	-	N/A	-	-		-	-	-	-	-	-	82.5%
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	21	-	303	2070	607	49.9%
1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	21	-	302	2070	607	49.7%

Full Input Data And Results

1/3	A120 W Circ Right Ahead	U	1:3	N/A	C1:E		1	21	-	398	2105	617	64.5%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	21	-	462	2070	607	76.1%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	43	-	1209	1800:1983	1878	64.4%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	43	-	871	1800	1056	82.5%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	302	Inf	Inf	0.0%
3/3	M11 NB On Slip	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
J4: M11 SB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	96.7%
1/1	Ahead	U	2:1	N/A	C2:A		1	44	-	219	2060	1236	17.7%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	44	-	724	2060	1236	58.6%
1/3	Right	U	2:1	N/A	C2:A		1	44	-	1170	2016	1210	96.7%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	19	-	878	1945:2085	953	92.2%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	19	-	81	2031	542	15.0%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	19	-	449	2085:2120	783	57.3%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	818	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%
J5: A120E	-	-	N/A	-	-		-	-	-	-	-	-	74.3%
1/1	Ahead	U	2:2	N/A	C2:C		1	18	-	178	1800	456	39.0%
1/2	Ahead	U	2:2	N/A	C2:C		1	18	-	209	1800	456	45.8%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	46	-	1154	2075:1981	1553	74.3%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	46	-	637	2075	1217	52.3%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
J6: Dunmow Road	-	-	N/A	-	-		-	-	-	-	-	-	81.7%
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	379	2074	1161	32.6%
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	691	2074	1161	59.5%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	637	2074	1161	54.8%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	23	-	504	1990:1832	617	81.7%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	23	-	119	1990	637	18.7%
J7: M11 Junction 8 Internal	-	-	N/A	-	-		-	-	-	-	-	-	95.1%
1/1	Right	U	2:4	N/A	C2:H		1	31	-	729	1800	768	94.9%
1/2	Right Right2	U	2:4	N/A	C2:H		1	31	-	730	1800	768	95.1%
1/3	Right	U	2:4	N/A	C2:H		1	31	-	160	1800	768	20.8%
2/1	Ahead Ahead2	U	2:4	N/A	C2:G		1	33	-	836	2034	922	90.7%
2/2	Ahead	U	2:4	N/A	C2:G		1	33	-	738	1800	816	90.4%
2/3	Ahead	U	2:4	N/A	C2:G		1	33	-	756	1800	816	92.6%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	1149	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
J8: A120_A1250	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	33	-	560	1975	922	60.8%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	33:7	-	618	2115:1806	990	62.4%
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	8	-	54	1781	214	25.3%

Full Input Data And Results

4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	21:30	-	409	1747:1841	515	79.4%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	21	-	443	1871	549	80.7%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	56	-	967	1965	1493	64.8%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	56	-	1059	2105	1600	66.2%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	25	735	1709	1322	55.6%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	32	-	558	2105	926	60.2%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	32	-	415	2105	926	44.8%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	415	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	37.4%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	558	2105	2105	26.5%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	525	2105:1887	1201	43.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	0	0	0	81.4	78.4	0.0	159.8	-	-	-	-
J1: M11 NB Offslip	-	-	0	0	0	7.9	3.9	0.0	11.8	-	-	-	-
1/1	727	727	-	-	-	0.7	0.8	-	1.5	7.4	5.7	0.8	6.5
1/2	793	793	-	-	-	0.3	0.9	-	1.2	5.5	5.7	0.9	6.7
1/3	861	861	-	-	-	0.2	0.9	-	1.1	4.7	2.4	0.9	3.3
2/2+2/1	421	421	-	-	-	3.0	0.6	-	3.6	30.8	4.3	0.6	4.9
2/3+2/4	502	502	-	-	-	3.7	0.7	-	4.4	31.4	4.8	0.7	5.5
3/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Services	-	-	0	0	0	6.4	5.4	0.0	11.8	-	-	-	-
1/1	728	728	-	-	-	1.3	0.7	-	2.1	10.2	7.7	0.7	8.4
1/2	554	554	-	-	-	0.6	0.3	-	0.9	6.1	6.1	0.3	6.5
1/3	1064	1064	-	-	-	1.0	1.6	-	2.5	8.5	4.6	1.6	6.2
1/4	538	538	-	-	-	0.4	0.3	-	0.7	4.6	3.7	0.3	4.0
2/2+2/1	99	99	-	-	-	0.7	0.1	-	0.8	29.6	1.3	0.1	1.5
2/3	300	300	-	-	-	2.4	2.3	-	4.7	56.6	5.9	2.3	8.2
J3: A120W	-	-	0	0	0	11.9	6.6	0.0	18.5	-	-	-	-
1/1	303	303	-	-	-	1.9	0.5	-	2.4	28.0	5.6	0.5	6.1
1/2	302	302	-	-	-	1.9	0.5	-	2.3	28.0	5.6	0.5	6.1
1/3	398	398	-	-	-	2.7	0.9	-	3.6	32.7	7.5	0.9	8.4
1/4	462	462	-	-	-	1.2	1.6	-	2.8	21.5	7.4	1.6	8.9
2/2+2/1	1209	1209	-	-	-	2.7	0.9	-	3.6	10.6	25.7	0.9	26.6
2/3	871	871	-	-	-	1.6	2.3	-	3.9	16.0	11.7	2.3	14.0
3/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J4: M11 SB Offslip	-	-	0	0	0	14.7	17.2	0.0	31.8	-	-	-	-
1/1	219	219	-	-	-	0.3	0.1	-	0.4	6.7	1.8	0.1	1.9
1/2	724	724	-	-	-	0.8	0.7	-	1.5	7.4	3.6	0.7	4.3
1/3	1170	1170	-	-	-	3.9	9.9	-	13.8	42.5	18.0	9.9	27.9
2/1+2/2	878	878	-	-	-	6.3	5.2	-	11.5	47.1	9.6	5.2	14.7
2/3	81	81	-	-	-	0.5	0.1	-	0.6	24.9	1.3	0.1	1.4
2/4+2/5	449	449	-	-	-	2.9	0.7	-	3.5	28.2	5.1	0.7	5.7
3/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	818	818	-	-	-	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
J5: A120E	-	-	0	0	0	6.4	2.7	0.0	9.2	-	-	-	-
1/1	178	178	-	-	-	1.2	0.3	-	1.5	30.4	3.7	0.3	4.0
1/2	209	209	-	-	-	0.9	0.4	-	1.3	22.9	3.6	0.4	4.0
2/2+2/1	1154	1154	-	-	-	2.7	1.4	-	4.2	13.0	8.8	1.4	10.3
2/3	637	637	-	-	-	1.6	0.5	-	2.2	12.3	7.8	0.5	8.3
3/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Dunmow Road	-	-	0	0	0	4.5	3.8	0.0	8.4	-	-	-	-
1/1	379	379	-	-	-	0.2	0.2	-	0.5	4.4	4.2	0.2	4.4
1/2	691	691	-	-	-	0.3	0.7	-	1.0	5.3	1.3	0.7	2.0
1/3	637	637	-	-	-	0.3	0.6	-	0.9	4.9	1.2	0.6	1.8
2/2+2/1	504	504	-	-	-	3.2	2.2	-	5.3	38.2	8.8	2.2	11.0
2/3	119	119	-	-	-	0.6	0.1	-	0.7	21.9	1.8	0.1	1.9
J7: M11 Junction 8 Internal	-	-	0	0	0	15.7	28.1	0.0	43.8	-	-	-	-
1/1	729	729	-	-	-	3.1	6.9	-	10.0	49.2	15.1	6.9	22.1
1/2	730	730	-	-	-	3.6	7.0	-	10.6	52.1	12.2	7.0	19.2
1/3	160	160	-	-	-	0.5	0.1	-	0.7	14.8	1.0	0.1	1.2
2/1	836	836	-	-	-	3.7	4.4	-	8.1	35.0	17.0	4.4	21.4
2/2	738	738	-	-	-	2.3	4.3	-	6.6	32.1	5.4	4.3	9.6

Full Input Data And Results

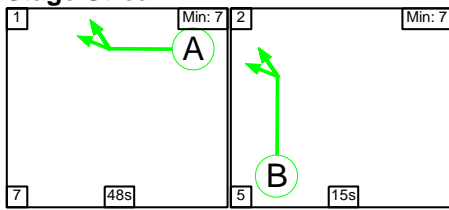
2/3	756	756	-	-	-	2.5	5.3	-	7.8	37.4	14.6	5.3	19.9
3/1	1149	1149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: A120_A1250	-	-	0	0	0	13.9	10.6	0.0	24.6	-	-	-	-
1/1	560	560	-	-	-	1.6	0.8	-	2.3	15.1	6.8	0.8	7.6
1/2+1/3	618	618	-	-	-	1.8	0.8	-	2.6	15.1	7.7	0.8	8.5
2/1	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	54	54	-	-	-	0.4	0.2	-	0.6	41.2	1.0	0.2	1.2
4/2+4/1	409	409	-	-	-	2.8	1.9	-	4.6	40.8	7.8	1.9	9.7
4/3	443	443	-	-	-	3.0	2.0	-	5.0	40.9	8.5	2.0	10.5
5/1	967	967	-	-	-	0.4	0.9	-	1.3	4.8	3.5	0.9	4.5
5/2	1059	1059	-	-	-	0.4	1.0	-	1.4	4.7	3.9	1.0	4.9
6/1	735	735	-	-	-	0.2	0.6	-	0.8	4.1	1.1	0.6	1.7
6/2	558	558	-	-	-	1.7	0.8	-	2.5	16.0	8.6	0.8	9.3
6/3	415	415	-	-	-	0.7	0.4	-	1.1	9.6	4.3	0.4	4.7
7/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	737	737	-	-	-	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	735	735	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	558	558	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/3+11/4	525	525	-	-	-	0.9	0.4	-	1.3	9.0	2.3	0.4	2.7

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	37.7	Total Delay for Signalled Lanes (pcuHr):	11.81	Cycle Time (s):	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	8.0	Total Delay for Signalled Lanes (pcuHr):	11.75	Cycle Time (s):	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	9.1	Total Delay for Signalled Lanes (pcuHr):	18.51	Cycle Time (s):	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-7.5	Total Delay for Signalled Lanes (pcuHr):	31.27	Cycle Time (s):	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	21.1	Total Delay for Signalled Lanes (pcuHr):	9.17	Cycle Time (s):	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	10.1	Total Delay for Signalled Lanes (pcuHr):	8.40	Cycle Time (s):	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-5.6	Total Delay for Signalled Lanes (pcuHr):	43.77	Cycle Time (s):	75
C3		PRC for Signalled Lanes (%)	11.5	Total Delay for Signalled Lanes (pcuHr):	19.03	Cycle Time (s):	75
C4		PRC for Signalled Lanes (%)	36.0	Total Delay for Signalled Lanes (pcuHr):	3.30	Cycle Time (s):	75
		PRC Over All Lanes (%)	-7.5	Total Delay Over All Lanes (pcuHr):	159.83		

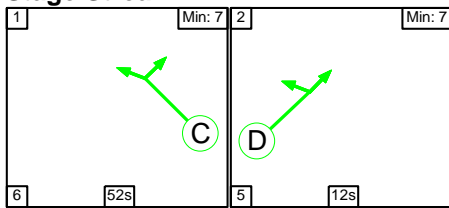
C1 - West

Stage Sequence Diagram

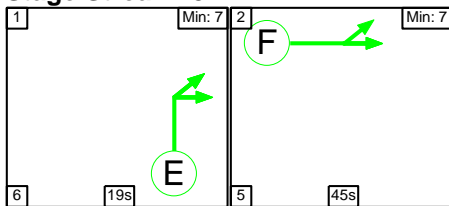
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	48	15
Change Point	68	48

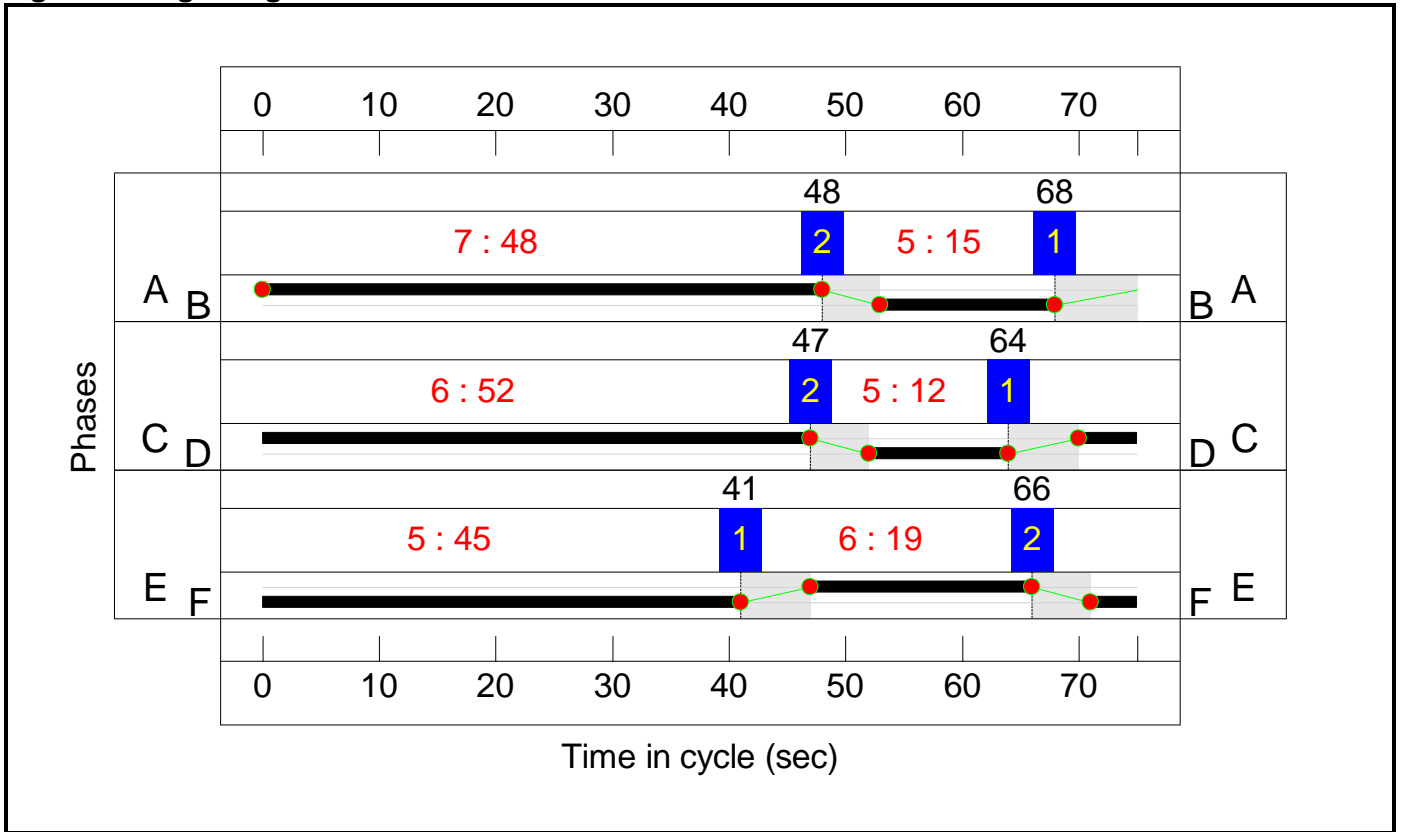
Stage Stream: 2

Stage	1	2
Duration	52	12
Change Point	64	47

Stage Stream: 3

Stage	1	2
Duration	19	45
Change Point	41	66

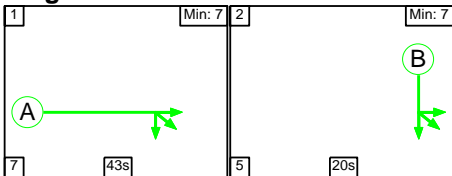
Signal Timings Diagram



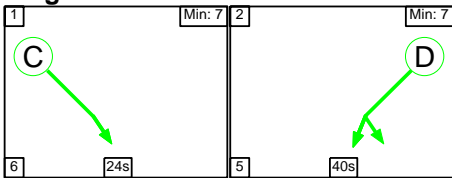
C2 - East

Stage Sequence Diagram

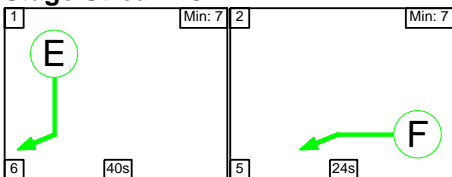
Stage Stream: 1



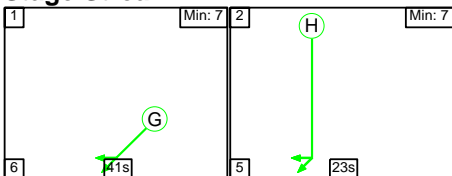
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	43	20
Change Point	65	40

Stage Stream: 2

Stage	1	2
Duration	24	40
Change Point	4	34

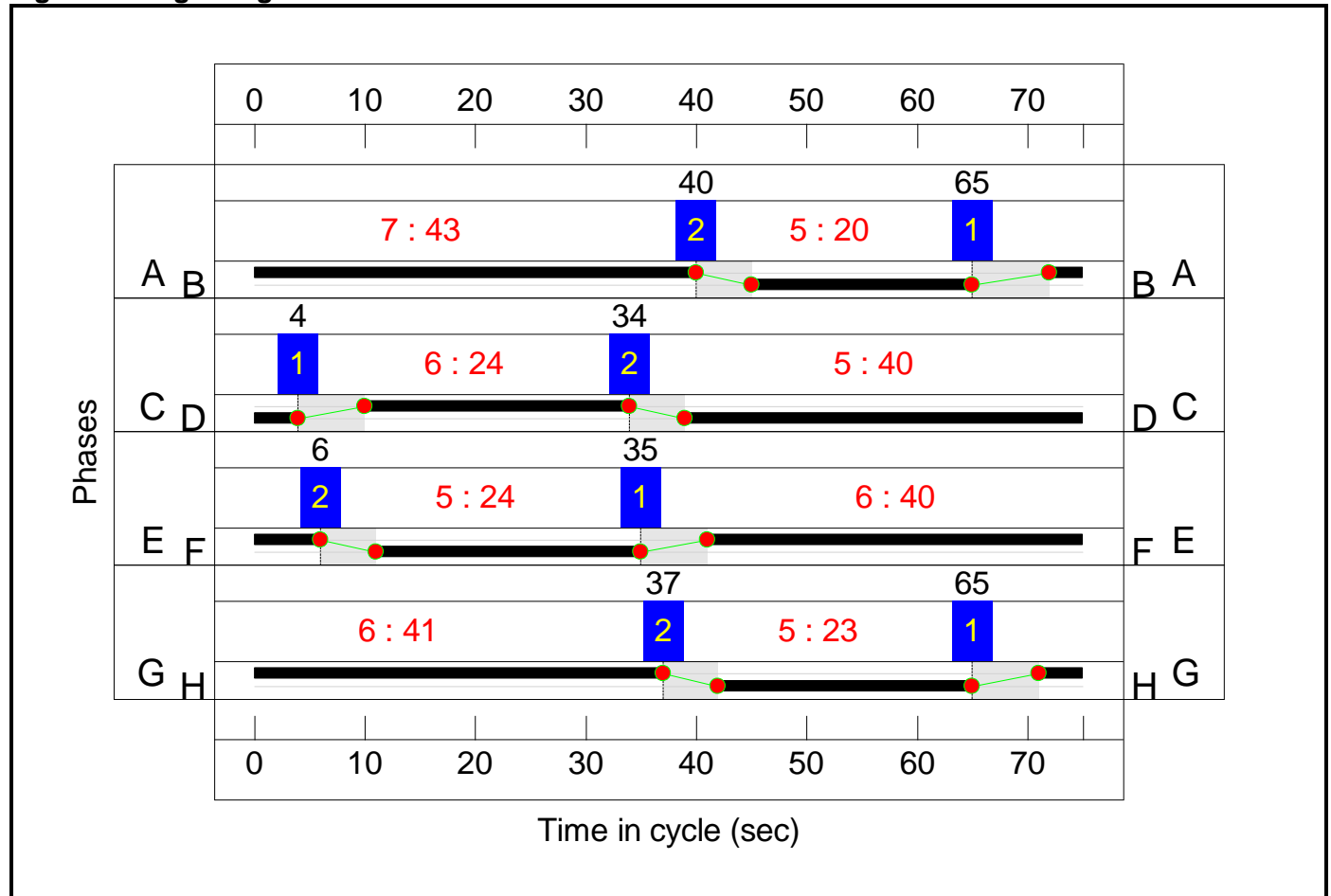
Stage Stream: 3

Stage	1	2
Duration	40	24
Change Point	35	6

Stage Stream: 4

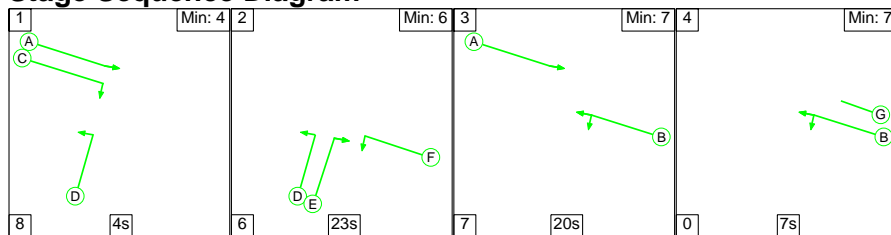
Stage	1	2
Duration	41	23
Change Point	65	37

Signal Timings Diagram



Full Input Data And Results

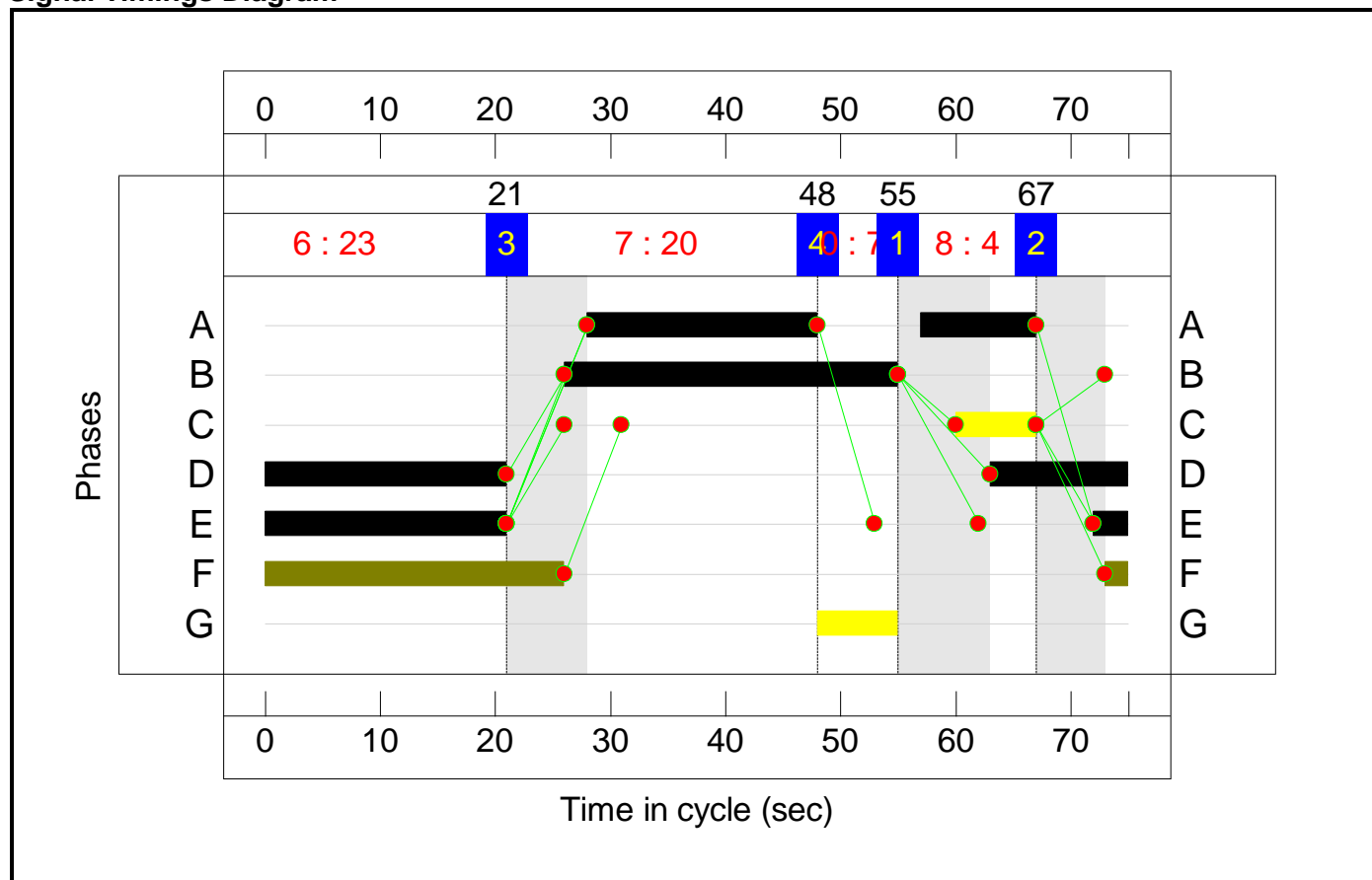
C3
Stage Sequence Diagram



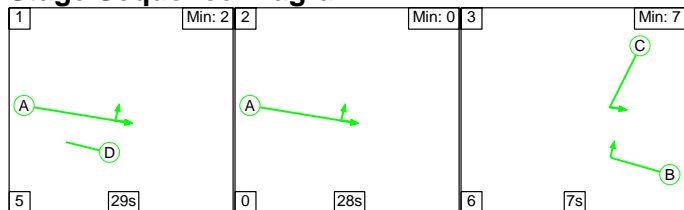
Stage Timings

Stage	1	2	3	4
Duration	4	23	20	7
Change Point	55	67	21	48

Signal Timings Diagram



C4
Stage Sequence Diagram

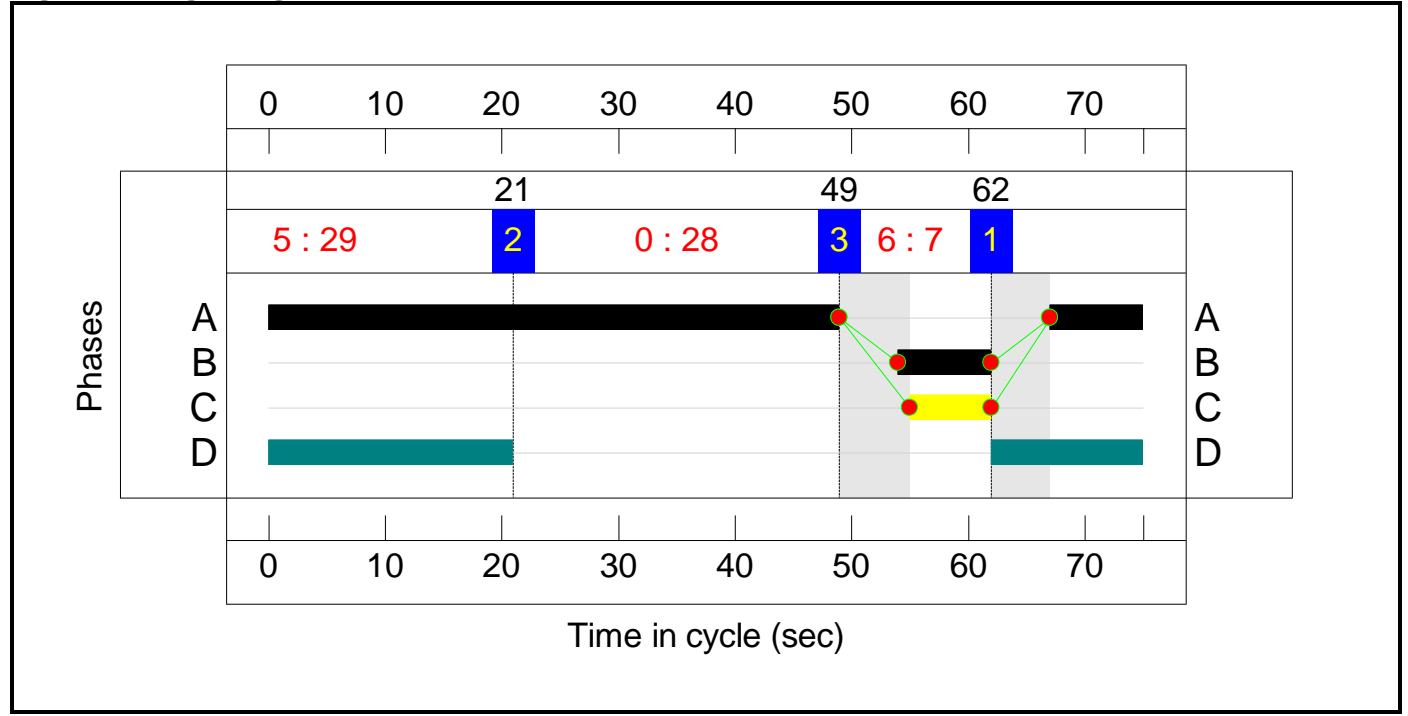


Full Input Data And Results

Stage Timings

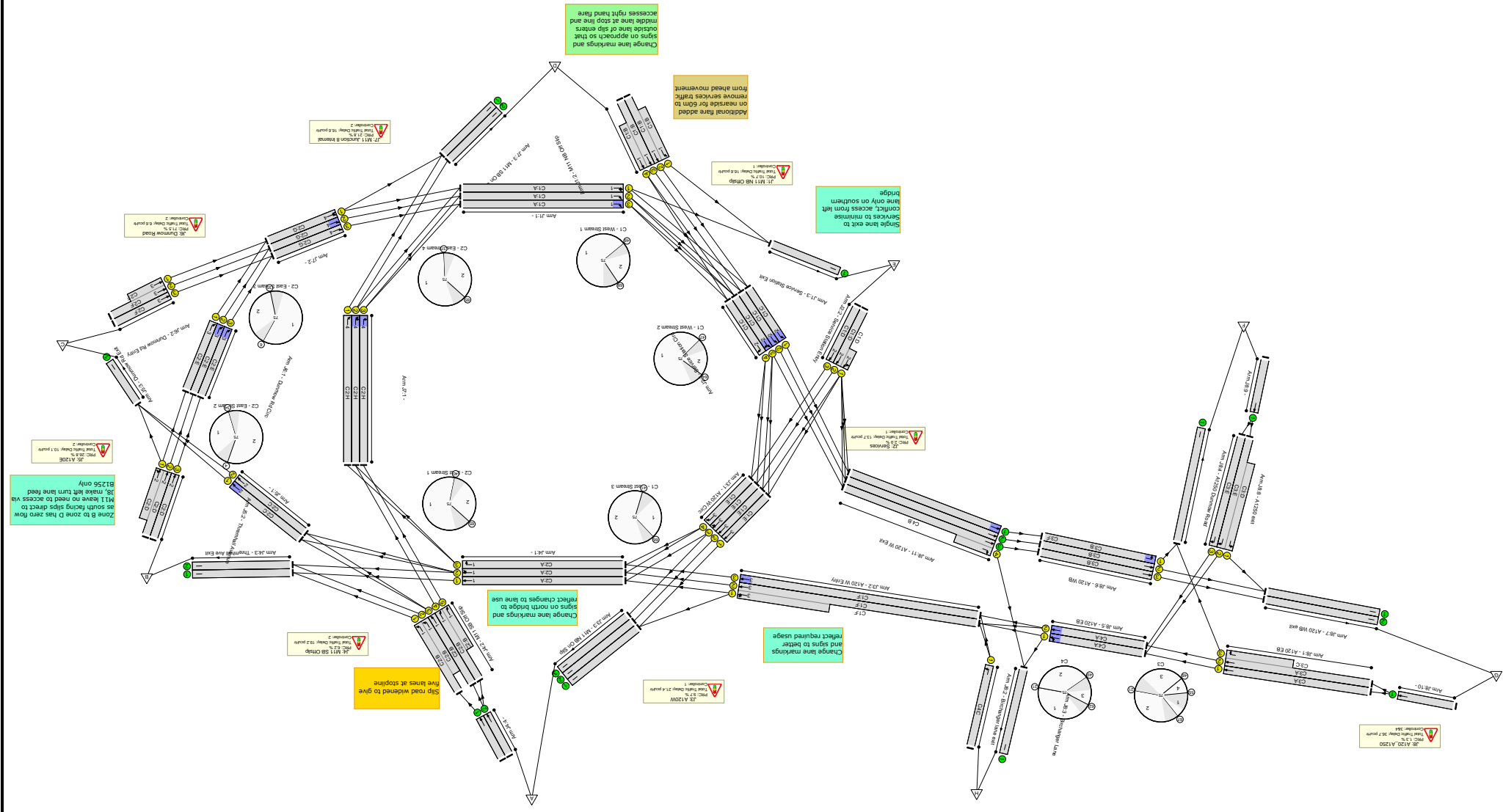
Stage	1	2	3
Duration	29	28	7
Change Point	62	21	49

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 (%)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	N/A	-	-		-	-	-	-	-	-	88.8%
J1: M11 NB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
1/1	Ahead Right	U	1:1	N/A	C1:A		1	48	-	675	2100	1372	49.2%
1/2	Right	U	1:1	N/A	C1:A		1	48	-	924	2022	1213	76.2%
1/3	Right	U	1:1	N/A	C1:A		1	48	-	986	2022	1321	74.6%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	15	-	461	2080:1928	840	54.9%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	15	-	663	2080:2080	816	81.3%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
J2: Services	-	-	N/A	-	-		-	-	-	-	-	-	87.5%
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	52	-	641	2100	1484	43.2%
1/2	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	52	-	739	2045	1445	51.1%
1/3	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	52	-	1278	2067	1461	87.5%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	52	-	556	2045	1445	38.5%
2/2+2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	12	-	317	2100:2036	433	73.2%
2/3	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	12	-	157	1800	312	50.3%
J3: A120W	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	19	-	376	2070	552	68.1%
1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	19	-	377	2070	552	68.3%

Full Input Data And Results

1/3	A120 W Circ Right Ahead	U	1:3	N/A	C1:E		1	19	-	459	2098	559	82.0%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	19	-	325	2070	552	58.9%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	45	-	1640	2100:1999	2044	80.2%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	45	-	515	2100	1288	40.0%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
3/3	M11 NB On Slip	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
J4: M11 SB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	84.7%
1/1	Ahead	U	2:1	N/A	C2:A		1	43	-	679	2060	1209	56.2%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	43	-	1024	2060	1209	84.7%
1/3	Right	U	2:1	N/A	C2:A		1	43	-	632	2016	1183	53.4%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	20	-	819	1945:2085	1065	76.9%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	89	2031	569	15.7%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	452	2085:2120	982	46.0%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1098	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	882	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%
J5: A120E	-	-	N/A	-	-		-	-	-	-	-	-	71.0%
1/1	Ahead	U	2:2	N/A	C2:C		1	24	-	330	2100	700	47.1%
1/2	Ahead	U	2:2	N/A	C2:C		1	24	-	301	2100	700	43.0%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	40	-	982	2075:1979	1383	71.0%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	40	-	595	2075	1051	56.6%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
J6: Dunmow Road	-	-	N/A	-	-		-	-	-	-	-	-	52.5%
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	40	-	307	2074	1134	27.1%
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	40	-	593	2074	1134	52.3%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	40	-	595	2074	1134	52.5%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	24	-	471	1990:1832	931	50.6%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	24	-	274	1990	663	41.3%
J7: M11 Junction 8 Internal	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
1/1	Right	U	2:4	N/A	C2:H		1	23	-	414	2100	672	61.6%
1/2	Right Right2	U	2:4	N/A	C2:H		1	23	-	450	2100	672	67.0%
1/3	Right	U	2:4	N/A	C2:H		1	23	-	220	2100	672	32.7%
2/1	Ahead Ahead2	U	2:4	N/A	C2:G		1	41	-	550	2043	1144	48.1%
2/2	Ahead	U	2:4	N/A	C2:G		1	41	-	821	2100	1176	69.8%
2/3	Ahead	U	2:4	N/A	C2:G		1	41	-	869	2100	1176	73.9%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	185	Inf	Inf	0.0%
J8: A120_A1250	-	-	N/A	-	-		-	-	-	-	-	-	88.8%
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	30	-	467	1975	843	55.4%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	30:7	-	521	2115:1806	909	57.3%
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%

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	-	517	1747:1841	588	87.9%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	24	-	553	1871	624	88.7%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	979	1965	1520	64.4%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	1070	2105	1628	65.7%
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	-	748	2105	842	88.8%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	698	2105	842	82.9%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	698	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	-		-	-	-	748	2105	2105	35.5%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	743	2105:1887	2090	35.5%

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)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	0	0	0	85.6	55.2	0.0	140.8	-	-	-	-
J1: M11 NB Offslip	-	-	0	0	0	10.3	6.2	0.0	16.6	-	-	-	-
1/1	675	675	-	-	-	1.0	0.5	-	1.5	7.8	6.1	0.5	6.5
1/2	924	924	-	-	-	0.5	1.6	-	2.1	8.0	5.7	1.6	7.3
1/3	986	986	-	-	-	0.4	1.5	-	1.9	6.8	2.6	1.5	4.0
2/2+2/1	461	461	-	-	-	3.4	0.6	-	4.0	31.0	4.3	0.6	4.9
2/3+2/4	663	663	-	-	-	5.1	2.1	-	7.2	39.1	7.1	2.1	9.2
3/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Services	-	-	0	0	0	7.3	6.4	0.0	13.7	-	-	-	-
1/1	641	641	-	-	-	0.8	0.4	-	1.2	6.7	5.3	0.4	5.7
1/2	739	739	-	-	-	1.1	0.5	-	1.6	7.8	6.9	0.5	7.4
1/3	1278	1278	-	-	-	1.1	3.4	-	4.5	12.6	9.4	3.4	12.8
1/4	556	556	-	-	-	0.5	0.3	-	0.8	5.3	3.7	0.3	4.0
2/2+2/1	317	317	-	-	-	2.5	1.3	-	3.9	43.9	5.0	1.3	6.3
2/3	157	157	-	-	-	1.2	0.5	-	1.7	39.6	2.9	0.5	3.4
J3: A120W	-	-	0	0	0	14.0	7.4	0.0	21.4	-	-	-	-
1/1	376	376	-	-	-	1.6	1.1	-	2.7	25.7	6.2	1.1	7.2
1/2	377	377	-	-	-	1.6	1.1	-	2.7	25.8	6.2	1.1	7.3
1/3	459	459	-	-	-	2.3	2.2	-	4.5	35.4	9.2	2.2	11.4
1/4	325	325	-	-	-	2.1	0.7	-	2.8	31.5	3.8	0.7	4.5
2/2+2/1	1640	1640	-	-	-	5.2	2.0	-	7.3	15.9	33.3	2.0	35.4
2/3	515	515	-	-	-	1.1	0.3	-	1.4	9.8	4.2	0.3	4.5
3/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J4: M11 SB Offslip	-	-	0	0	0	12.6	6.6	0.0	19.2	-	-	-	-
1/1	679	679	-	-	-	0.5	0.6	-	1.2	6.2	3.2	0.6	3.8
1/2	1024	1024	-	-	-	2.6	2.7	-	5.3	18.6	12.7	2.7	15.4
1/3	632	632	-	-	-	0.7	0.6	-	1.3	7.3	3.7	0.6	4.2
2/1+2/2	819	819	-	-	-	5.6	1.6	-	7.2	31.7	7.9	1.6	9.6
2/3	89	89	-	-	-	0.5	0.1	-	0.6	24.1	1.4	0.1	1.5
2/4+2/5	452	452	-	-	-	2.7	0.4	-	3.2	25.2	3.9	0.4	4.3
3/1	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	882	882	-	-	-	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
J5: A120E	-	-	0	0	0	7.4	2.7	0.0	10.1	-	-	-	-
1/1	330	330	-	-	-	0.8	0.4	-	1.3	14.1	3.6	0.4	4.0
1/2	301	301	-	-	-	1.3	0.4	-	1.6	19.6	4.1	0.4	4.5
2/2+2/1	982	982	-	-	-	3.1	1.2	-	4.4	16.0	8.4	1.2	9.6
2/3	595	595	-	-	-	2.1	0.7	-	2.8	16.7	8.4	0.7	9.1
3/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Dunmow Road	-	-	0	0	0	4.5	2.1	0.0	6.6	-	-	-	-
1/1	307	307	-	-	-	0.0	0.2	-	0.2	2.5	0.1	0.2	0.2
1/2	593	593	-	-	-	0.2	0.5	-	0.8	4.8	0.6	0.5	1.1
1/3	595	595	-	-	-	0.2	0.6	-	0.8	4.8	0.6	0.6	1.1
2/2+2/1	471	471	-	-	-	2.5	0.5	-	3.0	22.9	3.8	0.5	4.4
2/3	274	274	-	-	-	1.5	0.4	-	1.8	23.9	4.3	0.4	4.7
J7: M11 Junction 8 Internal	-	-	0	0	0	11.5	5.1	0.0	16.6	-	-	-	-
1/1	414	414	-	-	-	2.3	0.8	-	3.1	27.3	8.4	0.8	9.2
1/2	450	450	-	-	-	2.1	1.0	-	3.1	24.6	5.9	1.0	6.9
1/3	220	220	-	-	-	0.8	0.2	-	1.0	16.6	1.3	0.2	1.5
2/1	550	550	-	-	-	1.4	0.5	-	1.8	12.0	6.0	0.5	6.5
2/2	821	821	-	-	-	2.4	1.1	-	3.5	15.5	12.7	1.1	13.8

Full Input Data And Results

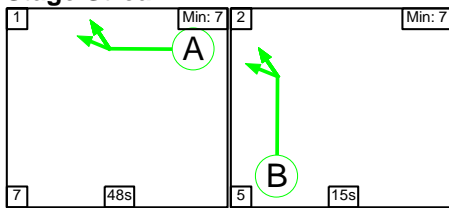
2/3	869	869	-	-	-	2.6	1.4	-	4.0	16.6	12.9	1.4	14.3
3/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	185	185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: A120_A1250	-	-	0	0	0	18.0	18.7	0.0	36.7	-	-	-	-
1/1	467	467	-	-	-	1.5	0.6	-	2.1	16.0	5.8	0.6	6.5
1/2+1/3	521	521	-	-	-	1.7	0.7	-	2.3	16.1	6.6	0.7	7.3
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	517	517	-	-	-	3.4	3.3	-	6.7	46.6	10.0	3.3	13.3
4/3	553	553	-	-	-	3.6	3.6	-	7.2	46.8	10.8	3.6	14.3
5/1	979	979	-	-	-	0.3	0.9	-	1.2	4.3	2.8	0.9	3.7
5/2	1070	1070	-	-	-	0.3	1.0	-	1.2	4.2	3.1	1.0	4.0
6/1	660	660	-	-	-	0.1	0.5	-	0.6	3.4	0.9	0.5	1.4
6/2	748	748	-	-	-	3.2	3.7	-	6.9	33.2	14.7	3.7	18.4
6/3	698	698	-	-	-	2.6	2.3	-	5.0	25.6	12.6	2.3	15.0
7/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	698	698	-	-	-	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	748	748	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
11/3+11/4	743	743	-	-	-	0.4	0.3	-	0.7	3.2	0.9	0.3	1.2

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	10.7	Total Delay for Signalled Lanes (pcuHr):	16.55	Cycle Time (s):	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	2.9	Total Delay for Signalled Lanes (pcuHr):	13.69	Cycle Time (s):	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	9.7	Total Delay for Signalled Lanes (pcuHr):	21.39	Cycle Time (s):	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	6.2	Total Delay for Signalled Lanes (pcuHr):	18.69	Cycle Time (s):	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	26.8	Total Delay for Signalled Lanes (pcuHr):	10.05	Cycle Time (s):	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	71.5	Total Delay for Signalled Lanes (pcuHr):	6.62	Cycle Time (s):	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	21.8	Total Delay for Signalled Lanes (pcuHr):	16.61	Cycle Time (s):	75
C3		PRC for Signalled Lanes (%)	1.3	Total Delay for Signalled Lanes (pcuHr):	30.81	Cycle Time (s):	75
C4		PRC for Signalled Lanes (%)	36.9	Total Delay for Signalled Lanes (pcuHr):	3.96	Cycle Time (s):	75
		PRC Over All Lanes (%)	1.3	Total Delay Over All Lanes (pcuHr):	140.81		

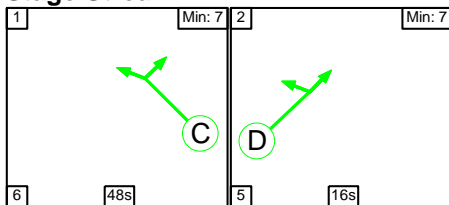
C1 - West

Stage Sequence Diagram

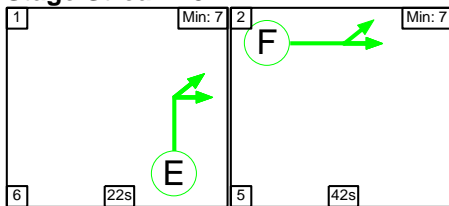
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	48	15
Change Point	29	9

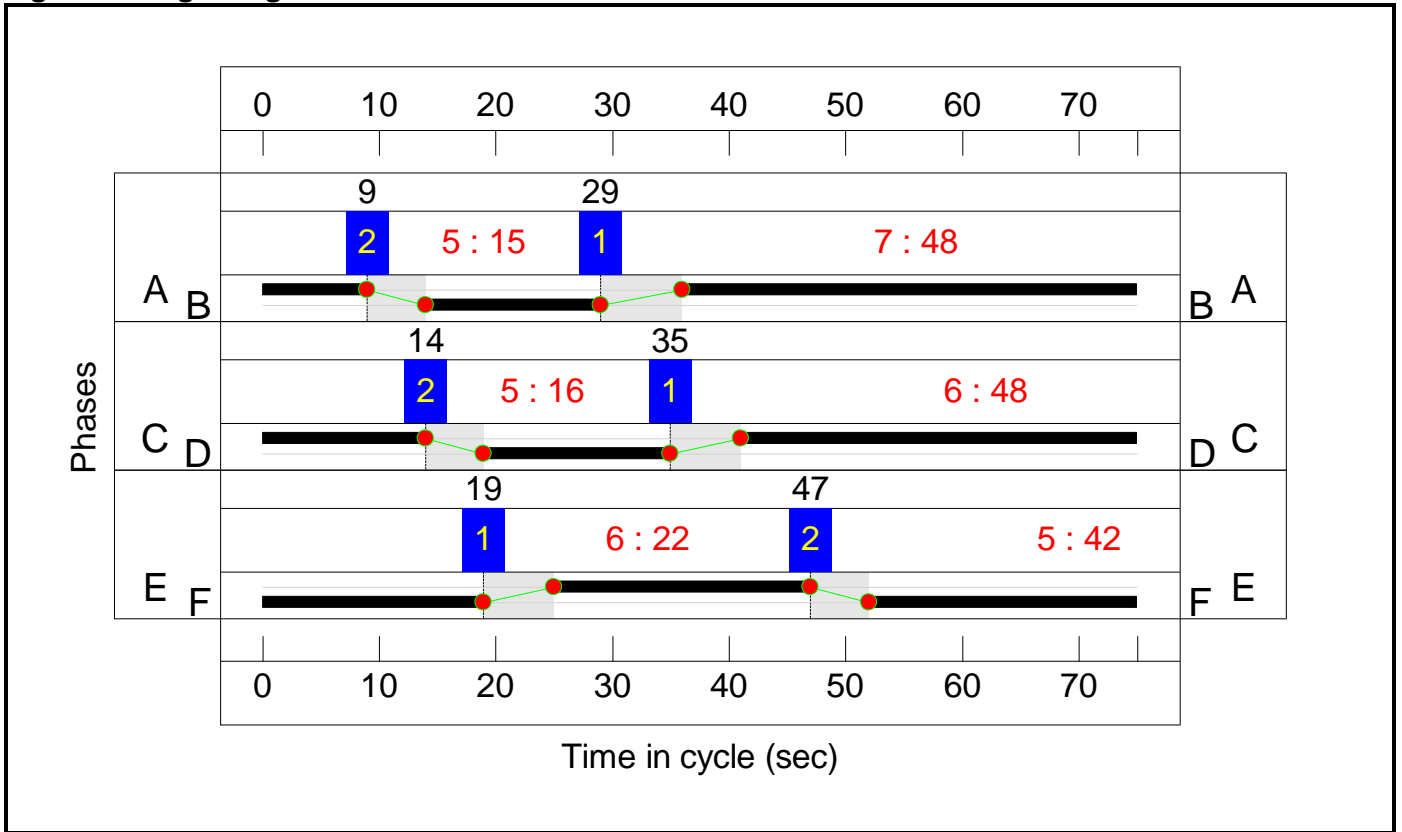
Stage Stream: 2

Stage	1	2
Duration	48	16
Change Point	35	14

Stage Stream: 3

Stage	1	2
Duration	22	42
Change Point	19	47

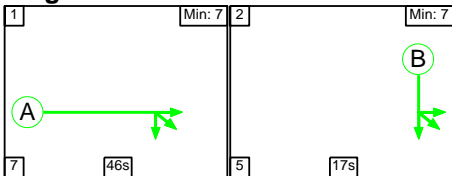
Signal Timings Diagram



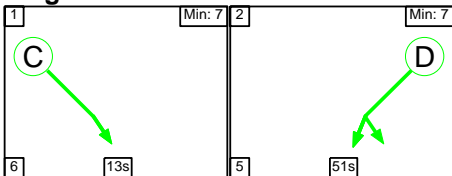
C2 - East

Stage Sequence Diagram

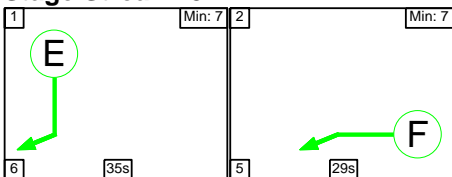
Stage Stream: 1



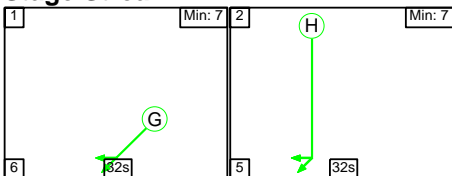
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	46	17
Change Point	20	73

Stage Stream: 2

Stage	1	2
Duration	13	51
Change Point	64	8

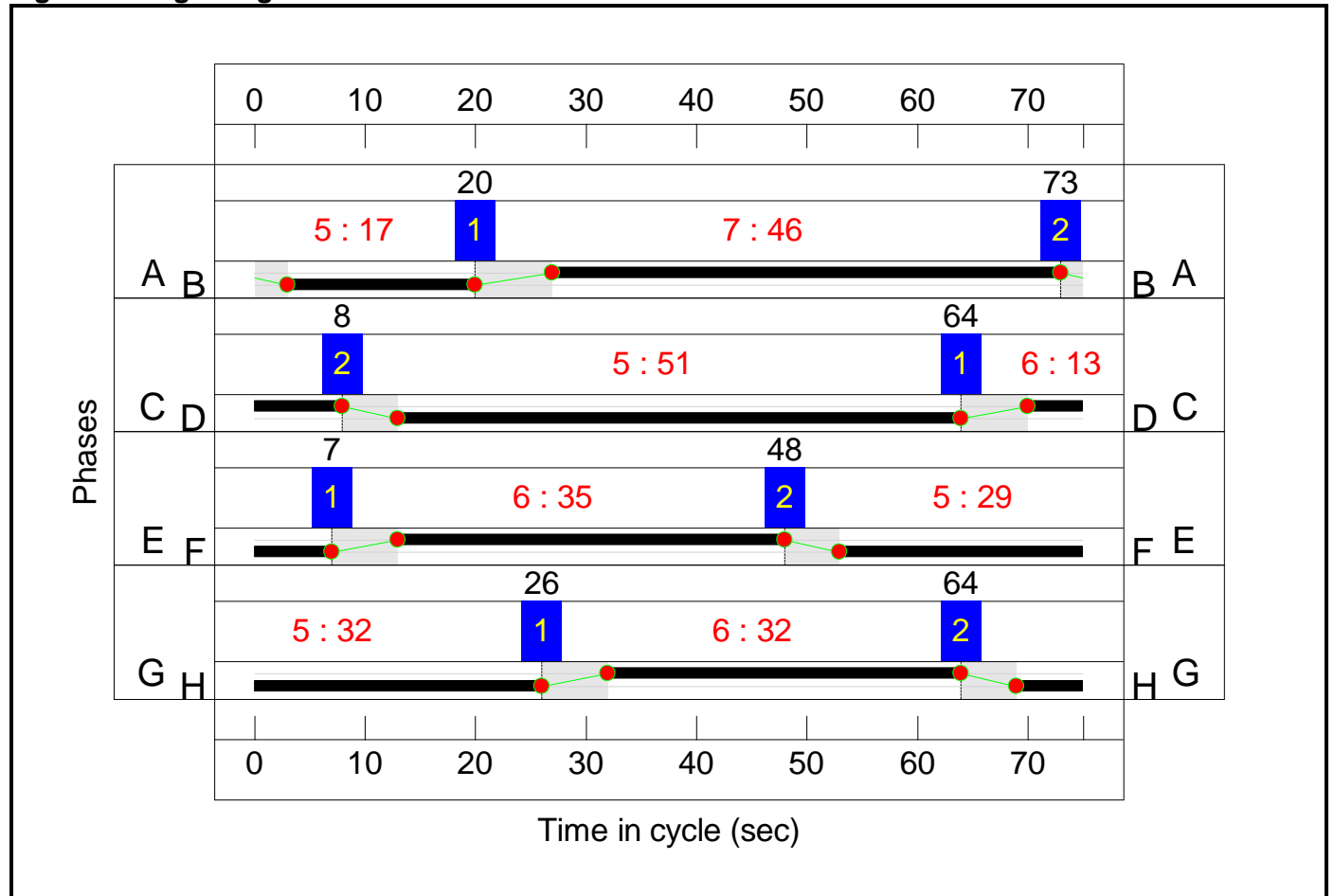
Stage Stream: 3

Stage	1	2
Duration	35	29
Change Point	7	48

Stage Stream: 4

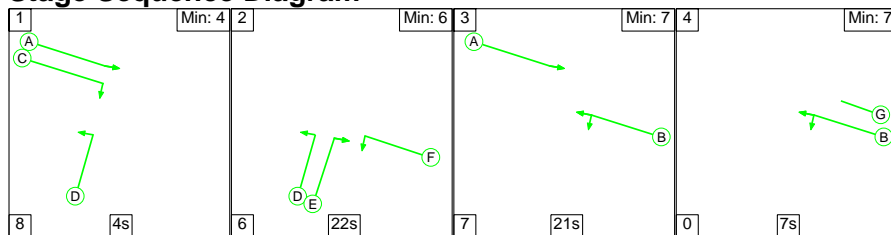
Stage	1	2
Duration	32	32
Change Point	26	64

Signal Timings Diagram



Full Input Data And Results

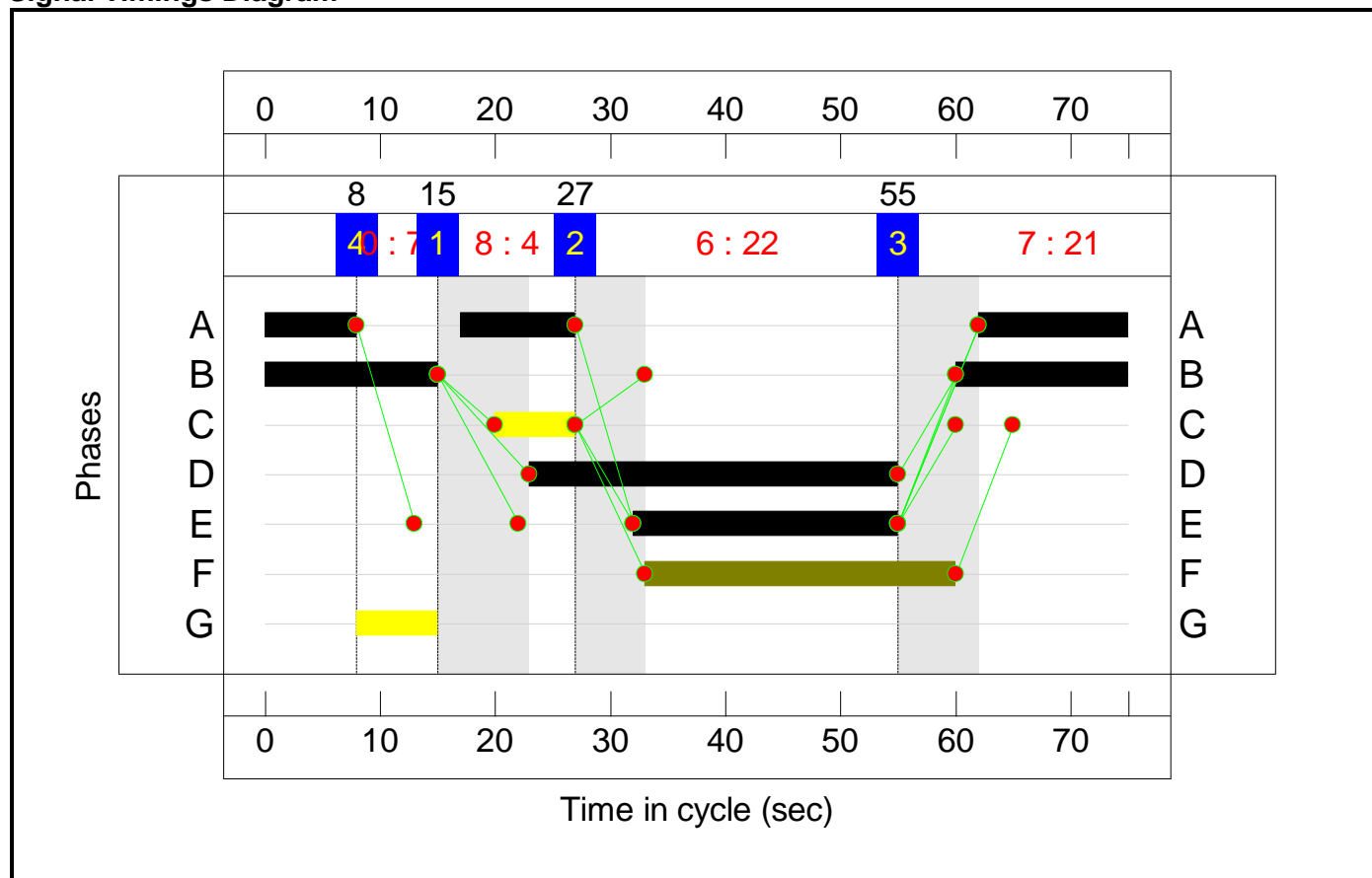
C3
Stage Sequence Diagram



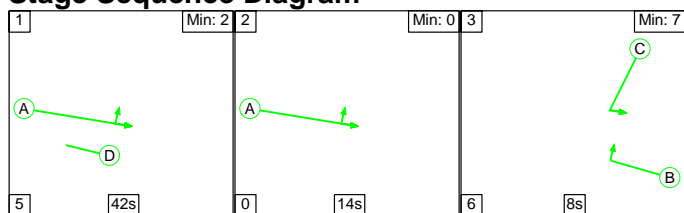
Stage Timings

Stage	1	2	3	4
Duration	4	22	21	7
Change Point	15	27	55	8

Signal Timings Diagram



C4
Stage Sequence Diagram

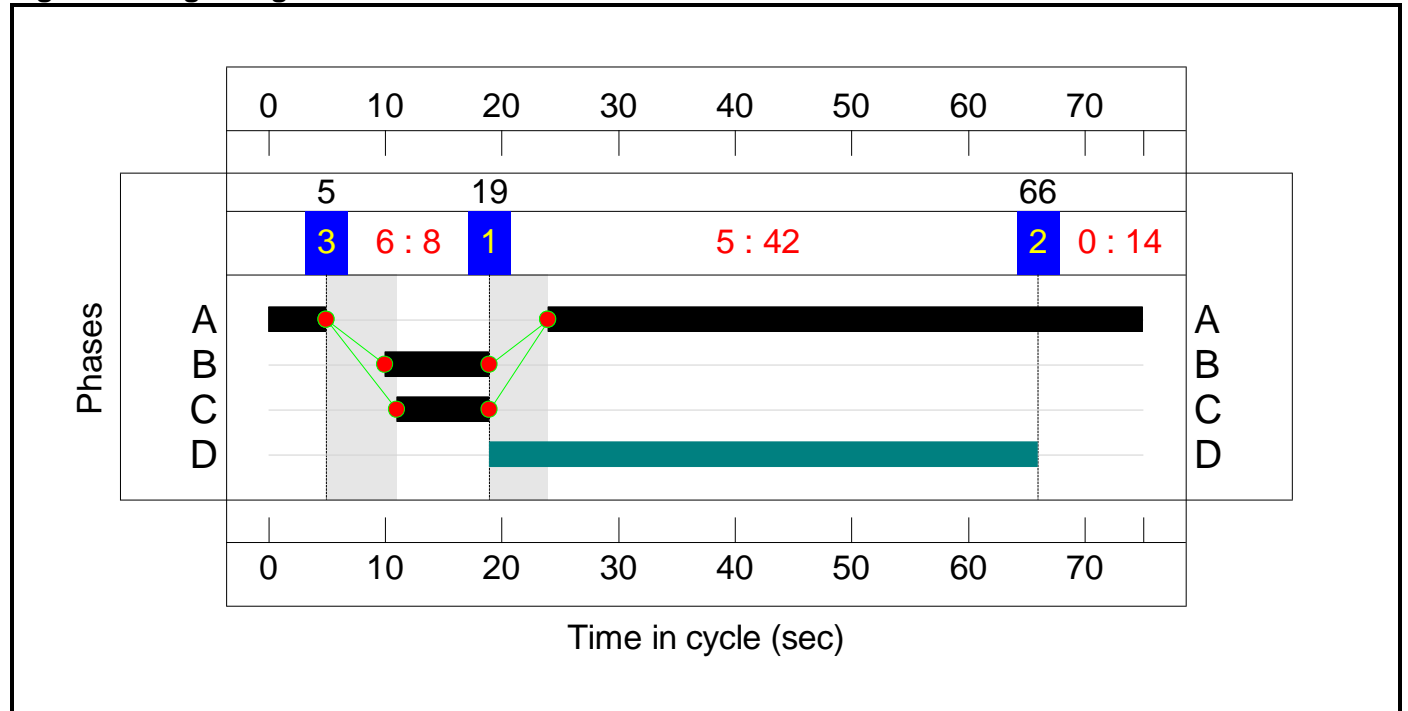


Full Input Data And Results

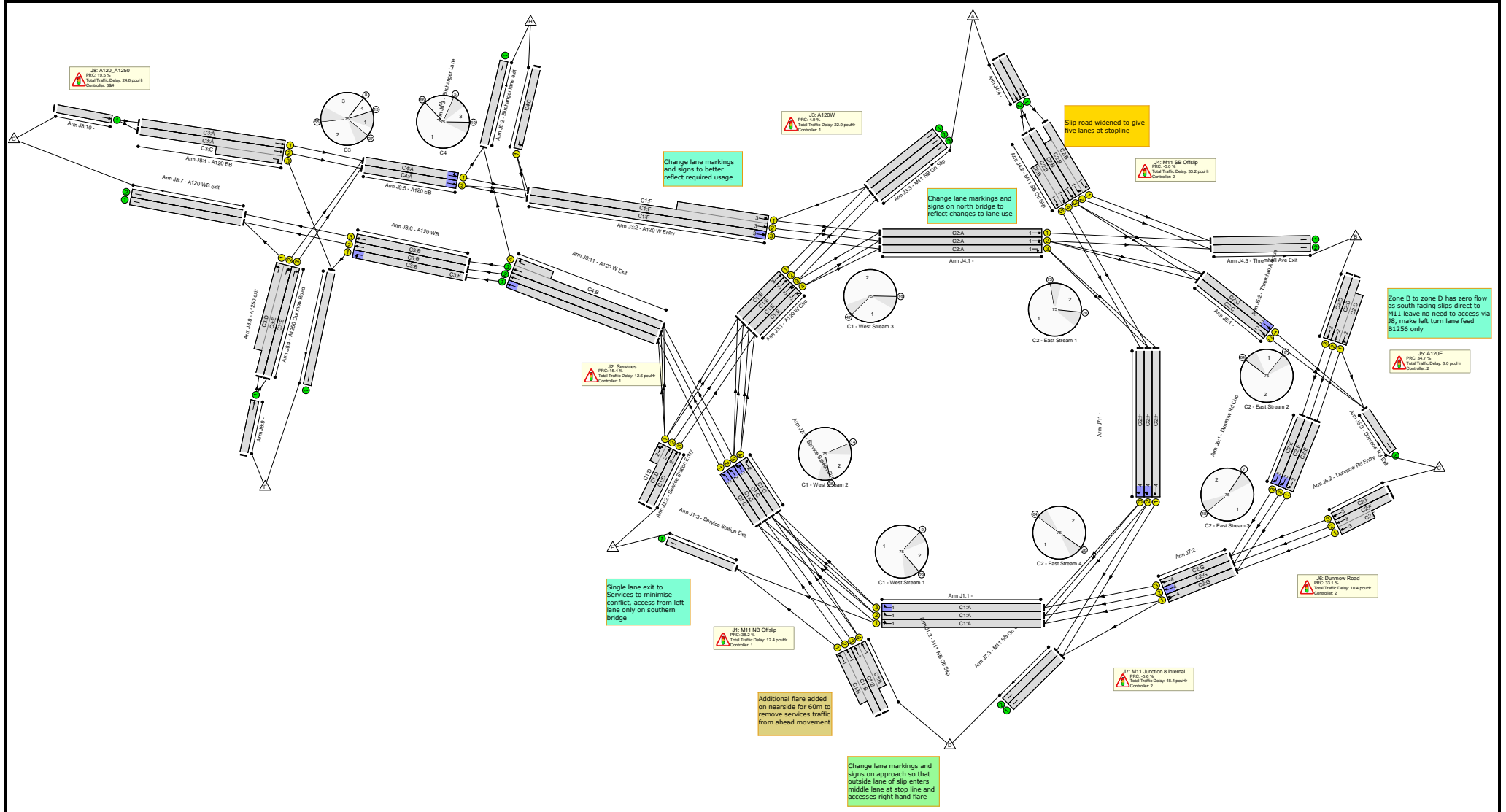
Stage Timings

Stage	1	2	3
Duration	42	14	8
Change Point	19	66	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 (%)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	N/A	-	-		-	-	-	-	-	-	95.1%
J1: M11 NB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	65.1%
1/1	Ahead Right	U	1:1	N/A	C1:A		1	48	-	732	1800	1176	62.2%
1/2	Right	U	1:1	N/A	C1:A		1	48	-	790	2022	1213	65.1%
1/3	Right	U	1:1	N/A	C1:A		1	48	-	854	2022	1321	64.6%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	15	-	444	2080:1928	801	55.4%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	15	-	529	2080:2080	843	62.7%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
J2: Services	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
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 Ahead	U	1:2	N/A	C1:C		1	48	-	579	2045	1336	43.3%
1/3	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	48	-	1052	2064	1348	78.0%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	48	-	542	2045	1336	40.6%
2/2+2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	16	-	103	1800:2036	532	19.4%
2/3	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	16	-	310	1800	408	76.0%
J3: A120W	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	22	-	302	2070	635	47.6%
1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	22	-	301	2070	635	47.4%

Full Input Data And Results

1/3	A120 W Circ Right Ahead	U	1:3	N/A	C1:E		1	22	-	398	2105	646	61.7%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	22	-	477	2070	635	75.1%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	42	-	1229	1800:1986	1723	71.3%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	42	-	885	1800	1032	85.8%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
3/3	M11 NB On Slip	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
J4: M11 SB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	94.5%
1/1	Ahead	U	2:1	N/A	C2:A		1	46	-	289	2060	1291	22.4%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	46	-	677	2060	1291	52.4%
1/3	Right	U	2:1	N/A	C2:A		1	46	-	1194	2016	1263	94.5%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	17	-	900	1945:2085	967	93.1%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	83	2031	487	17.0%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	461	2085:2120	729	63.3%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	825	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%
J5: A120E	-	-	N/A	-	-		-	-	-	-	-	-	66.8%
1/1	Ahead	U	2:2	N/A	C2:C		1	13	-	191	1800	336	56.8%
1/2	Ahead	U	2:2	N/A	C2:C		1	13	-	210	1800	336	62.5%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	51	-	1132	2075:1981	1695	66.8%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	51	-	640	2075	1356	47.2%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
J6: Dunmow Road	-	-	N/A	-	-		-	-	-	-	-	-	67.6%
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	35	-	376	2074	996	37.8%
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	35	-	673	2074	996	67.6%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	35	-	640	2074	996	64.3%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	29	-	520	1990:1832	777	66.9%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	29	-	103	1990	796	12.9%
J7: M11 Junction 8 Internal	-	-	N/A	-	-		-	-	-	-	-	-	95.1%
1/1	Right	U	2:4	N/A	C2:H		1	32	-	737	1800	792	93.1%
1/2	Right Right2	U	2:4	N/A	C2:H		1	32	-	753	1800	792	95.1%
1/3	Right	U	2:4	N/A	C2:H		1	32	-	165	1800	792	20.8%
2/1	Ahead Ahead2	U	2:4	N/A	C2:G		1	32	-	833	2034	895	93.1%
2/2	Ahead	U	2:4	N/A	C2:G		1	32	-	736	1800	792	92.9%
2/3	Ahead	U	2:4	N/A	C2:G		1	32	-	743	1800	792	93.8%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	1157	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
J8: A120_A1250	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	31	-	573	1975	869	65.9%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	31:7	-	625	2115:1806	934	66.9%
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	23:32	-	414	1747:1841	562	73.7%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	23	-	451	1871	599	75.3%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	56	-	985	1965	1493	66.0%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	56	-	1074	2105	1600	67.1%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	27	749	1709	1322	56.7%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	30	-	581	2105	870	66.8%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	30	-	407	2105	870	46.8%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	407	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	-		-	-	-	581	2105	2105	27.6%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	519	2105:1887	1166	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)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	0	0	0	94.2	78.2	0.0	172.4	-	-	-	-
J1: M11 NB Offslip	-	-	0	0	0	8.3	4.1	0.0	12.4	-	-	-	-
1/1	732	732	-	-	-	0.8	0.8	-	1.6	7.9	5.7	0.8	6.5
1/2	790	790	-	-	-	0.2	0.9	-	1.1	5.0	1.0	0.9	2.0
1/3	854	854	-	-	-	0.2	0.9	-	1.1	4.7	2.0	0.9	2.9
2/2+2/1	444	444	-	-	-	3.2	0.6	-	3.8	31.1	4.5	0.6	5.2
2/3+2/4	529	529	-	-	-	3.9	0.8	-	4.7	32.3	5.2	0.8	6.1
3/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Services	-	-	0	0	0	7.6	5.0	0.0	12.6	-	-	-	-
1/1	741	741	-	-	-	1.6	0.8	-	2.5	12.1	7.4	0.8	8.2
1/2	579	579	-	-	-	1.5	0.4	-	1.8	11.5	6.4	0.4	6.8
1/3	1052	1052	-	-	-	0.7	1.8	-	2.4	8.3	4.7	1.8	6.5
1/4	542	542	-	-	-	0.8	0.3	-	1.2	7.9	3.5	0.3	3.9
2/2+2/1	103	103	-	-	-	0.7	0.1	-	0.8	27.5	1.3	0.1	1.5
2/3	310	310	-	-	-	2.3	1.5	-	3.9	44.9	6.0	1.5	7.6
J3: A120W	-	-	0	0	0	15.6	7.3	0.0	22.9	-	-	-	-
1/1	302	302	-	-	-	2.4	0.5	-	2.8	33.8	6.2	0.5	6.7
1/2	301	301	-	-	-	2.4	0.4	-	2.8	33.9	6.2	0.4	6.6
1/3	398	398	-	-	-	3.5	0.8	-	4.3	38.5	8.2	0.8	9.0
1/4	477	477	-	-	-	2.3	1.5	-	3.8	28.7	9.2	1.5	10.7
2/2+2/1	1229	1229	-	-	-	2.7	1.2	-	3.9	11.4	25.9	1.2	27.1
2/3	885	885	-	-	-	2.4	2.9	-	5.3	21.6	12.7	2.9	15.6
3/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J4: M11 SB Offslip	-	-	0	0	0	18.1	15.1	0.0	33.2	-	-	-	-
1/1	289	289	-	-	-	0.3	0.1	-	0.5	5.7	2.9	0.1	3.1
1/2	677	677	-	-	-	1.5	0.6	-	2.1	11.0	5.3	0.6	5.8
1/3	1194	1194	-	-	-	5.6	7.1	-	12.7	38.4	20.8	7.1	27.9
2/1+2/2	900	900	-	-	-	7.0	5.7	-	12.7	50.8	9.4	5.7	15.2
2/3	83	83	-	-	-	0.5	0.1	-	0.6	27.1	1.4	0.1	1.5
2/4+2/5	461	461	-	-	-	3.2	0.9	-	4.0	31.3	5.4	0.9	6.3
3/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	825	825	-	-	-	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
J5: A120E	-	-	0	0	0	5.1	2.9	0.0	8.0	-	-	-	-
1/1	191	191	-	-	-	1.1	0.7	-	1.7	32.2	3.7	0.7	4.3
1/2	210	210	-	-	-	1.1	0.8	-	1.9	32.2	2.9	0.8	3.8
2/2+2/1	1132	1132	-	-	-	1.8	1.0	-	2.8	9.0	7.1	1.0	8.1
2/3	640	640	-	-	-	1.2	0.4	-	1.6	9.0	6.6	0.4	7.0
3/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Dunmow Road	-	-	0	0	0	7.1	3.3	0.0	10.4	-	-	-	-
1/1	376	376	-	-	-	0.8	0.3	-	1.1	10.8	3.0	0.3	3.3
1/2	673	673	-	-	-	1.7	1.0	-	2.7	14.6	4.0	1.0	5.0
1/3	640	640	-	-	-	1.6	0.9	-	2.5	14.0	3.8	0.9	4.7
2/2+2/1	520	520	-	-	-	2.5	1.0	-	3.5	24.5	7.7	1.0	8.7
2/3	103	103	-	-	-	0.4	0.1	-	0.5	16.9	1.3	0.1	1.4
J7: M11 Junction 8 Internal	-	-	0	0	0	18.3	30.0	0.0	48.4	-	-	-	-
1/1	737	737	-	-	-	4.4	5.6	-	10.0	48.6	15.3	5.6	20.9
1/2	753	753	-	-	-	2.7	7.1	-	9.8	46.7	11.2	7.1	18.2
1/3	165	165	-	-	-	0.2	0.1	-	0.4	8.1	0.5	0.1	0.6
2/1	833	833	-	-	-	6.4	5.7	-	12.1	52.3	16.2	5.7	21.9
2/2	736	736	-	-	-	2.1	5.5	-	7.6	37.3	14.7	5.5	20.2

Full Input Data And Results

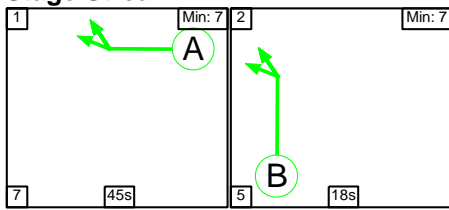
2/3	743	743	-	-	-	2.5	6.1	-	8.5	41.3	14.5	6.1	20.6
3/1	1157	1157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: A120_A1250	-	-	0	0	0	14.1	10.4	0.0	24.6	-	-	-	-
1/1	573	573	-	-	-	1.8	1.0	-	2.8	17.5	7.5	1.0	8.4
1/2+1/3	625	625	-	-	-	2.0	1.0	-	3.0	17.4	8.3	1.0	9.3
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	414	414	-	-	-	2.6	1.4	-	4.0	34.6	7.6	1.4	8.9
4/3	451	451	-	-	-	2.9	1.5	-	4.4	34.8	8.4	1.5	9.9
5/1	985	985	-	-	-	0.4	1.0	-	1.4	5.1	4.1	1.0	5.0
5/2	1074	1074	-	-	-	0.5	1.0	-	1.5	5.0	4.5	1.0	5.5
6/1	749	749	-	-	-	0.6	0.7	-	1.2	5.8	2.9	0.7	3.6
6/2	581	581	-	-	-	1.3	1.0	-	2.3	14.3	9.1	1.0	10.1
6/3	407	407	-	-	-	0.9	0.4	-	1.3	11.6	5.1	0.4	5.6
7/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	407	407	-	-	-	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	581	581	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/3+11/4	519	519	-	-	-	0.7	0.4	-	1.1	7.8	2.2	0.4	2.6

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	38.2	Total Delay for Signalled Lanes (pcuHr):	12.41	Cycle Time (s):	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	15.4	Total Delay for Signalled Lanes (pcuHr):	12.59	Cycle Time (s):	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	4.9	Total Delay for Signalled Lanes (pcuHr):	22.94	Cycle Time (s):	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-5.0	Total Delay for Signalled Lanes (pcuHr):	32.58	Cycle Time (s):	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	34.7	Total Delay for Signalled Lanes (pcuHr):	8.03	Cycle Time (s):	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	33.1	Total Delay for Signalled Lanes (pcuHr):	10.37	Cycle Time (s):	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-5.6	Total Delay for Signalled Lanes (pcuHr):	48.36	Cycle Time (s):	75
C3		PRC for Signalled Lanes (%)	19.5	Total Delay for Signalled Lanes (pcuHr):	18.96	Cycle Time (s):	75
C4		PRC for Signalled Lanes (%)	34.1	Total Delay for Signalled Lanes (pcuHr):	3.51	Cycle Time (s):	75
		PRC Over All Lanes (%)	-5.6	Total Delay Over All Lanes (pcuHr):	172.42		

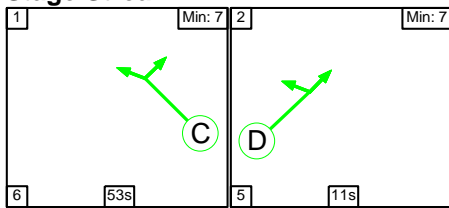
C1 - West

Stage Sequence Diagram

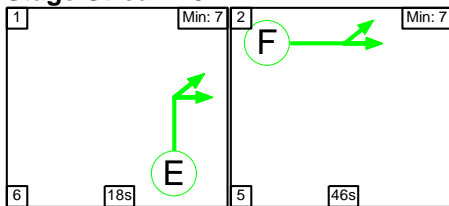
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	45	18
Change Point	5	57

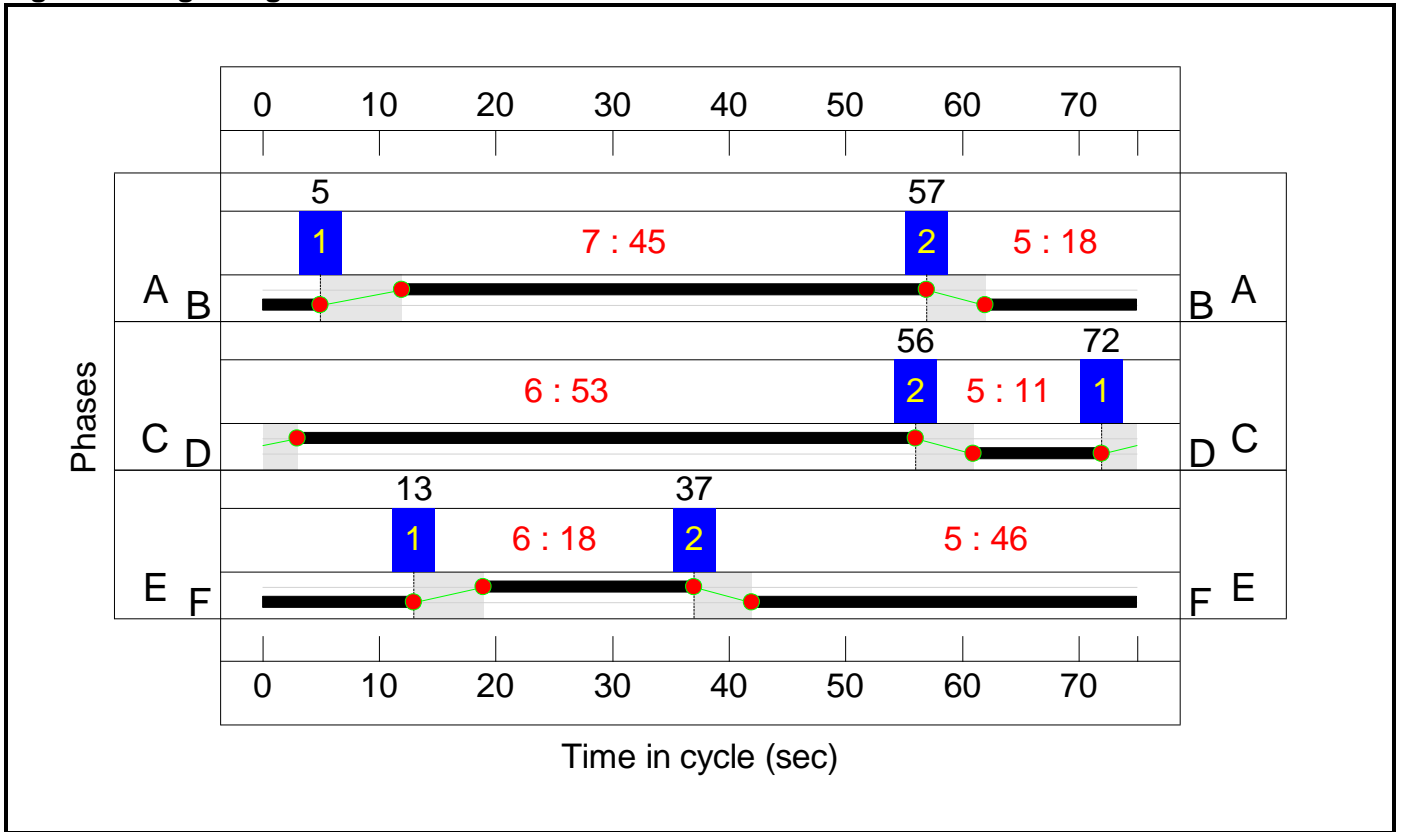
Stage Stream: 2

Stage	1	2
Duration	53	11
Change Point	72	56

Stage Stream: 3

Stage	1	2
Duration	18	46
Change Point	13	37

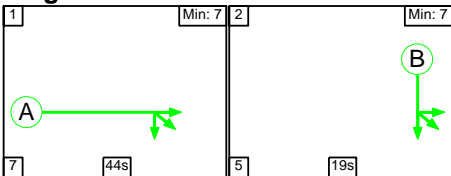
Signal Timings Diagram



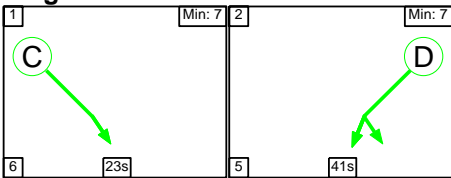
C2 - East

Stage Sequence Diagram

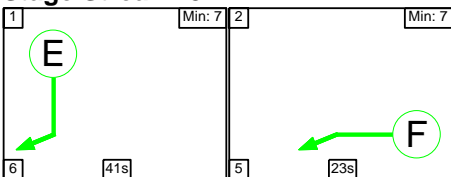
Stage Stream: 1



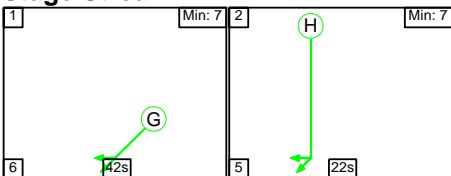
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	19
Change Point	31	7

Stage Stream: 2

Stage	1	2
Duration	23	41
Change Point	46	0

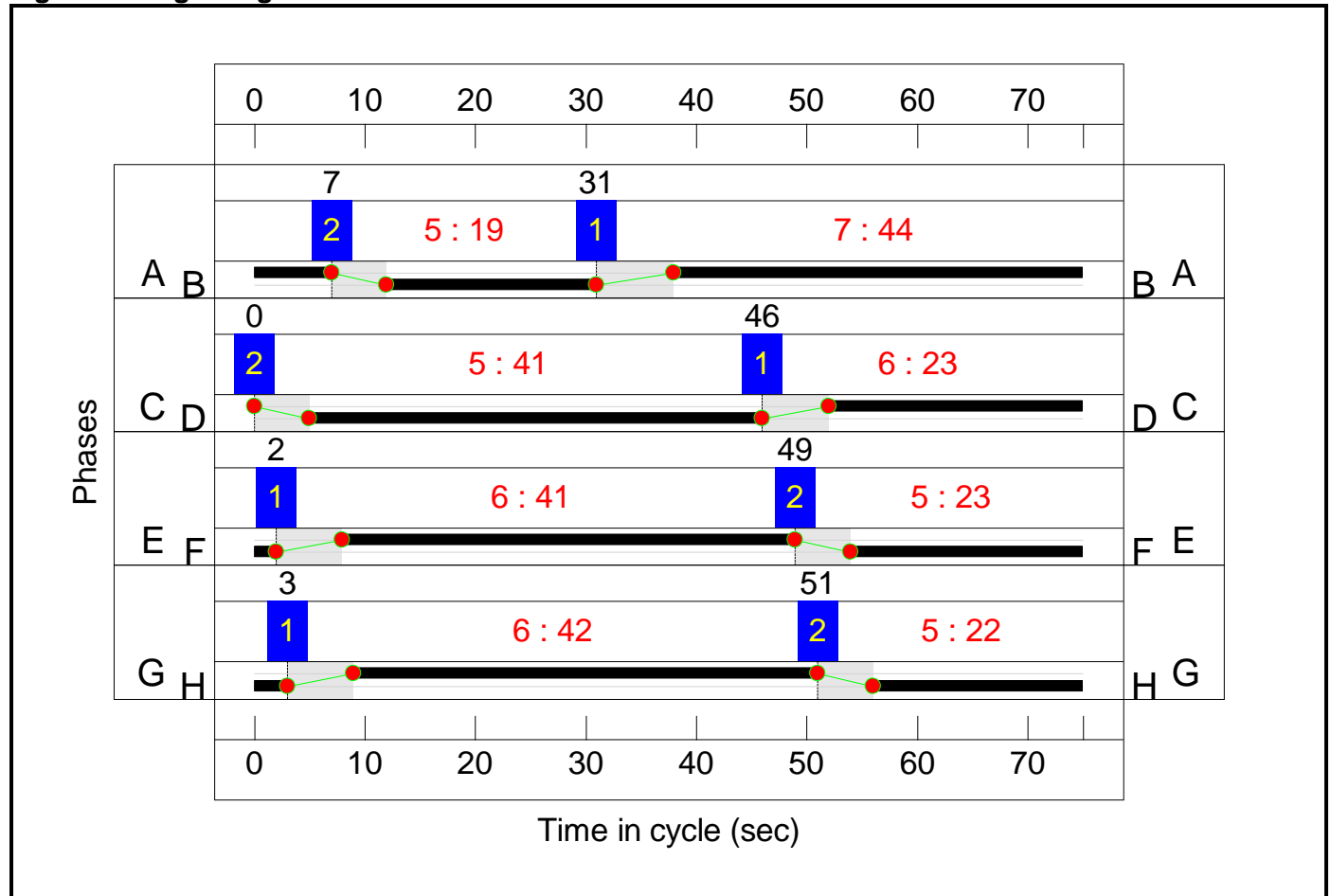
Stage Stream: 3

Stage	1	2
Duration	41	23
Change Point	2	49

Stage Stream: 4

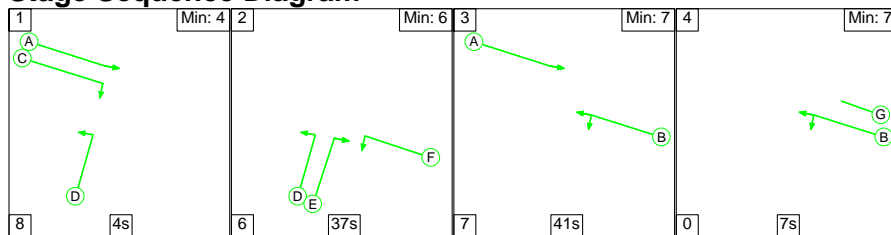
Stage	1	2
Duration	42	22
Change Point	3	51

Signal Timings Diagram



Full Input Data And Results

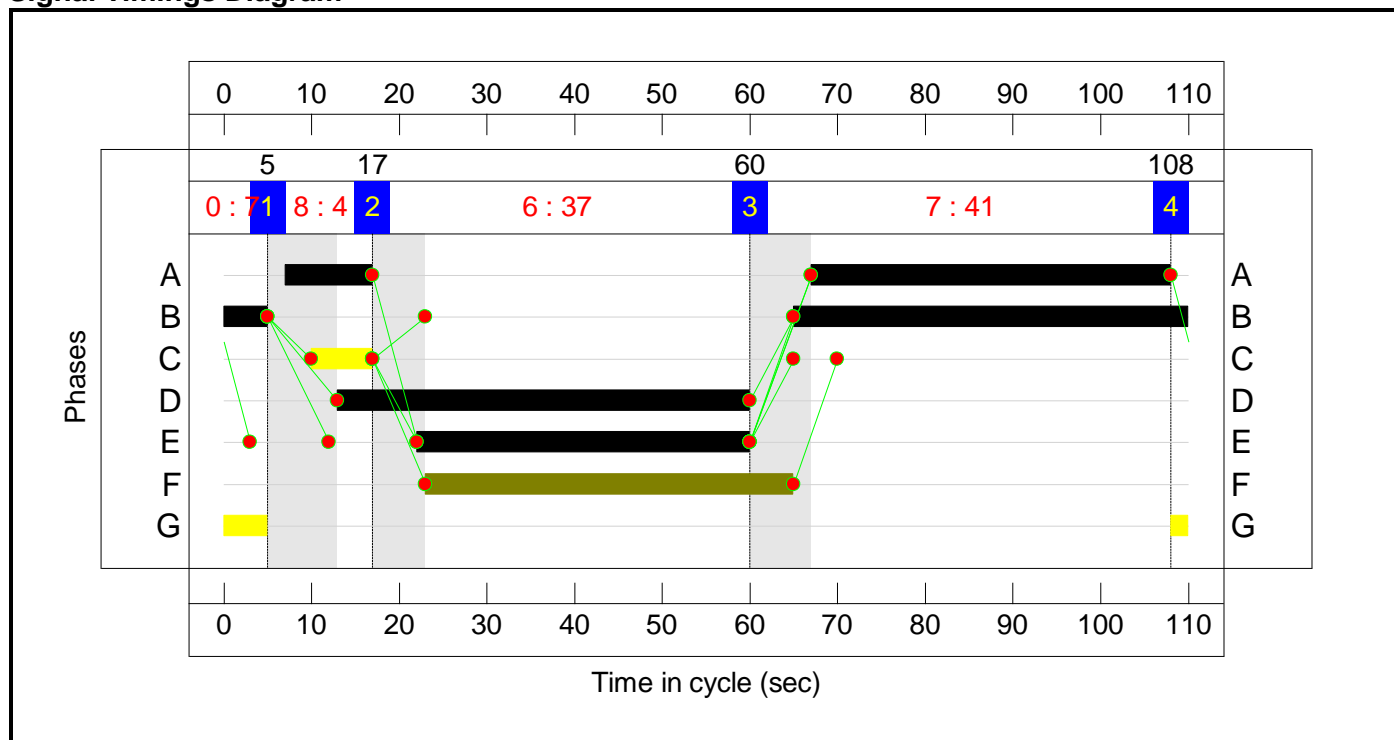
C3
Stage Sequence Diagram



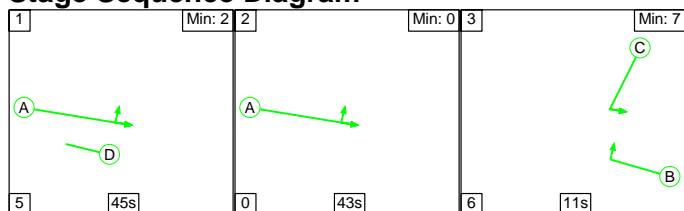
Stage Timings

Stage	1	2	3	4
Duration	4	37	41	7
Change Point	5	17	60	108

Signal Timings Diagram



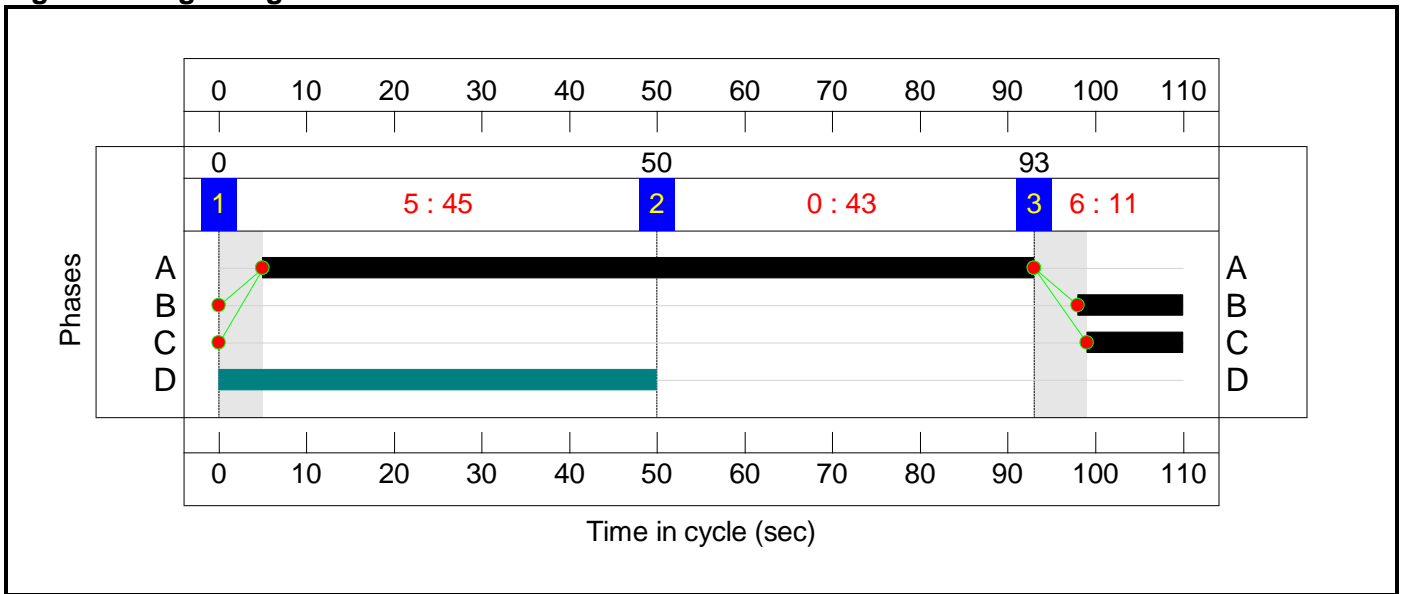
C4
Stage Sequence Diagram



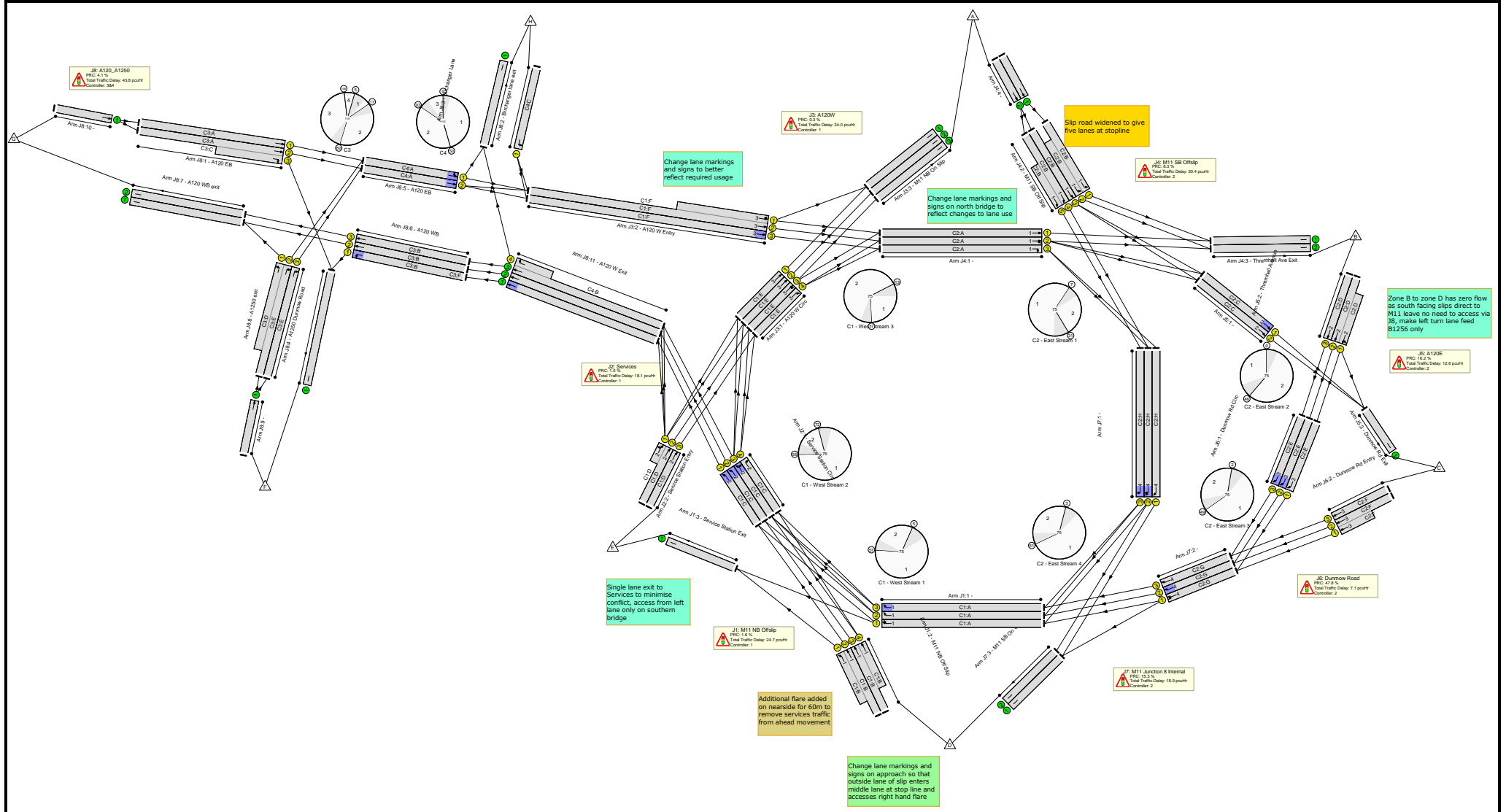
Stage Timings

Stage	1	2	3
Duration	45	43	11
Change Point	0	50	93

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 (%)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
J1: M11 NB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
1/1	Ahead Right	U	1:1	N/A	C1:A		1	45	-	730	1800	1104	66.1%
1/2	Right	U	1:1	N/A	C1:A		1	45	-	995	2022	1132	87.9%
1/3	Right	U	1:1	N/A	C1:A		1	45	-	1099	2022	1240	88.6%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	18	-	511	2080:1928	975	52.4%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	18	-	734	2080:2080	850	86.4%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
J2: Services	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	53	-	704	1800	1296	54.3%
1/2	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	53	-	843	2045	1472	57.3%
1/3	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	53	-	1320	2068	1489	88.7%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	53	-	665	2045	1472	45.2%
2/2+2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	11	-	293	1800:2036	357	82.0%
2/3	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	11	-	221	1800	288	76.7%
J3: A120W	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	18	-	386	2070	524	73.6%
1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	18	-	386	2070	524	73.6%

Full Input Data And Results

1/3	A120 W Circ Right Ahead	U	1:3	N/A	C1:E		1	18	-	472	2105	533	88.5%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	18	-	440	2070	524	83.9%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	46	-	1669	1800:2000	1860	89.7%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	46	-	524	1800	1128	46.5%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
3/3	M11 NB On Slip	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
J4: M11 SB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
1/1	Ahead	U	2:1	N/A	C2:A		1	44	-	724	2060	1236	58.6%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	44	-	1027	2060	1236	83.1%
1/3	Right	U	2:1	N/A	C2:A		1	44	-	651	2016	1210	53.8%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	19	-	855	1945:2085	1075	79.6%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	19	-	93	2031	542	17.2%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	19	-	471	2085:2120	953	49.4%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1137	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	904	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%
J5: A120E	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
1/1	Ahead	U	2:2	N/A	C2:C		1	23	-	323	1800	576	56.1%
1/2	Ahead	U	2:2	N/A	C2:C		1	23	-	335	1800	576	58.2%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	41	-	1101	2075:1979	1421	77.5%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	41	-	707	2075	1079	65.5%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
J6: Dunmow Road	-	-	N/A	-	-		-	-	-	-	-	-	60.9%
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	351	2074	1161	30.2%
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	656	2074	1161	56.5%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	707	2074	1161	60.9%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	23	-	512	1990:1832	920	55.7%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	23	-	233	1990	637	36.6%
J7: M11 Junction 8 Internal	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
1/1	Right	U	2:4	N/A	C2:H		1	22	-	442	2100	644	68.6%
1/2	Right Right2	U	2:4	N/A	C2:H		1	22	-	451	2100	644	70.0%
1/3	Right	U	2:4	N/A	C2:H		1	22	-	229	2100	644	35.6%
2/1	Ahead Ahead2	U	2:4	N/A	C2:G		1	42	-	594	2044	1172	50.7%
2/2	Ahead	U	2:4	N/A	C2:G		1	42	-	925	2100	1204	76.8%
2/3	Ahead	U	2:4	N/A	C2:G		1	42	-	940	2100	1204	78.1%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
J8: A120_A1250	-	-	N/A	-	-		-	-	-	-	-	-	86.5%
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	51	-	474	1975	952	49.8%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	51:7	-	531	2115:1806	1027	51.7%
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	11	-	108	1781	194	55.6%

Full Input Data And Results

4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	38:47	-	525	1747:1841	625	84.0%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	38	-	564	1871	663	85.0%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	88	-	994	1965	1590	62.5%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	88	-	1091	2105	1703	64.1%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	92	42	725	1709	1445	50.2%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	50	-	844	2105	976	86.5%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	50	-	745	2105	976	76.3%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	745	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	-		-	-	-	844	2105	2105	40.1%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	793	2105:1887	2090	37.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	0	0	0	110.5	69.2	0.0	179.6	-	-	-	-
J1: M11 NB Offslip	-	-	0	0	0	13.0	11.7	0.0	24.7	-	-	-	-
1/1	730	730	-	-	-	1.7	1.0	-	2.7	13.3	8.2	1.0	9.1
1/2	995	995	-	-	-	1.1	3.4	-	4.6	16.6	5.1	3.4	8.5
1/3	1099	1099	-	-	-	1.5	3.7	-	5.2	17.1	5.8	3.7	9.5
2/2+2/1	511	511	-	-	-	3.4	0.5	-	4.0	27.8	4.6	0.5	5.1
2/3+2/4	734	734	-	-	-	5.2	3.0	-	8.2	40.3	8.2	3.0	11.2
3/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Services	-	-	0	0	0	9.0	9.1	0.0	18.1	-	-	-	-
1/1	704	704	-	-	-	0.9	0.6	-	1.5	7.7	6.0	0.6	6.6
1/2	843	843	-	-	-	1.6	0.7	-	2.2	9.5	9.8	0.7	10.5
1/3	1320	1320	-	-	-	1.5	3.7	-	5.2	14.2	6.5	3.7	10.3
1/4	665	665	-	-	-	0.8	0.4	-	1.2	6.3	4.7	0.4	5.1
2/2+2/1	293	293	-	-	-	2.5	2.1	-	4.6	56.5	5.4	2.1	7.5
2/3	221	221	-	-	-	1.9	1.6	-	3.4	55.8	4.4	1.6	5.9
J3: A120W	-	-	0	0	0	20.7	13.3	0.0	34.0	-	-	-	-
1/1	386	386	-	-	-	3.6	1.4	-	5.0	46.7	7.3	1.4	8.7
1/2	386	386	-	-	-	3.6	1.4	-	5.0	46.7	7.3	1.4	8.7
1/3	472	472	-	-	-	4.6	3.5	-	8.0	61.1	9.2	3.5	12.6
1/4	440	440	-	-	-	3.1	2.5	-	5.5	45.4	8.9	2.5	11.4
2/2+2/1	1669	1669	-	-	-	4.8	4.2	-	8.9	19.3	14.1	4.2	18.2
2/3	524	524	-	-	-	1.1	0.4	-	1.5	10.4	5.7	0.4	6.1
3/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J4: M11 SB Offslip	-	-	0	0	0	13.6	6.7	0.0	20.4	-	-	-	-
1/1	724	724	-	-	-	1.3	0.7	-	2.0	9.9	4.6	0.7	5.3
1/2	1027	1027	-	-	-	1.6	2.4	-	4.0	14.1	13.8	2.4	16.2
1/3	651	651	-	-	-	1.1	0.6	-	1.7	9.4	5.4	0.6	5.9
2/1+2/2	855	855	-	-	-	6.1	1.9	-	8.0	33.7	8.5	1.9	10.4
2/3	93	93	-	-	-	0.5	0.1	-	0.7	25.2	1.5	0.1	1.6
2/4+2/5	471	471	-	-	-	3.0	0.5	-	3.5	26.5	4.2	0.5	4.7
3/1	1137	1137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	904	904	-	-	-	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
J5: A120E	-	-	0	0	0	8.7	4.0	0.0	12.6	-	-	-	-
1/1	323	323	-	-	-	1.1	0.6	-	1.7	19.0	3.7	0.6	4.3
1/2	335	335	-	-	-	1.6	0.7	-	2.2	24.2	5.2	0.7	5.9
2/2+2/1	1101	1101	-	-	-	3.5	1.7	-	5.2	16.9	9.5	1.7	11.2
2/3	707	707	-	-	-	2.6	0.9	-	3.5	17.9	10.6	0.9	11.6
3/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Dunmow Road	-	-	0	0	0	4.5	2.6	0.0	7.1	-	-	-	-
1/1	351	351	-	-	-	0.0	0.2	-	0.2	2.4	0.6	0.2	0.9
1/2	656	656	-	-	-	0.2	0.6	-	0.8	4.6	0.4	0.6	1.1
1/3	707	707	-	-	-	0.2	0.8	-	1.0	5.0	0.5	0.8	1.2
2/2+2/1	512	512	-	-	-	2.8	0.6	-	3.5	24.4	4.3	0.6	5.0
2/3	233	233	-	-	-	1.3	0.3	-	1.6	24.1	3.7	0.3	4.0
J7: M11 Junction 8 Internal	-	-	0	0	0	12.5	6.4	0.0	18.9	-	-	-	-
1/1	442	442	-	-	-	1.9	1.1	-	3.0	24.1	6.2	1.1	7.3
1/2	451	451	-	-	-	3.1	1.2	-	4.2	33.6	8.3	1.2	9.4
1/3	229	229	-	-	-	1.9	0.3	-	2.2	33.8	4.8	0.3	5.0
2/1	594	594	-	-	-	1.6	0.5	-	2.1	12.7	8.0	0.5	8.5
2/2	925	925	-	-	-	2.1	1.6	-	3.8	14.7	7.8	1.6	9.4

Full Input Data And Results

2/3	940	940	-	-	-	2.0	1.8	-	3.7	14.2	6.8	1.8	8.5
3/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: A120_A1250	-	-	0	0	0	28.4	15.4	0.0	43.8	-	-	-	-
1/1	474	474	-	-	-	1.9	0.5	-	2.4	18.5	8.4	0.5	8.9
1/2+1/3	531	531	-	-	-	2.2	0.5	-	2.8	18.8	9.5	0.5	10.0
2/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	108	108	-	-	-	1.4	0.6	-	2.0	67.1	3.1	0.6	3.7
4/2+4/1	525	525	-	-	-	4.7	2.5	-	7.2	49.6	14.6	2.5	17.1
4/3	564	564	-	-	-	5.1	2.7	-	7.8	50.0	15.8	2.7	18.5
5/1	994	994	-	-	-	0.3	0.8	-	1.1	4.2	2.5	0.8	3.3
5/2	1091	1091	-	-	-	0.4	0.9	-	1.2	4.1	2.8	0.9	3.7
6/1	725	725	-	-	-	0.5	0.5	-	1.0	4.8	5.8	0.5	6.3
6/2	844	844	-	-	-	6.2	3.1	-	9.2	39.5	23.0	3.1	26.0
6/3	745	745	-	-	-	5.1	1.6	-	6.7	32.2	18.8	1.6	20.4
7/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	745	745	-	-	-	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	844	844	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
11/3+11/4	793	793	-	-	-	0.6	0.3	-	0.9	4.0	1.3	0.3	1.6

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	1.6	Total Delay for Signalled Lanes (pcuHr)	24.67	Cycle Time (s)	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	1.5	Total Delay for Signalled Lanes (pcuHr)	18.14	Cycle Time (s)	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	0.3	Total Delay for Signalled Lanes (pcuHr)	34.01	Cycle Time (s)	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	8.3	Total Delay for Signalled Lanes (pcuHr)	19.81	Cycle Time (s)	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	16.2	Total Delay for Signalled Lanes (pcuHr)	12.64	Cycle Time (s)	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	47.8	Total Delay for Signalled Lanes (pcuHr)	7.07	Cycle Time (s)	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	15.3	Total Delay for Signalled Lanes (pcuHr)	18.91	Cycle Time (s)	75
C3		PRC for Signalled Lanes (%)	4.1	Total Delay for Signalled Lanes (pcuHr)	37.14	Cycle Time (s)	110
C4		PRC for Signalled Lanes (%)	40.5	Total Delay for Signalled Lanes (pcuHr)	4.40	Cycle Time (s)	110
		PRC Over All Lanes (%)	0.3	Total Delay Over All Lanes (pcuHr)	179.64		

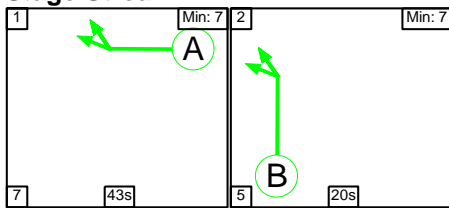
Full Input Data And Results

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

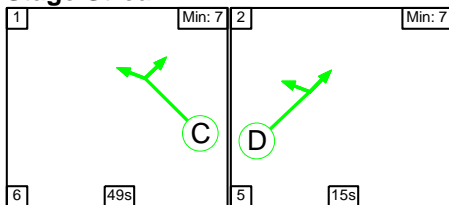
C1 - West

Stage Sequence Diagram

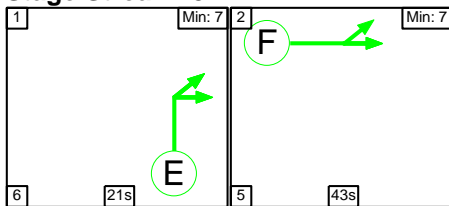
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	43	20
Change Point	0	50

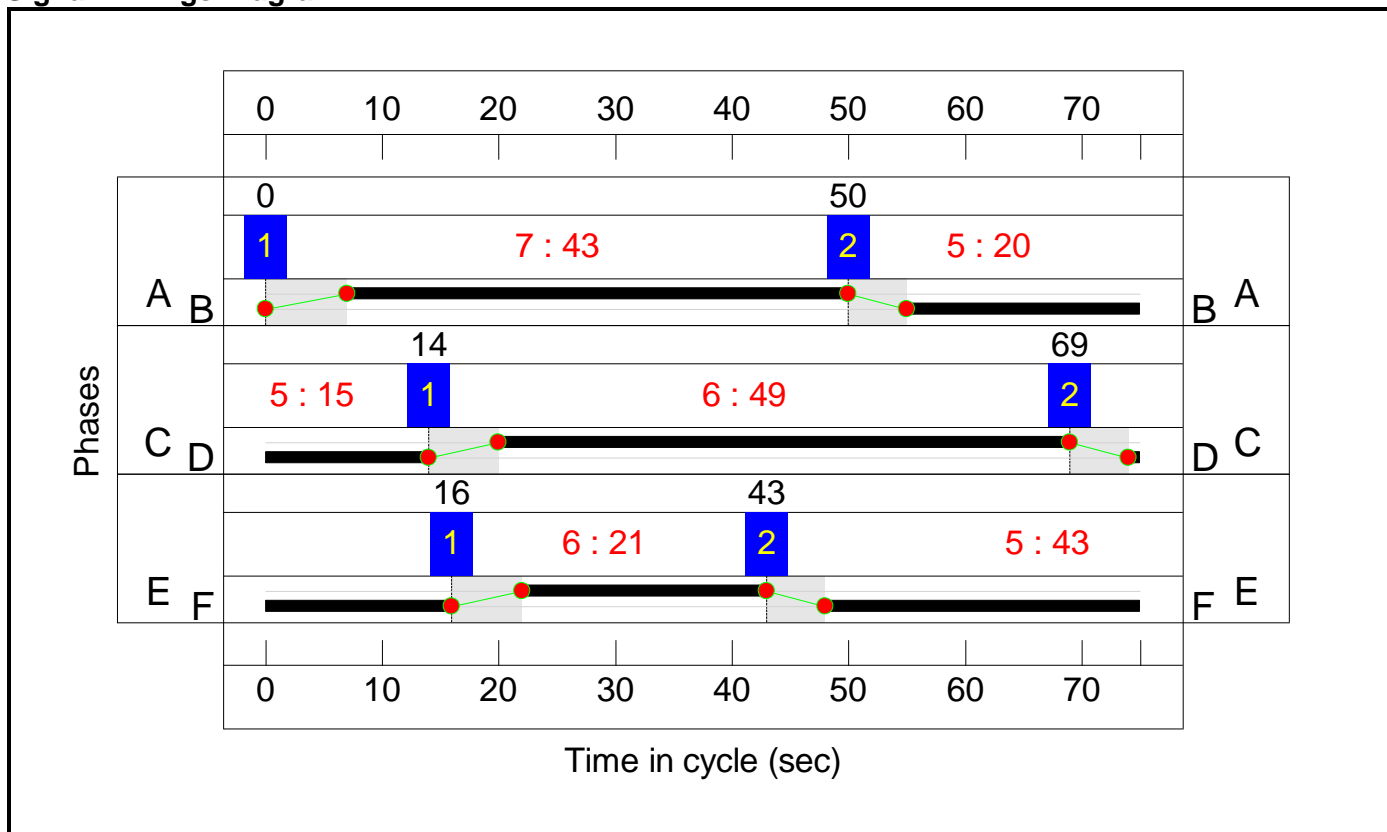
Stage Stream: 2

Stage	1	2
Duration	49	15
Change Point	14	69

Stage Stream: 3

Stage	1	2
Duration	21	43
Change Point	16	43

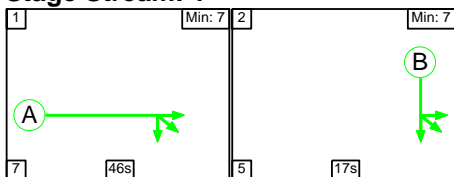
Signal Timings Diagram



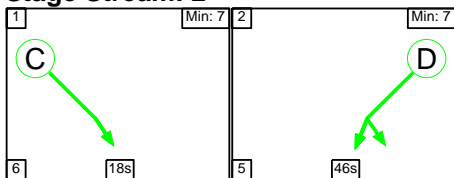
C2 - East

Stage Sequence Diagram

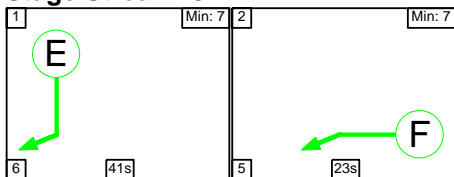
Stage Stream: 1



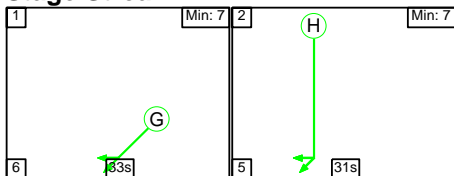
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	46	17
Change Point	42	20

Stage Stream: 2

Stage	1	2
Duration	18	46
Change Point	46	70

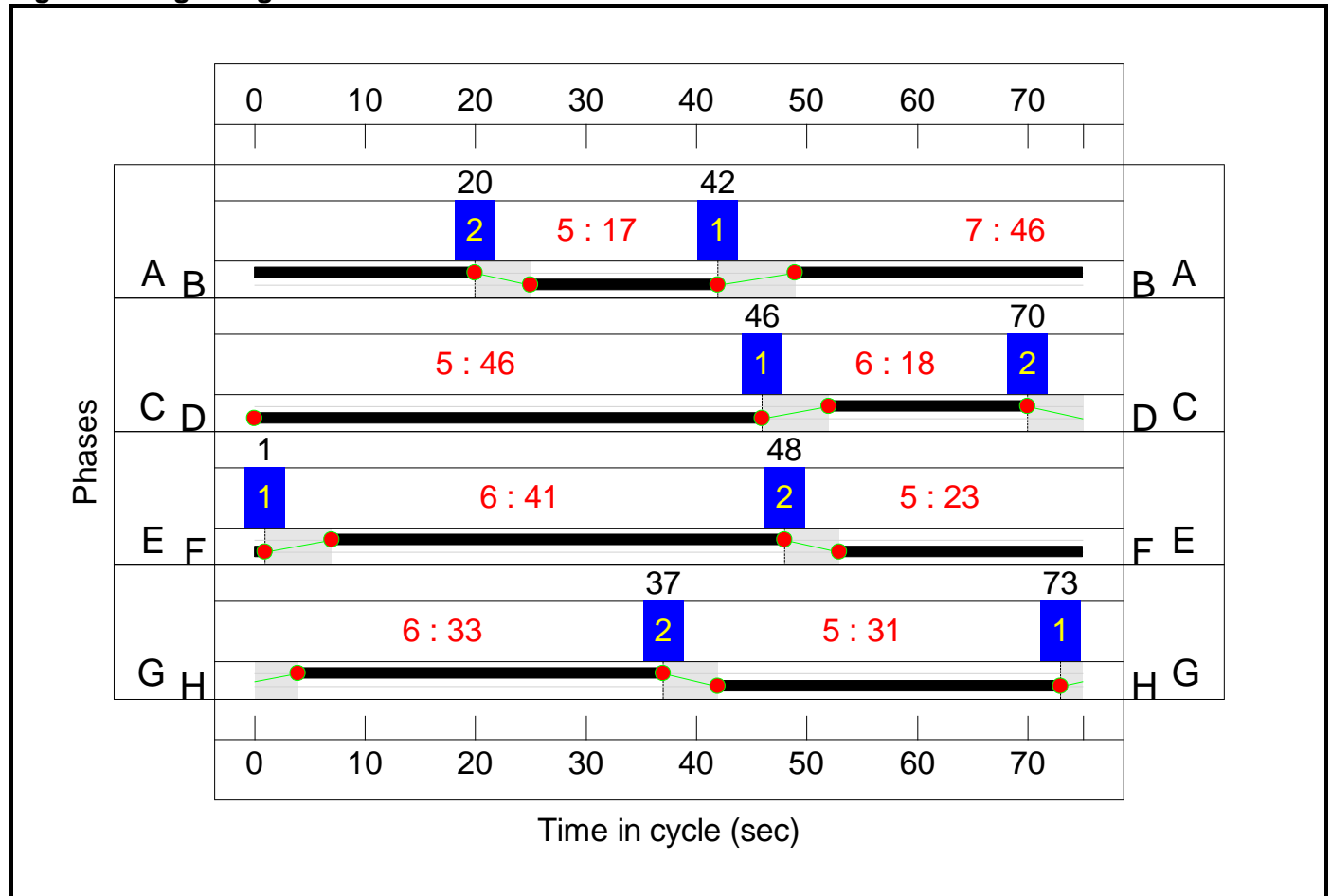
Stage Stream: 3

Stage	1	2
Duration	41	23
Change Point	1	48

Stage Stream: 4

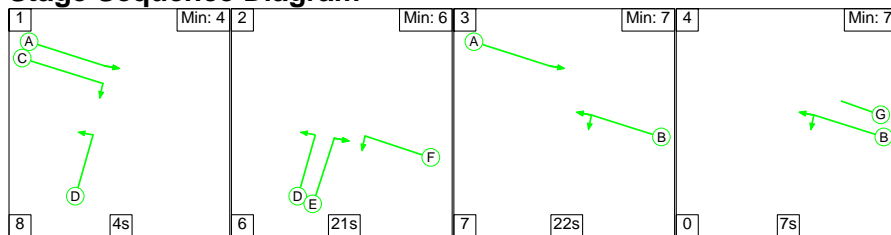
Stage	1	2
Duration	33	31
Change Point	73	37

Signal Timings Diagram



Full Input Data And Results

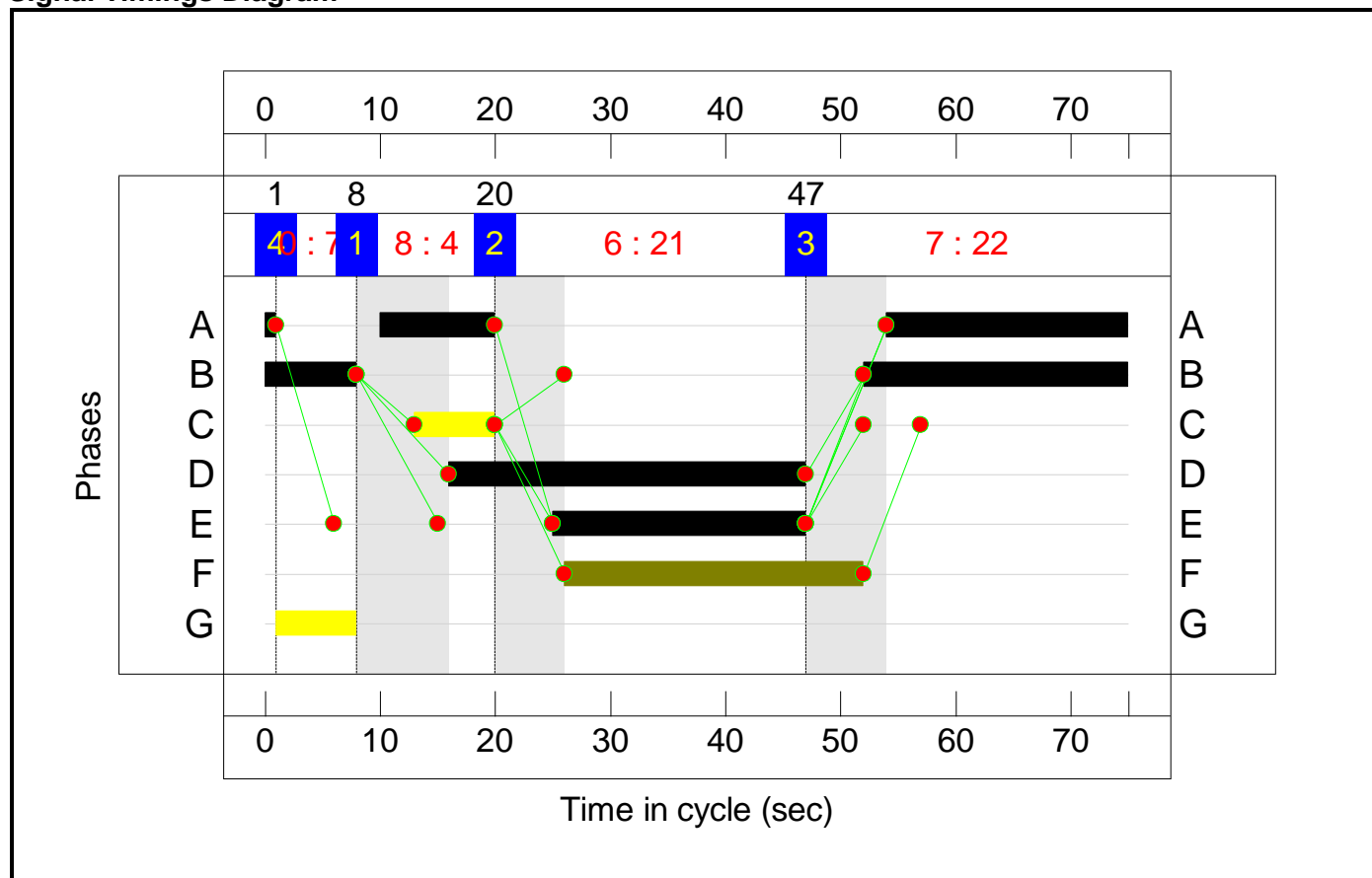
C3
Stage Sequence Diagram



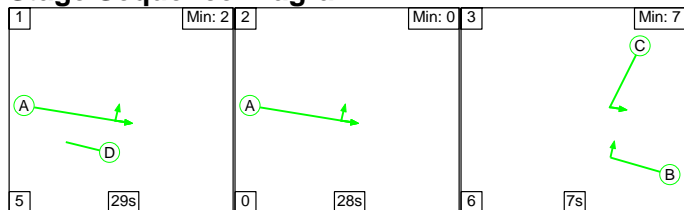
Stage Timings

Stage	1	2	3	4
Duration	4	21	22	7
Change Point	8	20	47	1

Signal Timings Diagram



C4
Stage Sequence Diagram

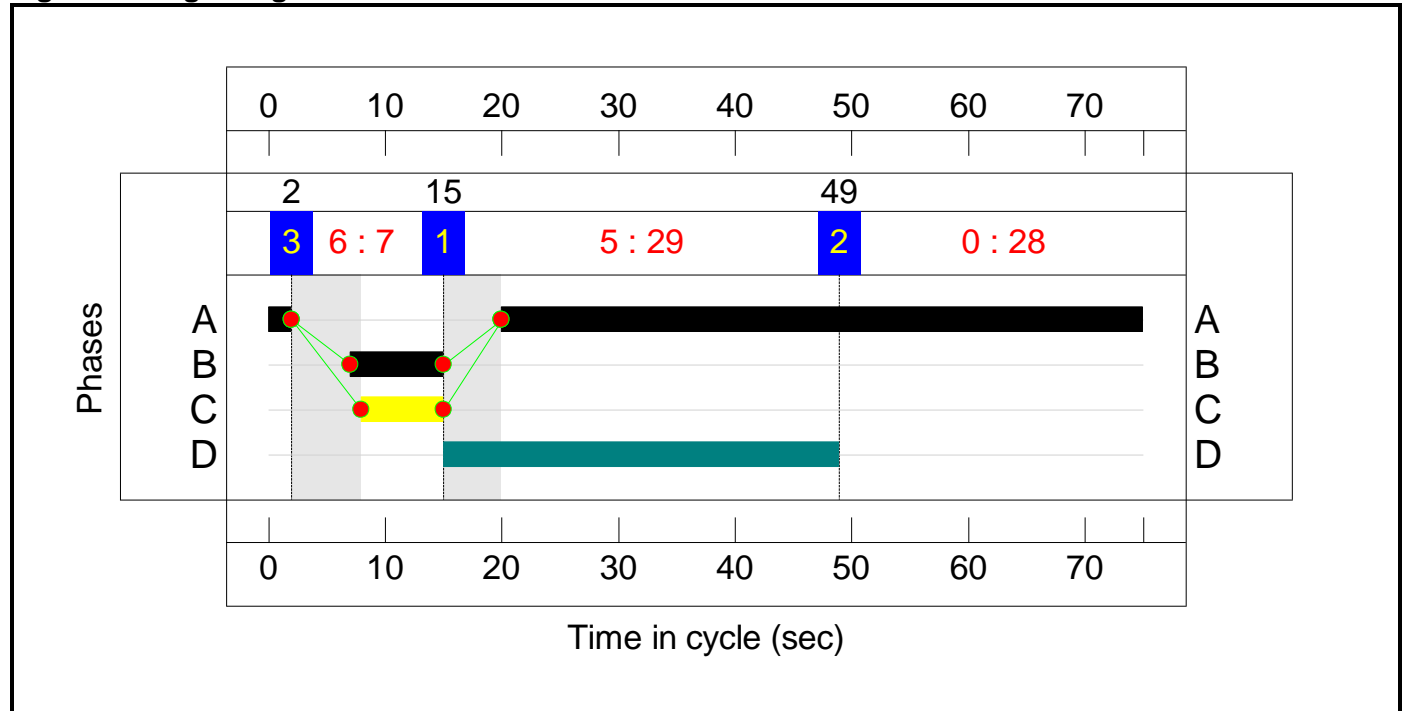


Full Input Data And Results

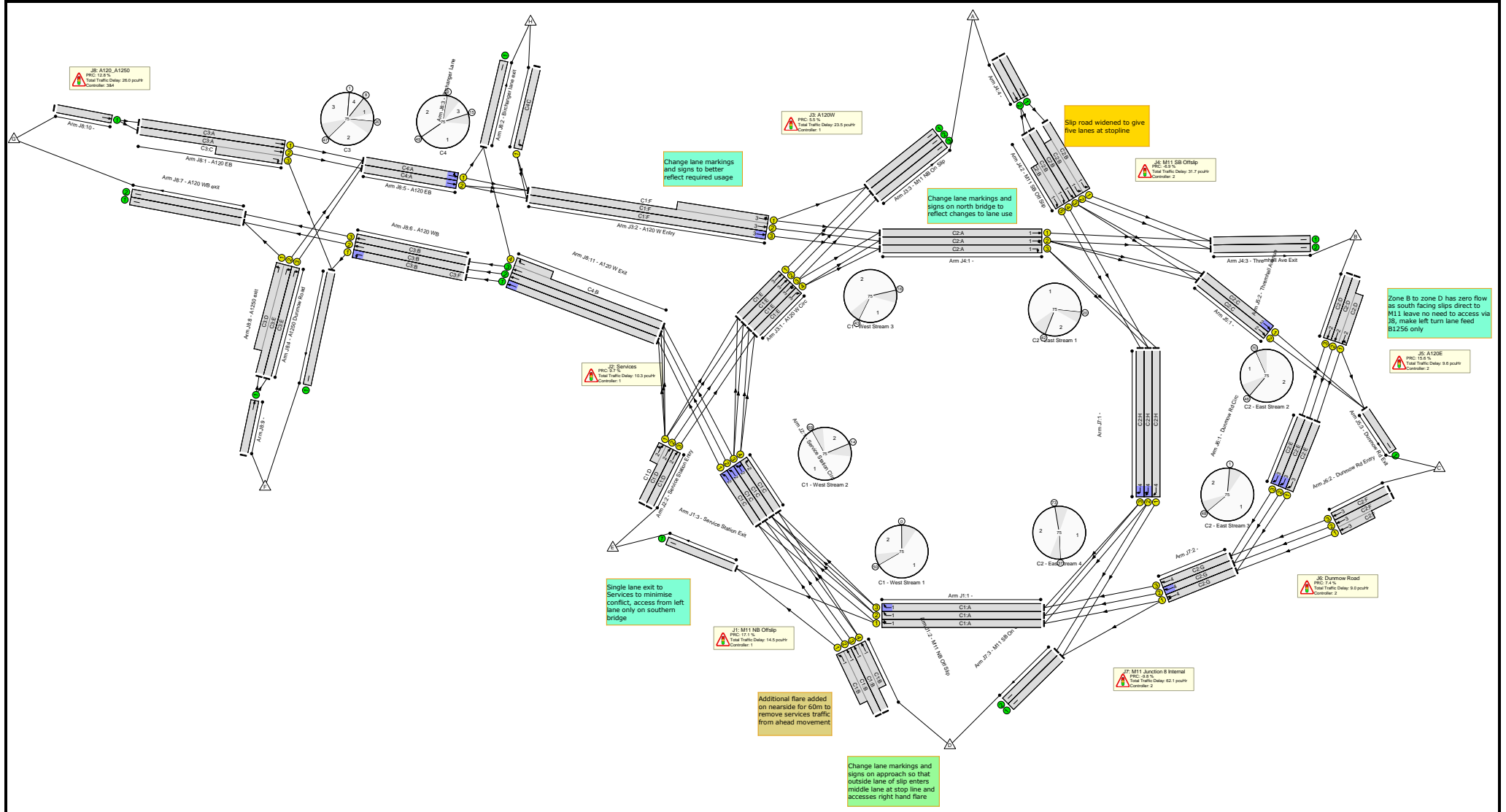
Stage Timings

Stage	1	2	3
Duration	29	28	7
Change Point	15	49	2

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 (%)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	N/A	-	-		-	-	-	-	-	-	98.8%
J1: M11 NB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	76.9%
1/1	Ahead Right	U	1:1	N/A	C1:A		1	43	-	751	1800	1056	71.1%
1/2	Right	U	1:1	N/A	C1:A		1	43	-	829	2022	1078	76.9%
1/3	Right	U	1:1	N/A	C1:A		1	43	-	877	2022	1186	73.9%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	20	-	433	2080:1928	993	43.6%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	20	-	517	2080:2080	991	52.2%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
J2: Services	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	49	-	751	1800	1200	62.6%
1/2	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	49	-	609	2045	1363	44.7%
1/3	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	49	-	1044	2064	1376	75.9%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	49	-	570	2045	1363	41.8%
2/2+2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	15	-	104	1800:2036	505	20.6%
2/3	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	15	-	315	1800	384	82.0%
J3: A120W	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	21	-	305	2070	607	50.2%
1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	21	-	305	2070	607	50.2%

Full Input Data And Results

1/3	A120 W Circ Right Ahead	U	1:3	N/A	C1:E		1	21	-	431	2105	617	69.8%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	21	-	477	2070	607	78.6%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	43	-	1249	1800:1979	1744	71.6%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	43	-	901	1800	1056	85.3%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
3/3	M11 NB On Slip	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
J4: M11 SB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
1/1	Ahead	U	2:1	N/A	C2:A		1	46	-	150	2060	1291	11.6%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	46	-	825	2060	1291	63.9%
1/3	Right	U	2:1	N/A	C2:A		1	46	-	1215	2016	1263	96.2%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	17	-	908	1945:2085	967	93.9%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	84	2031	487	17.2%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	465	2085:2120	728	63.9%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	979	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%
J5: A120E	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
1/1	Ahead	U	2:2	N/A	C2:C		1	18	-	201	1800	456	44.1%
1/2	Ahead	U	2:2	N/A	C2:C		1	18	-	199	1800	456	43.6%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	46	-	1205	2075:1981	1547	77.9%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	46	-	642	2075	1217	52.7%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
J6: Dunmow Road	-	-	N/A	-	-		-	-	-	-	-	-	83.8%
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	391	2074	1161	33.7%
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	727	2074	1161	62.6%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	41	-	642	2074	1161	55.3%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	23	-	508	1990:1832	606	83.8%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	23	-	136	1990	637	21.4%
J7: M11 Junction 8 Internal	-	-	N/A	-	-		-	-	-	-	-	-	98.8%
1/1	Right	U	2:4	N/A	C2:H		1	31	-	755	1800	768	98.3%
1/2	Right Right2	U	2:4	N/A	C2:H		1	31	-	759	1800	768	98.8%
1/3	Right	U	2:4	N/A	C2:H		1	31	-	166	1800	768	21.6%
2/1	Ahead Ahead2	U	2:4	N/A	C2:G		1	33	-	864	2034	922	93.7%
2/2	Ahead	U	2:4	N/A	C2:G		1	33	-	762	1800	816	93.4%
2/3	Ahead	U	2:4	N/A	C2:G		1	33	-	778	1800	816	95.3%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	1190	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
J8: A120_A1250	-	-	N/A	-	-		-	-	-	-	-	-	79.8%
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	32	-	579	1975	895	64.7%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	32:7	-	637	2115:1965	959	66.4%
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	-	422	1747:1841	538	78.4%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	22	-	458	1871	574	79.8%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	999	1965	1520	65.7%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	1095	2105	1628	67.3%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	26	759	1709	1322	57.4%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	31	-	612	2105	898	68.1%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	31	-	391	2105	898	43.5%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	391	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	38.6%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	612	2105	2105	29.1%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	504	2105:1887	1010	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)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	0	0	0	89.4	97.4	0.0	186.7	-	-	-	-
J1: M11 NB Offslip	-	-	0	0	0	9.3	5.2	0.0	14.5	-	-	-	-
1/1	751	751	-	-	-	1.7	1.2	-	2.9	13.9	9.7	1.2	11.0
1/2	829	829	-	-	-	0.9	1.6	-	2.5	10.9	2.3	1.6	3.9
1/3	877	877	-	-	-	0.9	1.4	-	2.3	9.5	2.6	1.4	4.1
2/2+2/1	433	433	-	-	-	2.6	0.4	-	3.0	25.0	4.1	0.4	4.5
2/3+2/4	517	517	-	-	-	3.2	0.5	-	3.7	26.0	4.5	0.5	5.1
3/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Services	-	-	0	0	0	4.9	5.4	0.0	10.3	-	-	-	-
1/1	751	751	-	-	-	0.5	0.8	-	1.3	6.4	3.7	0.8	4.5
1/2	609	609	-	-	-	0.4	0.4	-	0.9	5.0	3.2	0.4	3.6
1/3	1044	1044	-	-	-	0.5	1.6	-	2.1	7.2	9.4	1.6	11.0
1/4	570	570	-	-	-	0.2	0.4	-	0.6	3.7	1.2	0.4	1.5
2/2+2/1	104	104	-	-	-	0.7	0.1	-	0.8	28.6	1.4	0.1	1.5
2/3	315	315	-	-	-	2.5	2.1	-	4.6	52.7	6.2	2.1	8.4
J3: A120W	-	-	0	0	0	15.5	8.0	0.0	23.5	-	-	-	-
1/1	305	305	-	-	-	2.2	0.5	-	2.7	32.3	4.1	0.5	4.6
1/2	305	305	-	-	-	2.2	0.5	-	2.7	32.3	4.1	0.5	4.6
1/3	431	431	-	-	-	3.1	1.1	-	4.2	35.4	6.0	1.1	7.1
1/4	477	477	-	-	-	2.8	1.8	-	4.6	34.7	9.9	1.8	11.7
2/2+2/1	1249	1249	-	-	-	2.5	1.3	-	3.7	10.8	26.8	1.3	28.0
2/3	901	901	-	-	-	2.7	2.8	-	5.5	21.9	17.8	2.8	20.6
3/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J4: M11 SB Offslip	-	-	0	0	0	13.7	18.0	0.0	31.7	-	-	-	-
1/1	150	150	-	-	-	0.1	0.1	-	0.1	3.2	0.7	0.1	0.7
1/2	825	825	-	-	-	1.1	0.9	-	1.9	8.4	4.6	0.9	5.5
1/3	1215	1215	-	-	-	1.9	9.1	-	11.0	32.5	18.5	9.1	27.7
2/1+2/2	908	908	-	-	-	7.1	6.3	-	13.4	53.0	9.5	6.3	15.9
2/3	84	84	-	-	-	0.5	0.1	-	0.6	27.1	1.4	0.1	1.5
2/4+2/5	465	465	-	-	-	3.2	0.9	-	4.1	31.5	5.5	0.9	6.4
3/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	979	979	-	-	-	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
J5: A120E	-	-	0	0	0	6.5	3.1	0.0	9.6	-	-	-	-
1/1	201	201	-	-	-	1.0	0.4	-	1.4	25.8	2.2	0.4	2.6
1/2	199	199	-	-	-	0.9	0.4	-	1.3	23.6	2.1	0.4	2.5
2/2+2/1	1205	1205	-	-	-	2.9	1.7	-	4.7	13.9	9.5	1.7	11.2
2/3	642	642	-	-	-	1.7	0.6	-	2.2	12.4	7.8	0.6	8.4
3/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Dunmow Road	-	-	0	0	0	4.7	4.3	0.0	9.0	-	-	-	-
1/1	391	391	-	-	-	0.2	0.3	-	0.5	4.4	4.3	0.3	4.6
1/2	727	727	-	-	-	0.3	0.8	-	1.1	5.6	1.3	0.8	2.1
1/3	642	642	-	-	-	0.3	0.6	-	0.9	4.9	1.2	0.6	1.8
2/2+2/1	508	508	-	-	-	3.3	2.5	-	5.7	40.6	9.2	2.5	11.7
2/3	136	136	-	-	-	0.7	0.1	-	0.8	22.2	2.0	0.1	2.2
J7: M11 Junction 8 Internal	-	-	0	0	0	20.1	42.0	0.0	62.1	-	-	-	-
1/1	755	755	-	-	-	5.9	10.9	-	16.8	80.0	14.6	10.9	25.5
1/2	759	759	-	-	-	4.9	11.7	-	16.6	78.8	15.6	11.7	27.4
1/3	166	166	-	-	-	0.2	0.1	-	0.3	6.7	2.8	0.1	2.9
2/1	864	864	-	-	-	3.9	6.1	-	10.1	42.0	17.7	6.1	23.8
2/2	762	762	-	-	-	2.4	5.8	-	8.2	39.0	5.4	5.8	11.2

Full Input Data And Results

2/3	778	778	-	-	-	2.7	7.4	-	10.1	46.7	15.6	7.4	22.9
3/1	1190	1190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: A120_A1250	-	-	0	0	0	14.6	11.4	0.0	26.0	-	-	-	-
1/1	579	579	-	-	-	1.8	0.9	-	2.7	16.5	7.4	0.9	8.3
1/2+1/3	637	637	-	-	-	1.9	1.0	-	2.9	16.6	8.3	1.0	9.3
2/1	113	113	-	-	-	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	422	422	-	-	-	2.8	1.8	-	4.5	38.7	7.9	1.8	9.7
4/3	458	458	-	-	-	3.0	1.9	-	5.0	38.9	8.7	1.9	10.6
5/1	999	999	-	-	-	0.3	1.0	-	1.3	4.7	3.5	1.0	4.5
5/2	1095	1095	-	-	-	0.4	1.0	-	1.4	4.6	3.9	1.0	4.9
6/1	759	759	-	-	-	0.1	0.7	-	0.8	3.7	0.5	0.7	1.2
6/2	612	612	-	-	-	1.6	1.1	-	2.7	15.9	8.0	1.1	9.0
6/3	391	391	-	-	-	1.1	0.4	-	1.5	13.7	6.2	0.4	6.6
7/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	759	759	-	-	-	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	759	759	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	612	612	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/3+11/4	504	504	-	-	-	1.0	0.5	-	1.5	10.9	2.4	0.5	2.8

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	17.1	Total Delay for Signalled Lanes (pcuHr):	14.47	Cycle Time (s):	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	9.7	Total Delay for Signalled Lanes (pcuHr):	10.31	Cycle Time (s):	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	5.5	Total Delay for Signalled Lanes (pcuHr):	23.52	Cycle Time (s):	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-6.9	Total Delay for Signalled Lanes (pcuHr):	31.11	Cycle Time (s):	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):	9.61	Cycle Time (s):	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	7.4	Total Delay for Signalled Lanes (pcuHr):	9.04	Cycle Time (s):	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-9.8	Total Delay for Signalled Lanes (pcuHr):	62.12	Cycle Time (s):	75
C3		PRC for Signalled Lanes (%)	12.8	Total Delay for Signalled Lanes (pcuHr):	20.05	Cycle Time (s):	75
C4		PRC for Signalled Lanes (%)	33.8	Total Delay for Signalled Lanes (pcuHr):	3.38	Cycle Time (s):	75
		PRC Over All Lanes (%)	-9.8	Total Delay Over All Lanes (pcuHr):	186.74		

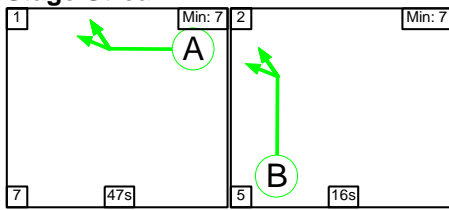
Full Input Data And Results

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

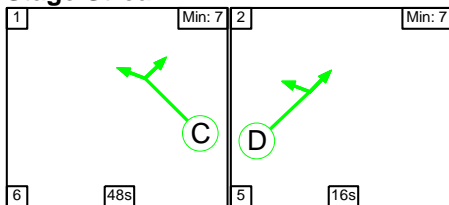
C1 - West

Stage Sequence Diagram

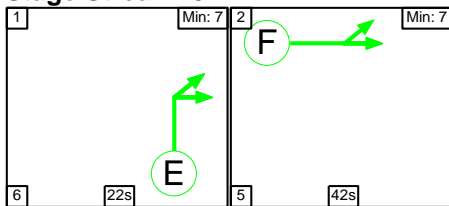
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	47	16
Change Point	0	54

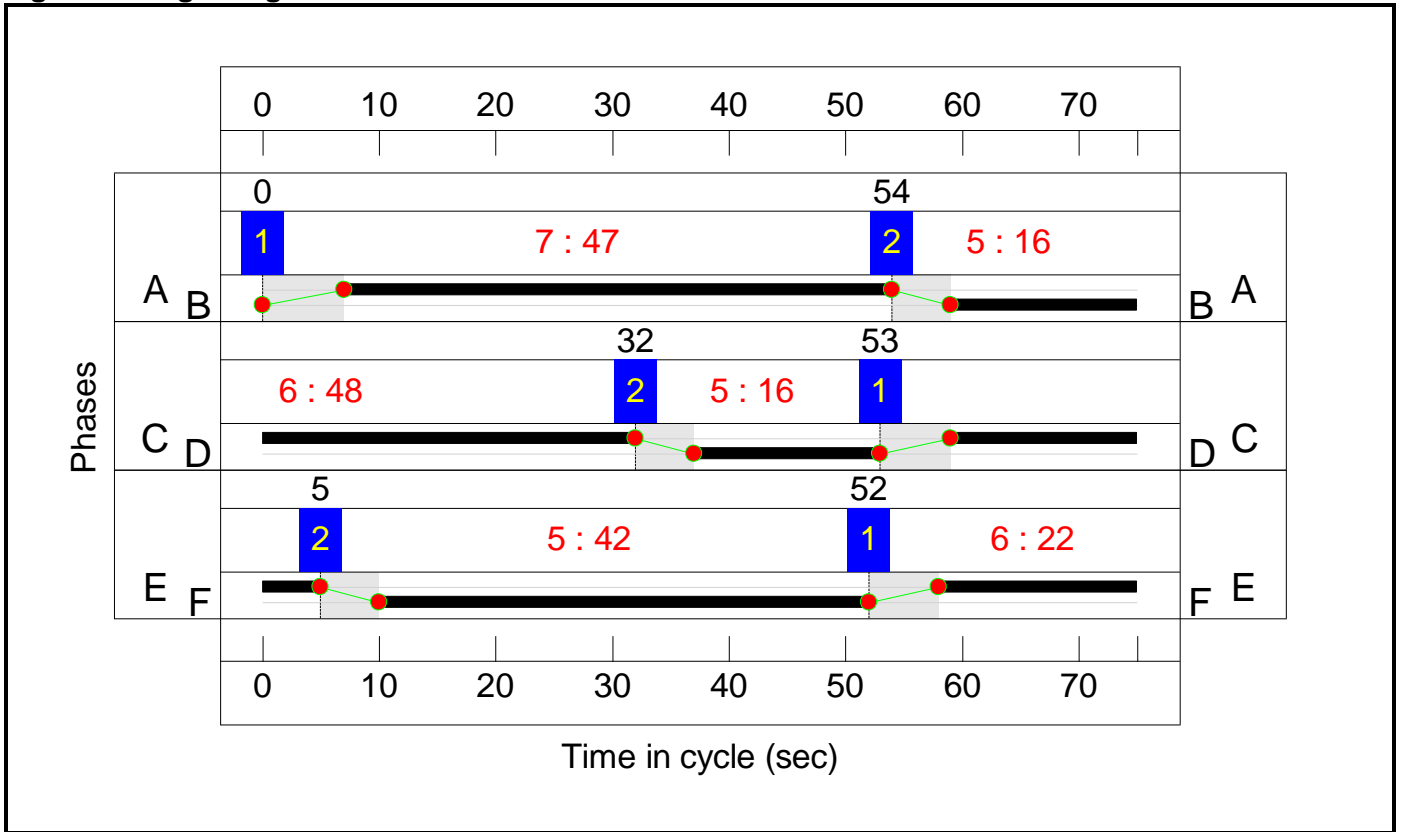
Stage Stream: 2

Stage	1	2
Duration	48	16
Change Point	53	32

Stage Stream: 3

Stage	1	2
Duration	22	42
Change Point	52	5

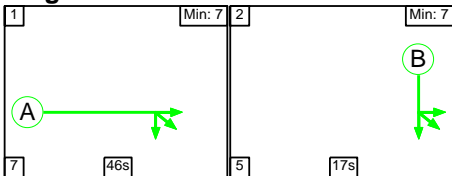
Signal Timings Diagram



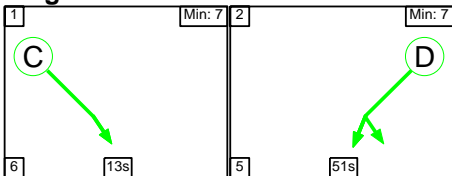
C2 - East

Stage Sequence Diagram

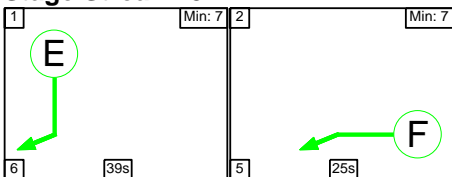
Stage Stream: 1



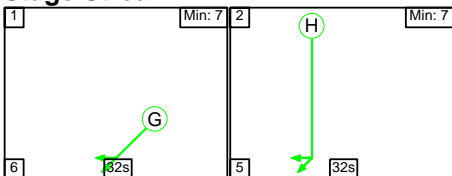
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	46	17
Change Point	3	56

Stage Stream: 2

Stage	1	2
Duration	13	51
Change Point	47	66

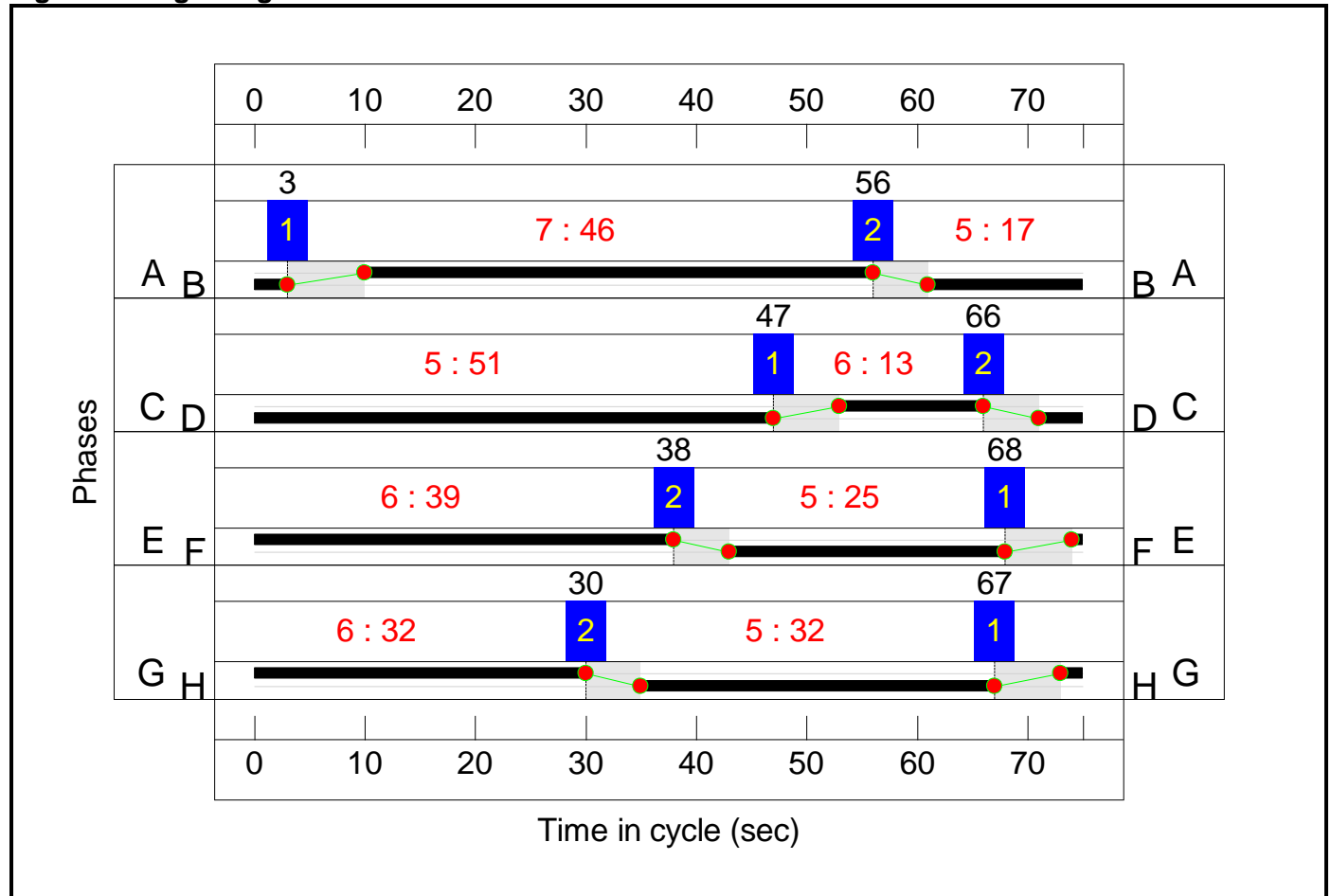
Stage Stream: 3

Stage	1	2
Duration	39	25
Change Point	68	38

Stage Stream: 4

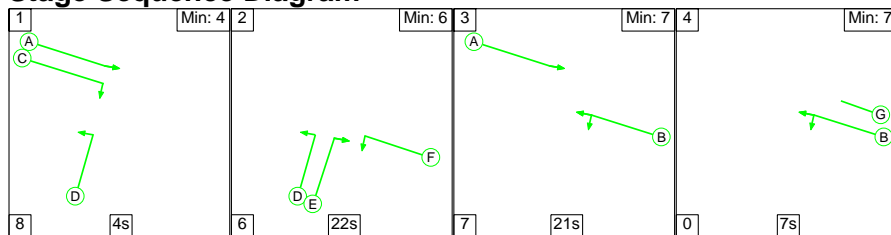
Stage	1	2
Duration	32	32
Change Point	67	30

Signal Timings Diagram



Full Input Data And Results

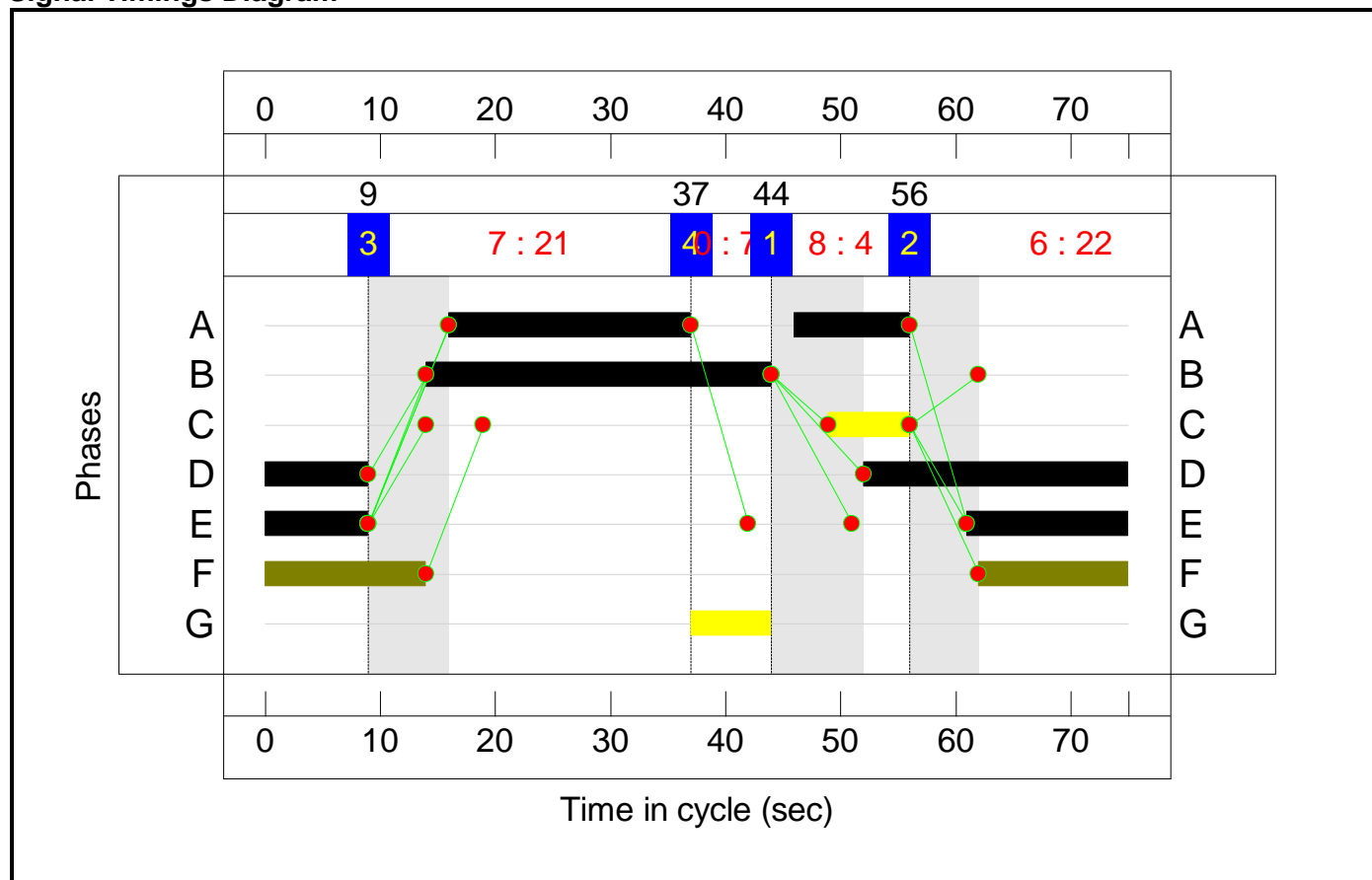
C3
Stage Sequence Diagram



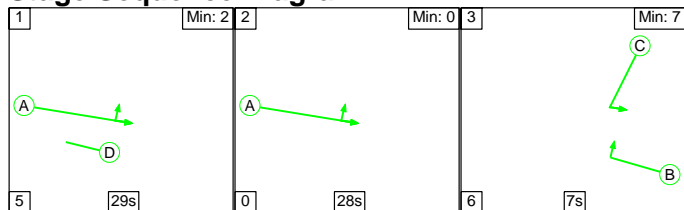
Stage Timings

Stage	1	2	3	4
Duration	4	22	21	7
Change Point	44	56	9	37

Signal Timings Diagram



C4
Stage Sequence Diagram

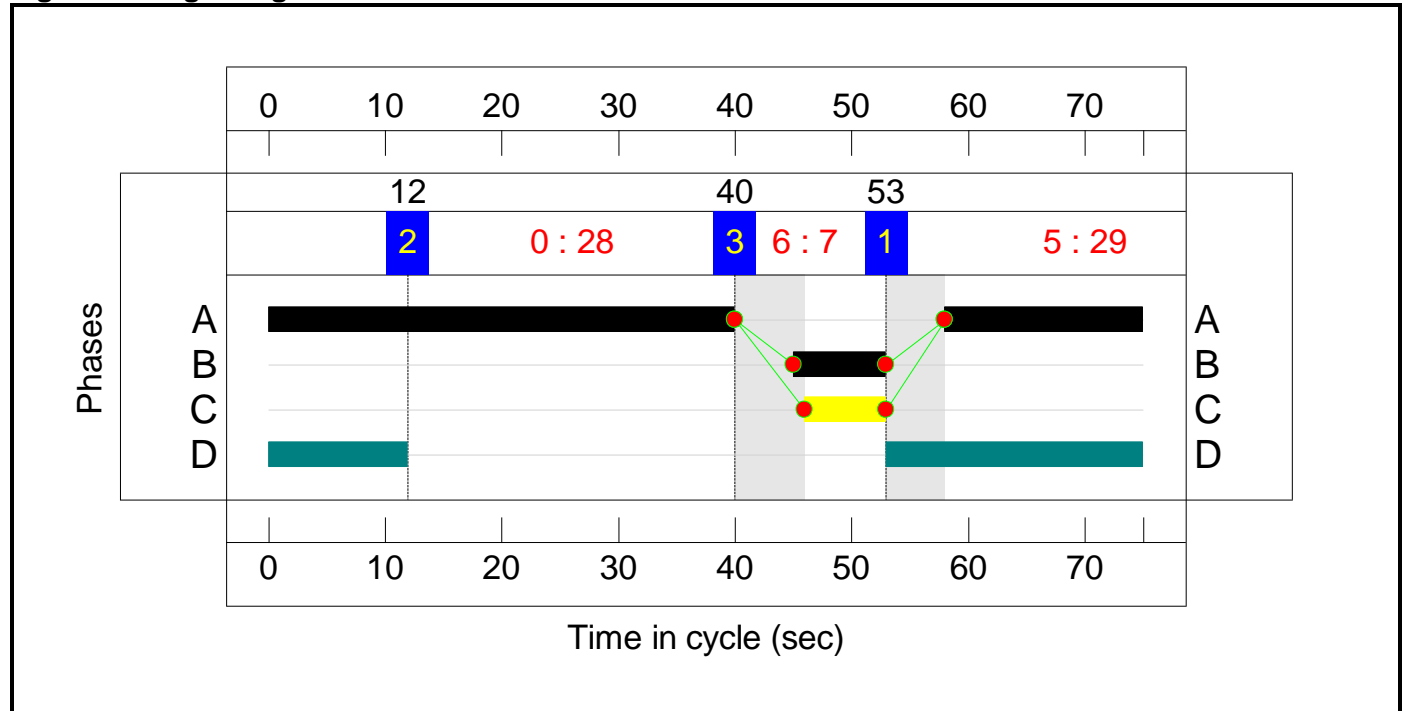


Full Input Data And Results

Stage Timings

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

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	N/A	-	-		-	-	-	-	-	-	100.1%
J1: M11 NB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
1/1	Ahead Right	U	1:1	N/A	C1:A		1	47	-	755	1800	1152	65.5%
1/2	Right	U	1:1	N/A	C1:A		1	47	-	833	2022	1186	70.2%
1/3	Right	U	1:1	N/A	C1:A		1	47	-	864	2022	1294	66.8%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	16	-	537	2080:1928	844	63.6%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	16	-	641	2080:2080	783	81.9%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
J2: Services	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	48	-	809	1800	1176	68.8%
1/2	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	48	-	637	2045	1336	47.7%
1/3	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	48	-	1059	2066	1350	78.5%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	48	-	642	2045	1336	48.1%
2/2+2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	16	-	116	1800:2036	532	21.8%
2/3	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	16	-	351	1800	408	86.0%
J3: A120W	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	22	-	288	2070	635	45.4%

Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	22	-	287	2070	635	45.2%
1/3	A120 W Circ Right Ahead	U	1:3	N/A	C1:E		1	22	-	469	2105	646	72.7%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	22	-	550	2070	635	86.6%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	42	-	1268	1800:1980	1768	71.7%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	42	-	914	1800	1032	88.6%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
3/3	M11 NB On Slip	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
J4: M11 SB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	100.1%
1/1	Ahead	U	2:1	N/A	C2:A		1	46	-	175	2060	1291	13.6%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	46	-	852	2060	1291	66.0%
1/3	Right	U	2:1	N/A	C2:A		1	46	-	1264	2016	1263	100.1%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	17	-	929	1945:2085	967	96.1%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	86	2031	487	17.6%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	476	2085:2120	728	65.4%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	977	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%
J5: A120E	-	-	N/A	-	-		-	-	-	-	-	-	70.1%
1/1	Ahead	U	2:2	N/A	C2:C		1	13	-	217	1800	336	64.6%
1/2	Ahead	U	2:2	N/A	C2:C		1	13	-	225	1800	336	67.0%

Full Input Data And Results

2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	51	-	1183	2075:1981	1688	70.1%
2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	51	-	647	2075	1356	47.7%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
J6: Dunmow Road	-	-	N/A	-	-		-	-	-	-	-	-	78.6%
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	39	-	388	2074	1106	35.1%
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	39	-	709	2074	1106	64.1%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	39	-	647	2074	1106	58.5%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	25	-	526	1990:1832	669	78.6%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	25	-	118	1990	690	17.1%
J7: M11 Junction 8 Internal	-	-	N/A	-	-		-	-	-	-	-	-	99.3%
1/1	Right	U	2:4	N/A	C2:H		1	32	-	787	1800	792	99.3%
1/2	Right Right2	U	2:4	N/A	C2:H		1	32	-	783	1800	792	98.8%
1/3	Right	U	2:4	N/A	C2:H		1	32	-	170	1800	792	21.5%
2/1	Ahead Ahead2	U	2:4	N/A	C2:G		1	32	-	861	2034	895	96.2%
2/2	Ahead	U	2:4	N/A	C2:G		1	32	-	762	1800	792	96.2%
2/3	Ahead	U	2:4	N/A	C2:G		1	32	-	765	1800	792	96.6%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	1222	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
J8: A120_A1250	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	31	-	589	1975	869	67.8%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	31:7	-	645	2115:1965	931	69.3%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%

Full Input Data And Results

3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	7	-	57	1781	190	30.0%
4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	23:32	-	427	1747:1841	562	76.0%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	23	-	466	1871	599	77.8%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	1014	1965	1520	66.7%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	1111	2105	1628	68.2%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	27	818	1709	1322	61.9%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	30	-	638	2105	870	73.3%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	30	-	442	2105	870	50.8%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	442	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	41.6%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	638	2105	2105	30.3%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	564	2105:1887	1047	53.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	0	0	0	96.0	121.4	0.0	217.5	-	-	-	-
J1: M11 NB Offslip	-	-	0	0	0	10.4	6.2	0.0	16.6	-	-	-	-
1/1	755	755	-	-	-	1.5	0.9	-	2.5	11.8	6.2	0.9	7.1
1/2	833	833	-	-	-	0.2	1.2	-	1.3	5.7	2.8	1.2	4.0
1/3	864	864	-	-	-	0.1	1.0	-	1.1	4.8	0.4	1.0	1.4
2/2+2/1	537	537	-	-	-	3.9	0.9	-	4.7	31.8	5.6	0.9	6.5
2/3+2/4	641	641	-	-	-	4.7	2.2	-	6.9	39.0	7.3	2.2	9.4
3/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Services	-	-	0	0	0	12.0	6.8	0.0	18.8	-	-	-	-
1/1	809	809	-	-	-	2.4	1.1	-	3.4	15.3	13.1	1.1	14.2
1/2	637	637	-	-	-	1.2	0.5	-	1.6	9.1	9.3	0.5	9.7
1/3	1059	1059	-	-	-	3.5	1.8	-	5.3	18.2	13.9	1.8	15.7
1/4	642	642	-	-	-	1.5	0.5	-	2.0	11.0	6.5	0.5	7.0
2/2+2/1	116	116	-	-	-	0.8	0.1	-	0.9	27.7	1.5	0.1	1.6
2/3	351	351	-	-	-	2.7	2.8	-	5.5	56.6	7.0	2.8	9.8
J3: A120W	-	-	0	0	0	12.8	10.1	0.0	22.8	-	-	-	-
1/1	288	288	-	-	-	1.2	0.4	-	1.7	20.7	3.4	0.4	3.9
1/2	287	287	-	-	-	1.2	0.4	-	1.6	20.7	3.4	0.4	3.8
1/3	469	469	-	-	-	1.8	1.3	-	3.1	23.9	8.8	1.3	10.1
1/4	550	550	-	-	-	2.6	3.0	-	5.6	36.6	8.8	3.0	11.9
2/2+2/1	1268	1268	-	-	-	3.1	1.3	-	4.4	12.4	27.3	1.3	28.6
2/3	914	914	-	-	-	2.8	3.6	-	6.5	25.5	18.3	3.6	21.9
3/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J4: M11 SB Offslip	-	-	0	0	0	14.8	29.1	0.0	43.9	-	-	-	-
1/1	175	175	-	-	-	0.1	0.1	-	0.2	4.2	1.0	0.1	1.0
1/2	852	852	-	-	-	0.9	1.0	-	1.8	7.7	4.8	1.0	5.8
1/3	1264	1263	-	-	-	2.7	17.9	-	20.7	58.9	26.3	17.9	44.3
2/1+2/2	929	929	-	-	-	7.3	8.4	-	15.7	60.8	9.9	8.4	18.3
2/3	86	86	-	-	-	0.5	0.1	-	0.6	27.1	1.4	0.1	1.5
2/4+2/5	476	476	-	-	-	3.3	0.9	-	4.2	31.8	5.6	0.9	6.5
3/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	977	977	-	-	-	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
J5: A120E	-	-	0	0	0	6.1	3.5	0.0	9.6	-	-	-	-
1/1	217	217	-	-	-	1.7	0.9	-	2.6	42.5	4.4	0.9	5.3
1/2	225	225	-	-	-	1.3	1.0	-	2.3	36.8	3.2	1.0	4.2
2/2+2/1	1183	1183	-	-	-	2.0	1.2	-	3.1	9.5	7.7	1.2	8.8
2/3	647	647	-	-	-	1.2	0.5	-	1.6	9.1	6.6	0.5	7.1
3/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Dunmow Road	-	-	0	0	0	6.4	3.8	0.0	10.2	-	-	-	-
1/1	388	388	-	-	-	0.6	0.3	-	0.9	7.9	4.4	0.3	4.7
1/2	709	709	-	-	-	1.1	0.9	-	2.0	10.3	3.1	0.9	4.0
1/3	647	647	-	-	-	1.0	0.7	-	1.7	9.7	2.6	0.7	3.3
2/2+2/1	526	526	-	-	-	3.1	1.8	-	4.9	33.5	8.9	1.8	10.7
2/3	118	118	-	-	-	0.6	0.1	-	0.7	20.2	1.7	0.1	1.8
J7: M11 Junction 8 Internal	-	-	0	0	0	17.9	50.1	0.0	68.0	-	-	-	-
1/1	787	787	-	-	-	2.2	12.7	-	14.9	68.4	16.1	12.7	28.8
1/2	783	783	-	-	-	4.8	11.9	-	16.7	76.6	16.1	11.9	27.9
1/3	170	170	-	-	-	1.7	0.1	-	1.8	37.9	3.5	0.1	3.7
2/1	861	861	-	-	-	4.4	8.5	-	12.9	53.8	17.7	8.5	26.2
2/2	762	762	-	-	-	2.3	8.2	-	10.5	49.7	5.2	8.2	13.4

Full Input Data And Results

		765	-	-	-	2.6	8.6	-	11.2	52.8	15.2	8.6	23.9
		454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		589	-	-	-	1.9	1.0	-	2.9	18.0	7.9	1.0	8.9
		122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		427	-	-	-	2.7	1.5	-	4.3	35.9	7.9	1.5	9.5
		1014	-	-	-	0.3	1.0	-	1.3	4.7	3.3	1.0	4.3
		818	-	-	-	0.1	0.8	-	0.9	4.0	0.4	0.8	1.2
		442	-	-	-	0.9	0.5	-	1.4	11.8	7.1	0.5	7.6
		442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		893	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
		818	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
		564	-	-	-	1.1	0.6	-	1.7	10.9	9.0	0.6	9.6
	C1 - West	Stream: 1	PRC for Signalled Lanes (%)	10.0	Total Delay for Signalled Lanes (pcuHr):	16.61	Cycle Time (s):	75					
	C1 - West	Stream: 2	PRC for Signalled Lanes (%)	4.6	Total Delay for Signalled Lanes (pcuHr):	18.78	Cycle Time (s):	75					
	C1 - West	Stream: 3	PRC for Signalled Lanes (%)	1.6	Total Delay for Signalled Lanes (pcuHr):	22.84	Cycle Time (s):	75					
	C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-11.2	Total Delay for Signalled Lanes (pcuHr):	43.25	Cycle Time (s):	75					
	C2 - East	Stream: 2	PRC for Signalled Lanes (%)	28.4	Total Delay for Signalled Lanes (pcuHr):	9.62	Cycle Time (s):	75					
	C2 - East	Stream: 3	PRC for Signalled Lanes (%)	14.5	Total Delay for Signalled Lanes (pcuHr):	10.18	Cycle Time (s):	75					
	C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-10.4	Total Delay for Signalled Lanes (pcuHr):	67.99	Cycle Time (s):	75					
	C3	PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):	21.33	Cycle Time (s):	75						
	C4	PRC for Signalled Lanes (%)	31.9	Total Delay for Signalled Lanes (pcuHr):	3.48	Cycle Time (s):	75						
		PRC Over All Lanes (%)	-11.2	Total Delay Over All Lanes (pcuHr):	217.47								

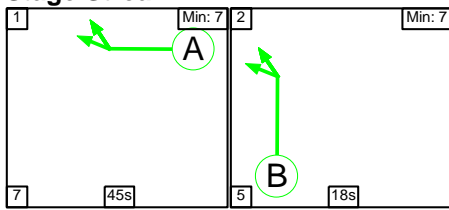
Full Input Data And Results

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

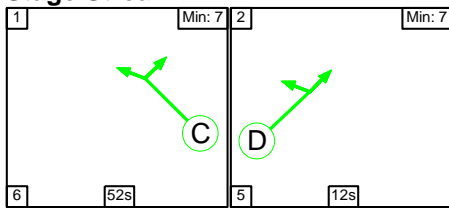
C1 - West

Stage Sequence Diagram

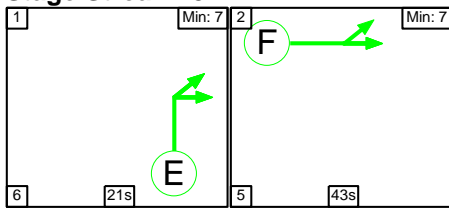
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	45	18
Change Point	0	52

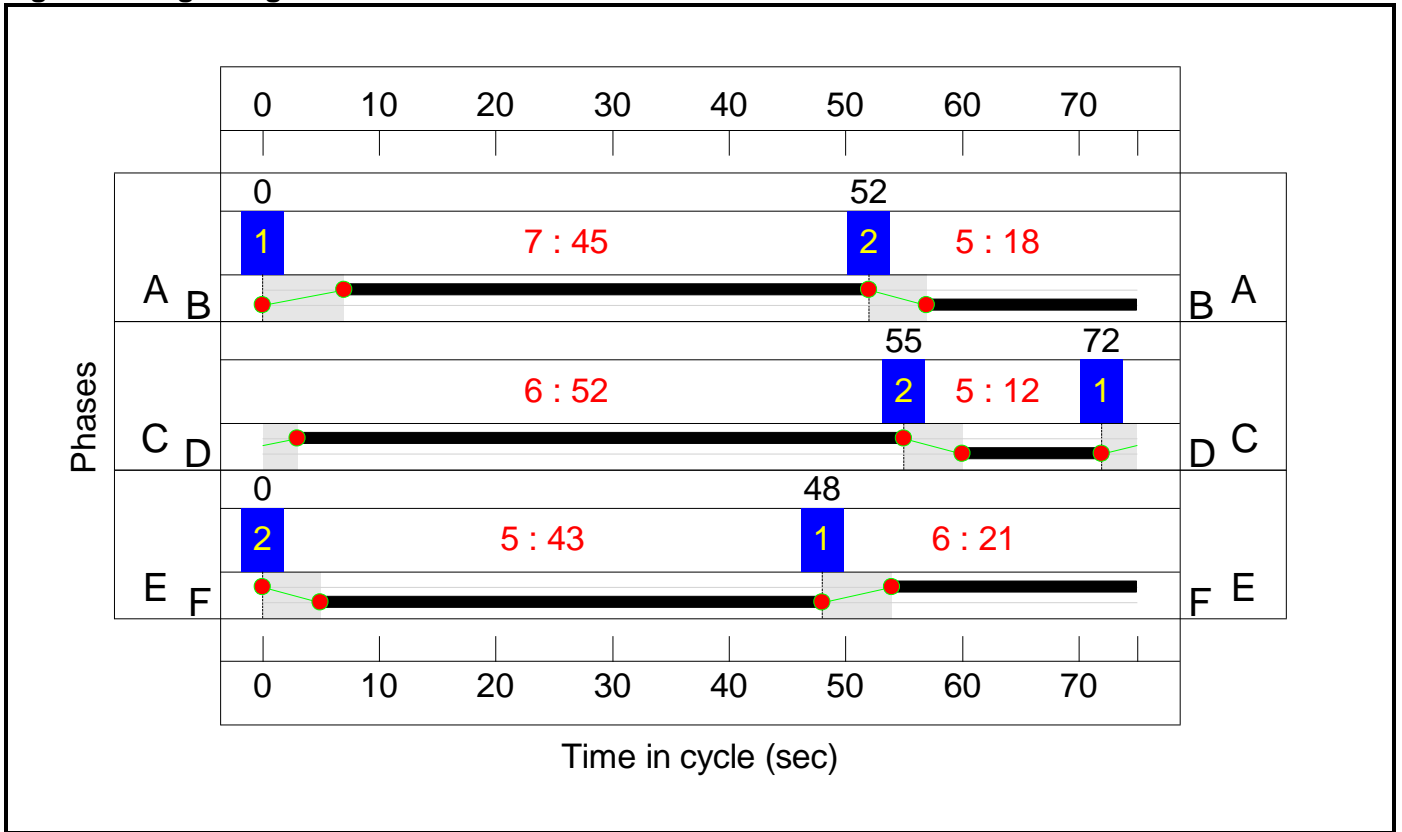
Stage Stream: 2

Stage	1	2
Duration	52	12
Change Point	72	55

Stage Stream: 3

Stage	1	2
Duration	21	43
Change Point	48	0

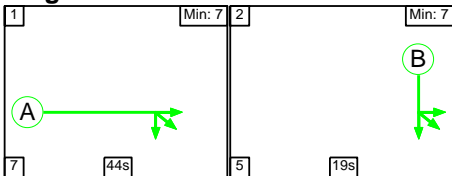
Signal Timings Diagram



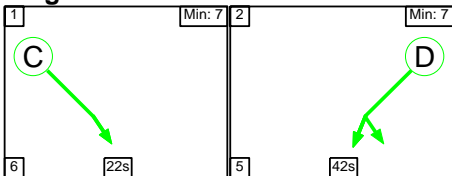
C2 - East

Stage Sequence Diagram

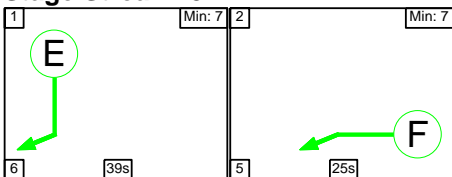
Stage Stream: 1



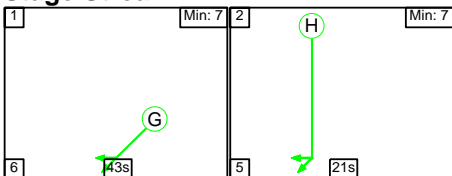
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	19
Change Point	70	46

Stage Stream: 2

Stage	1	2
Duration	22	42
Change Point	36	64

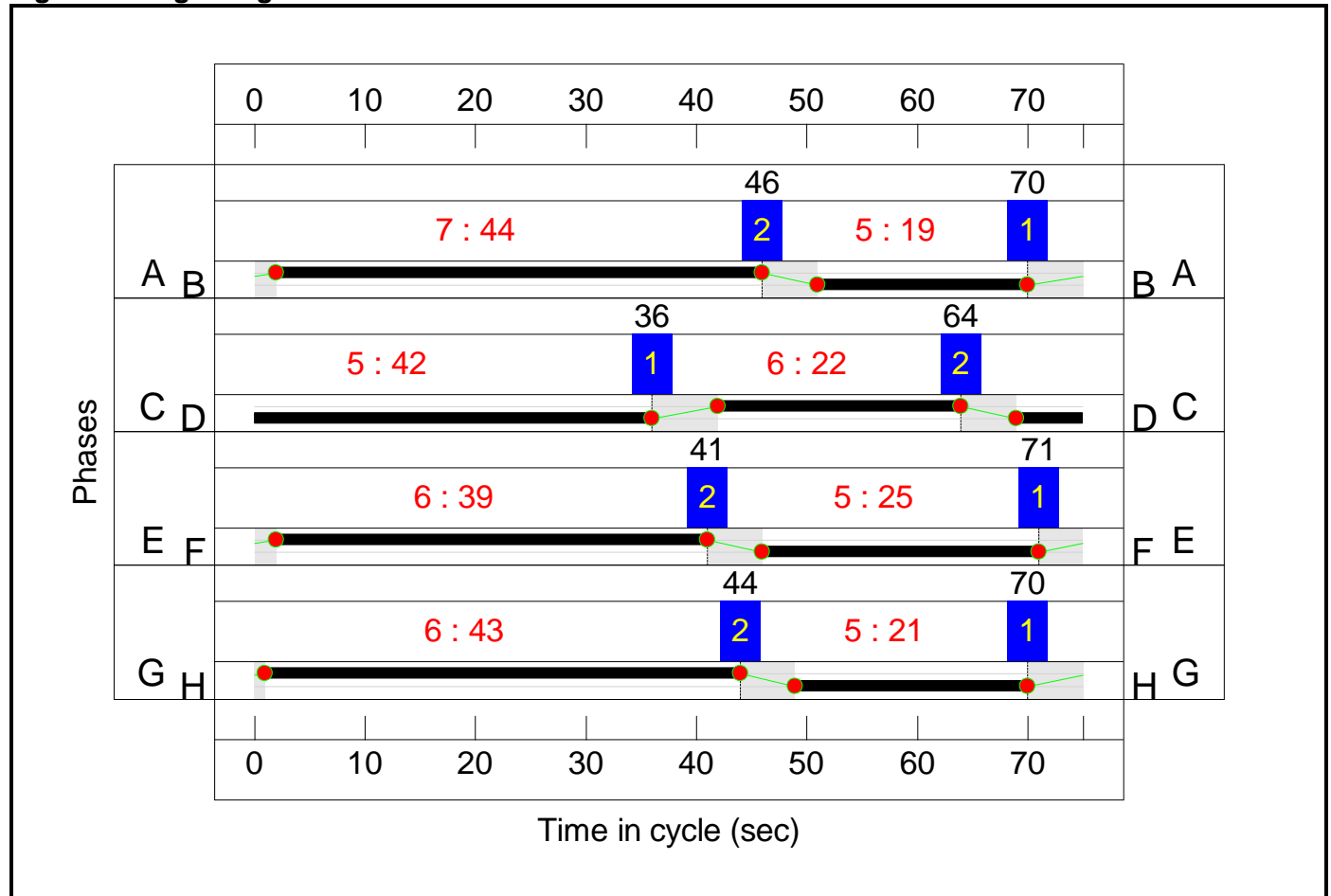
Stage Stream: 3

Stage	1	2
Duration	39	25
Change Point	71	41

Stage Stream: 4

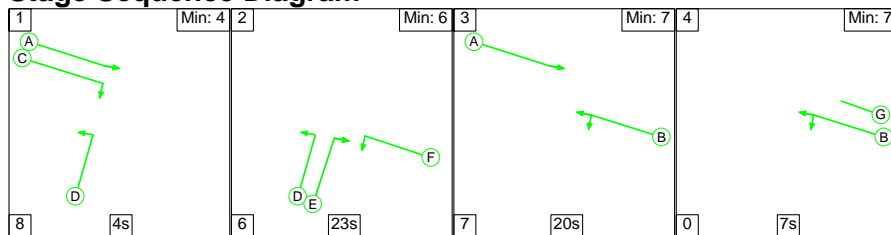
Stage	1	2
Duration	43	21
Change Point	70	44

Signal Timings Diagram



Full Input Data And Results

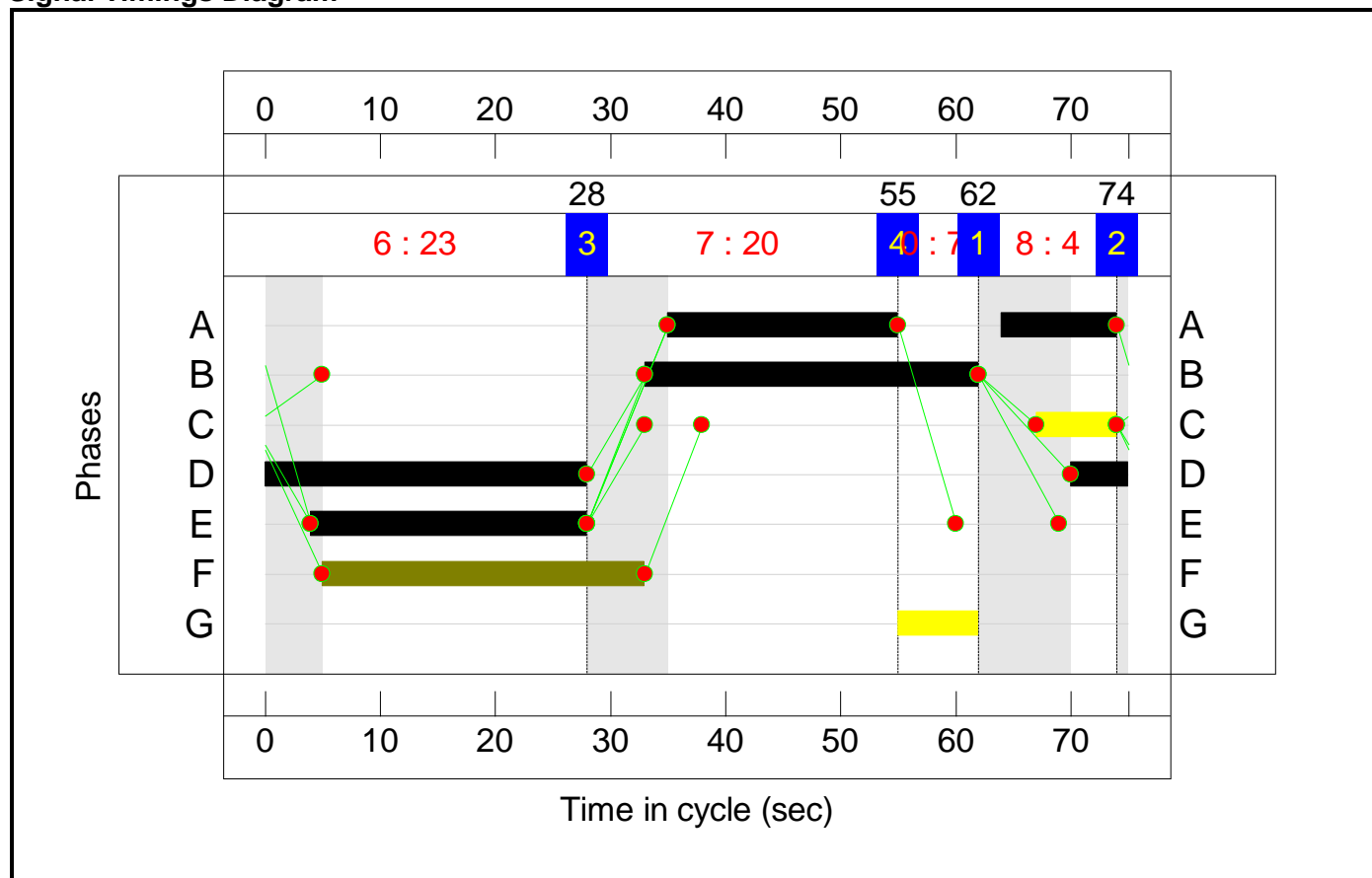
C3
Stage Sequence Diagram



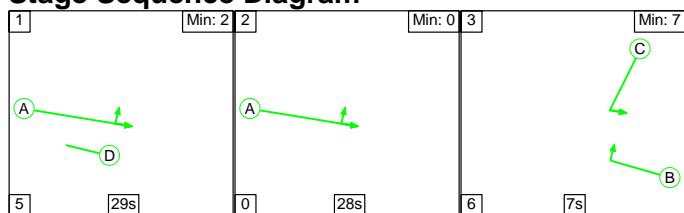
Stage Timings

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

Signal Timings Diagram



C4
Stage Sequence Diagram

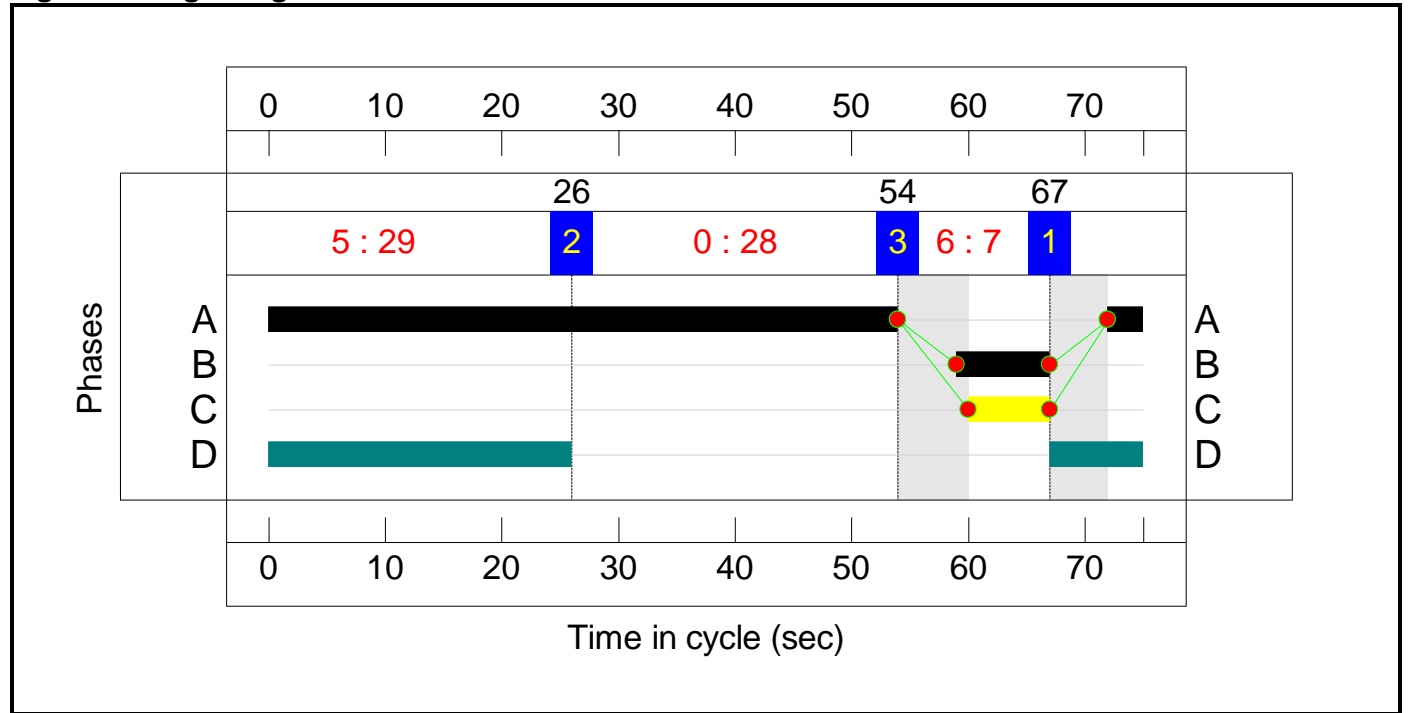


Full Input Data And Results

Stage Timings

Stage	1	2	3
Duration	29	28	7
Change Point	67	26	54

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	N/A	-	-		-	-	-	-	-	-	91.7%
J1: M11 NB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	83.7%
1/1	Ahead Right	U	1:1	N/A	C1:A		1	45	-	693	1800	1104	62.8%
1/2	Right	U	1:1	N/A	C1:A		1	45	-	948	2022	1132	83.7%
1/3	Right	U	1:1	N/A	C1:A		1	45	-	1009	2022	1240	81.4%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	18	-	473	2080:1928	976	48.5%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	18	-	680	2080:2080	834	81.5%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
J2: Services	-	-	N/A	-	-		-	-	-	-	-	-	87.2%
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	52	-	657	1800	1272	51.7%
1/2	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	52	-	755	2045	1445	52.2%
1/3	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	52	-	1274	2068	1461	87.2%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	52	-	608	2045	1445	42.1%
2/2+2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	12	-	304	1800:2036	410	74.2%
2/3	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	12	-	191	1800	312	61.2%
J3: A120W	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	21	-	368	2070	607	60.6%
1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	21	-	367	2070	607	60.4%

Full Input Data And Results

1/3	A120 W Circ Right Ahead	U	1:3	N/A	C1:E		1	21	-	474	2101	616	76.9%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	21	-	374	2070	607	61.6%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	43	-	1697	1800:2000	1857	91.4%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	43	-	534	1800	1056	50.6%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
3/3	M11 NB On Slip	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
J4: M11 SB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/1	Ahead	U	2:1	N/A	C2:A		1	44	-	738	2060	1236	59.7%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	44	-	1025	2060	1236	82.9%
1/3	Right	U	2:1	N/A	C2:A		1	44	-	656	2016	1210	54.2%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	19	-	846	1945:2085	1075	78.7%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	19	-	92	2031	542	17.0%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	19	-	466	2085:2120	954	48.8%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1146	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	902	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%
J5: A120E	-	-	N/A	-	-		-	-	-	-	-	-	70.2%
1/1	Ahead	U	2:2	N/A	C2:C		1	22	-	322	1800	552	58.3%
1/2	Ahead	U	2:2	N/A	C2:C		1	22	-	331	1800	552	60.0%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	42	-	1006	2075:1979	1433	70.2%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	42	-	597	2075	1107	53.9%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
J6: Dunmow Road	-	-	N/A	-	-		-	-	-	-	-	-	55.2%
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	39	-	312	2074	1106	28.2%
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	39	-	611	2074	1106	55.2%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	39	-	597	2074	1106	54.0%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	25	-	487	1990:1832	952	51.2%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	25	-	288	1990	690	41.7%
J7: M11 Junction 8 Internal	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
1/1	Right	U	2:4	N/A	C2:H		1	21	-	444	1800	528	84.1%
1/2	Right Right2	U	2:4	N/A	C2:H		1	21	-	451	1800	528	85.4%
1/3	Right	U	2:4	N/A	C2:H		1	21	-	227	1800	528	43.0%
2/1	Ahead Ahead2	U	2:4	N/A	C2:G		1	43	-	565	2043	1199	47.1%
2/2	Ahead	U	2:4	N/A	C2:G		1	43	-	845	1800	1056	80.0%
2/3	Ahead	U	2:4	N/A	C2:G		1	43	-	885	1800	1056	83.8%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	177	Inf	Inf	0.0%
J8: A120_A1250	-	-	N/A	-	-		-	-	-	-	-	-	91.7%
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	30	-	480	1975	843	57.0%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	30:7	-	539	2115:1965	902	59.7%
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	24:33	-	535	1747:1841	588	91.0%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	24	-	572	1871	624	91.7%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	1010	1965	1520	66.5%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	1111	2105	1628	68.2%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	28	677	1709	1322	51.2%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	762	2105	842	90.5%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	29	-	721	2105	842	85.6%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	721	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	-		-	-	-	762	2105	2105	36.2%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	767	2105:1887	2091	36.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	0	0	0	92.4	69.6	0.0	162.0	-	-	-	-
J1: M11 NB Offslip	-	-	0	0	0	11.1	8.1	0.0	19.2	-	-	-	-
1/1	693	693	-	-	-	1.5	0.8	-	2.3	11.9	8.7	0.8	9.5
1/2	948	948	-	-	-	1.0	2.5	-	3.5	13.4	12.9	2.5	15.4
1/3	1009	1009	-	-	-	0.8	2.1	-	2.9	10.4	4.1	2.1	6.3
2/2+2/1	473	473	-	-	-	3.1	0.5	-	3.6	27.3	4.1	0.5	4.6
2/3+2/4	680	680	-	-	-	4.8	2.1	-	6.9	36.5	7.6	2.1	9.8
3/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Services	-	-	0	0	0	7.9	6.9	0.0	14.8	-	-	-	-
1/1	657	657	-	-	-	1.0	0.5	-	1.6	8.6	5.3	0.5	5.8
1/2	755	755	-	-	-	1.2	0.5	-	1.8	8.4	6.2	0.5	6.8
1/3	1274	1274	-	-	-	1.2	3.3	-	4.5	12.6	6.5	3.3	9.8
1/4	608	608	-	-	-	0.5	0.4	-	0.9	5.3	3.5	0.4	3.8
2/2+2/1	304	304	-	-	-	2.4	1.4	-	3.8	45.6	5.2	1.4	6.6
2/3	191	191	-	-	-	1.5	0.8	-	2.3	43.4	3.7	0.8	4.4
J3: A120W	-	-	0	0	0	16.9	9.4	0.0	26.3	-	-	-	-
1/1	368	368	-	-	-	1.5	0.8	-	2.2	21.8	5.8	0.8	6.6
1/2	367	367	-	-	-	1.5	0.8	-	2.2	21.8	5.8	0.8	6.6
1/3	474	474	-	-	-	2.5	1.6	-	4.2	31.6	9.6	1.6	11.2
1/4	374	374	-	-	-	2.3	0.8	-	3.1	29.6	4.2	0.8	5.0
2/2+2/1	1697	1697	-	-	-	7.8	5.0	-	12.8	27.2	43.1	5.0	48.1
2/3	534	534	-	-	-	1.3	0.5	-	1.8	12.2	5.1	0.5	5.7
3/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J4: M11 SB Offslip	-	-	0	0	0	13.2	6.7	0.0	19.8	-	-	-	-
1/1	738	738	-	-	-	1.3	0.7	-	2.0	9.7	4.9	0.7	5.6
1/2	1025	1025	-	-	-	1.7	2.4	-	4.0	14.2	7.7	2.4	10.1
1/3	656	656	-	-	-	0.7	0.6	-	1.3	7.3	3.4	0.6	4.0
2/1+2/2	846	846	-	-	-	6.0	1.8	-	7.8	33.3	8.4	1.8	10.2
2/3	92	92	-	-	-	0.5	0.1	-	0.6	25.2	1.5	0.1	1.6
2/4+2/5	466	466	-	-	-	2.9	0.5	-	3.4	26.4	4.1	0.5	4.6
3/1	1146	1146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	902	902	-	-	-	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
J5: A120E	-	-	0	0	0	8.1	3.2	0.0	11.3	-	-	-	-
1/1	322	322	-	-	-	1.8	0.7	-	2.5	27.7	6.7	0.7	7.4
1/2	331	331	-	-	-	1.5	0.7	-	2.2	24.3	5.1	0.7	5.9
2/2+2/1	1006	1006	-	-	-	2.9	1.2	-	4.1	14.6	8.3	1.2	9.5
2/3	597	597	-	-	-	1.9	0.6	-	2.5	15.0	8.1	0.6	8.7
3/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Dunmow Road	-	-	0	0	0	4.3	2.3	0.0	6.6	-	-	-	-
1/1	312	312	-	-	-	0.2	0.2	-	0.4	4.7	3.7	0.2	3.9
1/2	611	611	-	-	-	0.1	0.6	-	0.7	4.0	0.4	0.6	1.0
1/3	597	597	-	-	-	0.1	0.6	-	0.7	3.9	0.4	0.6	1.0
2/2+2/1	487	487	-	-	-	2.5	0.5	-	3.0	22.2	3.9	0.5	4.5
2/3	288	288	-	-	-	1.5	0.4	-	1.9	23.2	4.6	0.4	4.9
J7: M11 Junction 8 Internal	-	-	0	0	0	12.1	10.5	0.0	22.7	-	-	-	-
1/1	444	444	-	-	-	2.7	2.5	-	5.2	42.5	9.2	2.5	11.7
1/2	451	451	-	-	-	2.4	2.7	-	5.2	41.2	6.2	2.7	9.0
1/3	227	227	-	-	-	1.0	0.4	-	1.3	21.1	1.5	0.4	1.8
2/1	565	565	-	-	-	1.4	0.4	-	1.9	11.9	5.9	0.4	6.3
2/2	845	845	-	-	-	2.0	2.0	-	3.9	16.7	14.8	2.0	16.7

Full Input Data And Results

2/3	885	885	-	-	-	2.6	2.5	-	5.2	21.0	16.6	2.5	19.1
3/1	590	590	-	-	-	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
J8: A120_A1250	-	-	0	0	0	18.8	22.5	0.0	41.3	-	-	-	-
1/1	480	480	-	-	-	1.5	0.7	-	2.2	16.3	6.1	0.7	6.8
1/2+1/3	539	539	-	-	-	1.7	0.7	-	2.5	16.5	6.9	0.7	7.6
2/1	46	46	-	-	-	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	535	535	-	-	-	3.5	4.3	-	7.9	53.1	10.5	4.3	14.8
4/3	572	572	-	-	-	3.8	4.7	-	8.5	53.5	11.4	4.7	16.1
5/1	1010	1010	-	-	-	0.3	1.0	-	1.3	4.5	2.9	1.0	3.9
5/2	1111	1111	-	-	-	0.3	1.1	-	1.4	4.5	3.3	1.1	4.4
6/1	677	677	-	-	-	0.1	0.5	-	0.6	3.4	0.9	0.5	1.4
6/2	762	762	-	-	-	3.0	4.3	-	7.3	34.5	14.9	4.3	19.2
6/3	721	721	-	-	-	3.2	2.8	-	6.0	30.1	13.6	2.8	16.5
7/1	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	721	721	-	-	-	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	762	762	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
11/3+11/4	767	767	-	-	-	0.4	0.3	-	0.7	3.1	0.9	0.3	1.2

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	7.5	Total Delay for Signalled Lanes (pcuHr):	19.21	Cycle Time (s):	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	3.2	Total Delay for Signalled Lanes (pcuHr):	14.83	Cycle Time (s):	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-1.5	Total Delay for Signalled Lanes (pcuHr):	26.33	Cycle Time (s):	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	8.5	Total Delay for Signalled Lanes (pcuHr):	19.26	Cycle Time (s):	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	28.2	Total Delay for Signalled Lanes (pcuHr):	11.27	Cycle Time (s):	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	62.9	Total Delay for Signalled Lanes (pcuHr):	6.61	Cycle Time (s):	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	5.4	Total Delay for Signalled Lanes (pcuHr):	22.66	Cycle Time (s):	75
C3		PRC for Signalled Lanes (%)	-1.9	Total Delay for Signalled Lanes (pcuHr):	35.01	Cycle Time (s):	75
C4		PRC for Signalled Lanes (%)	31.9	Total Delay for Signalled Lanes (pcuHr):	4.28	Cycle Time (s):	75
		PRC Over All Lanes (%)	-1.9	Total Delay Over All Lanes (pcuHr):	162.02		

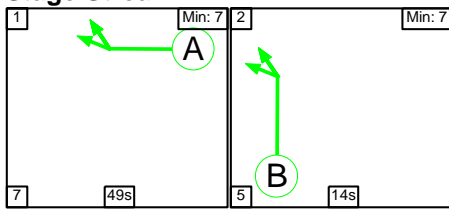
Full Input Data And Results

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

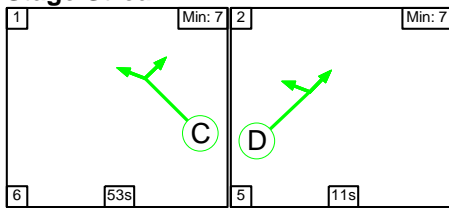
C1 - West

Stage Sequence Diagram

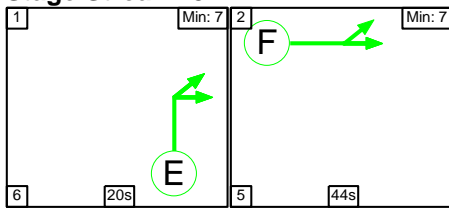
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	49	14
Change Point	4	60

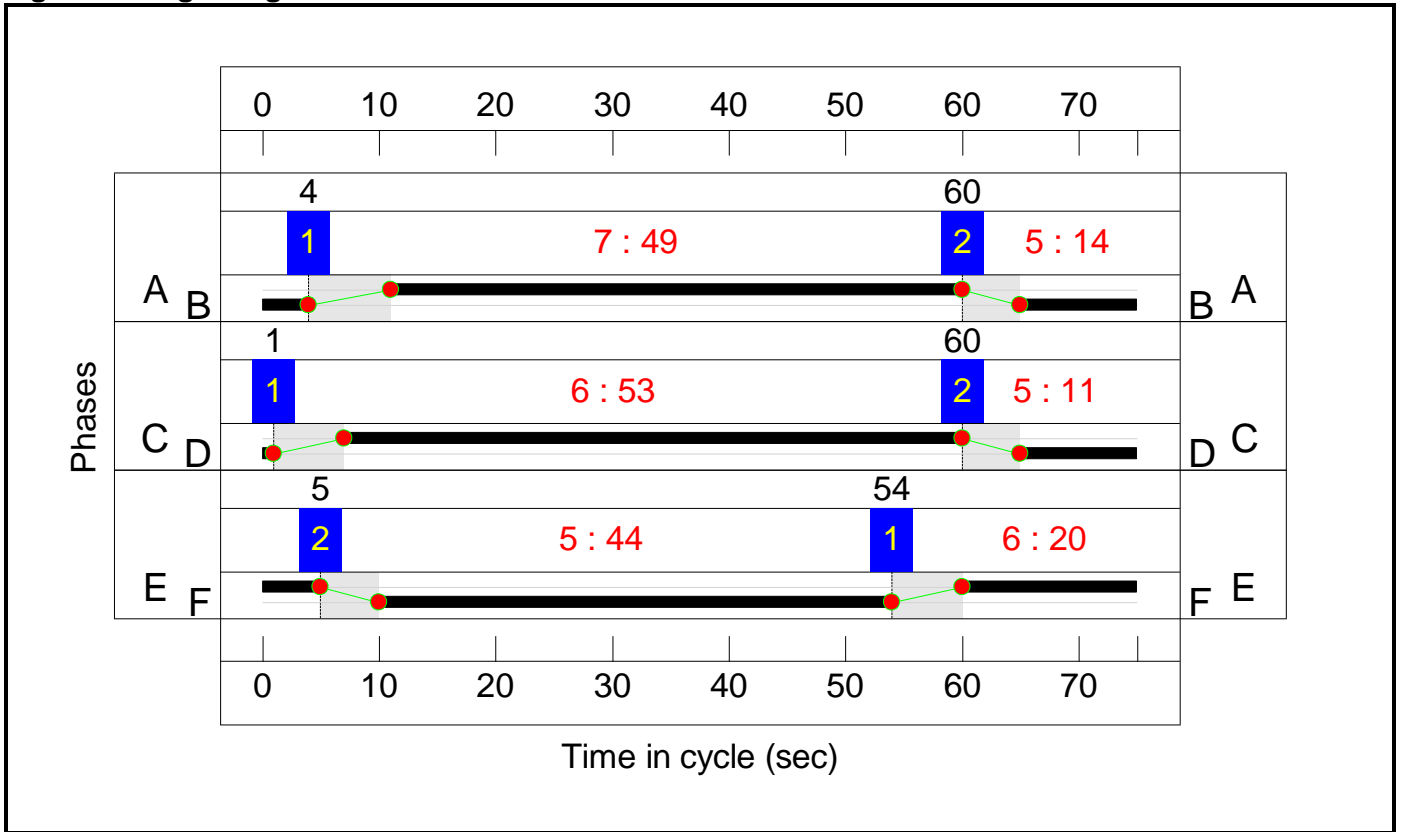
Stage Stream: 2

Stage	1	2
Duration	53	11
Change Point	1	60

Stage Stream: 3

Stage	1	2
Duration	20	44
Change Point	54	5

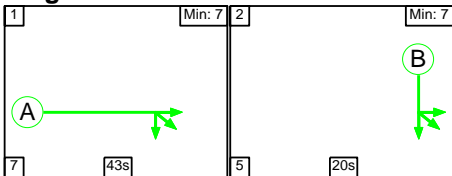
Signal Timings Diagram



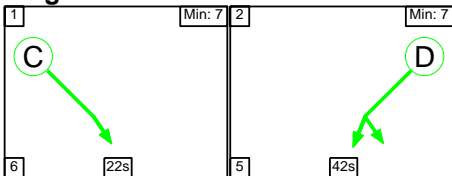
C2 - East

Stage Sequence Diagram

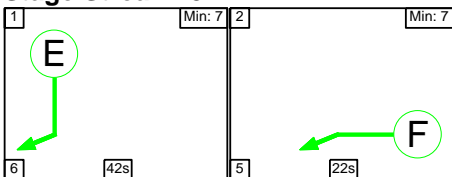
Stage Stream: 1



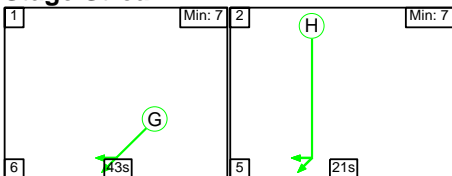
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	43	20
Change Point	3	53

Stage Stream: 2

Stage	1	2
Duration	22	42
Change Point	44	72

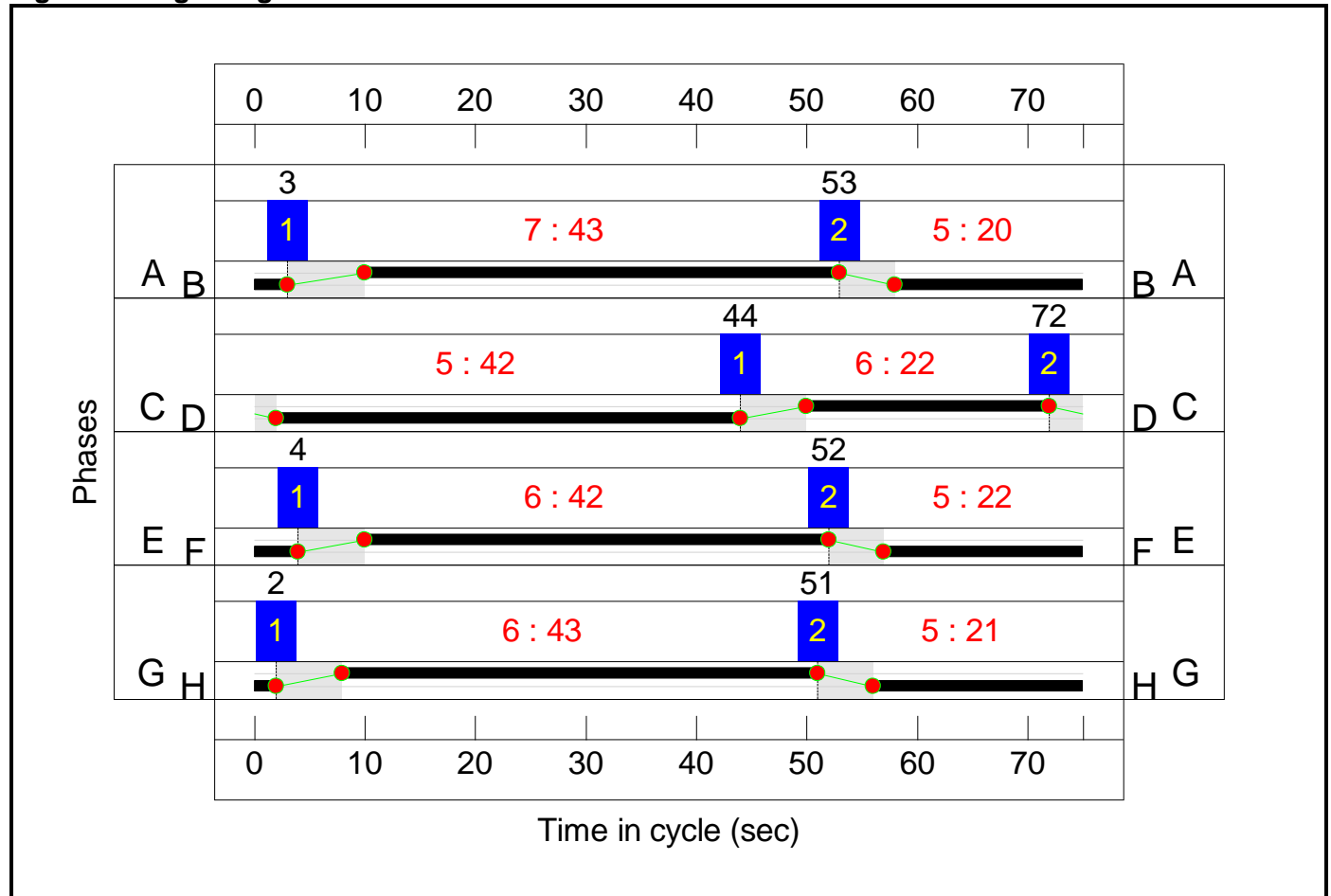
Stage Stream: 3

Stage	1	2
Duration	42	22
Change Point	4	52

Stage Stream: 4

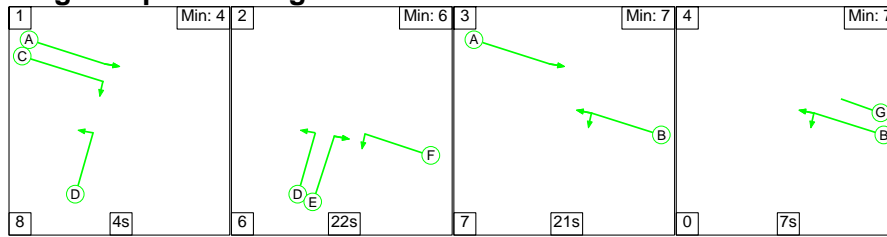
Stage	1	2
Duration	43	21
Change Point	2	51

Signal Timings Diagram



Full Input Data And Results

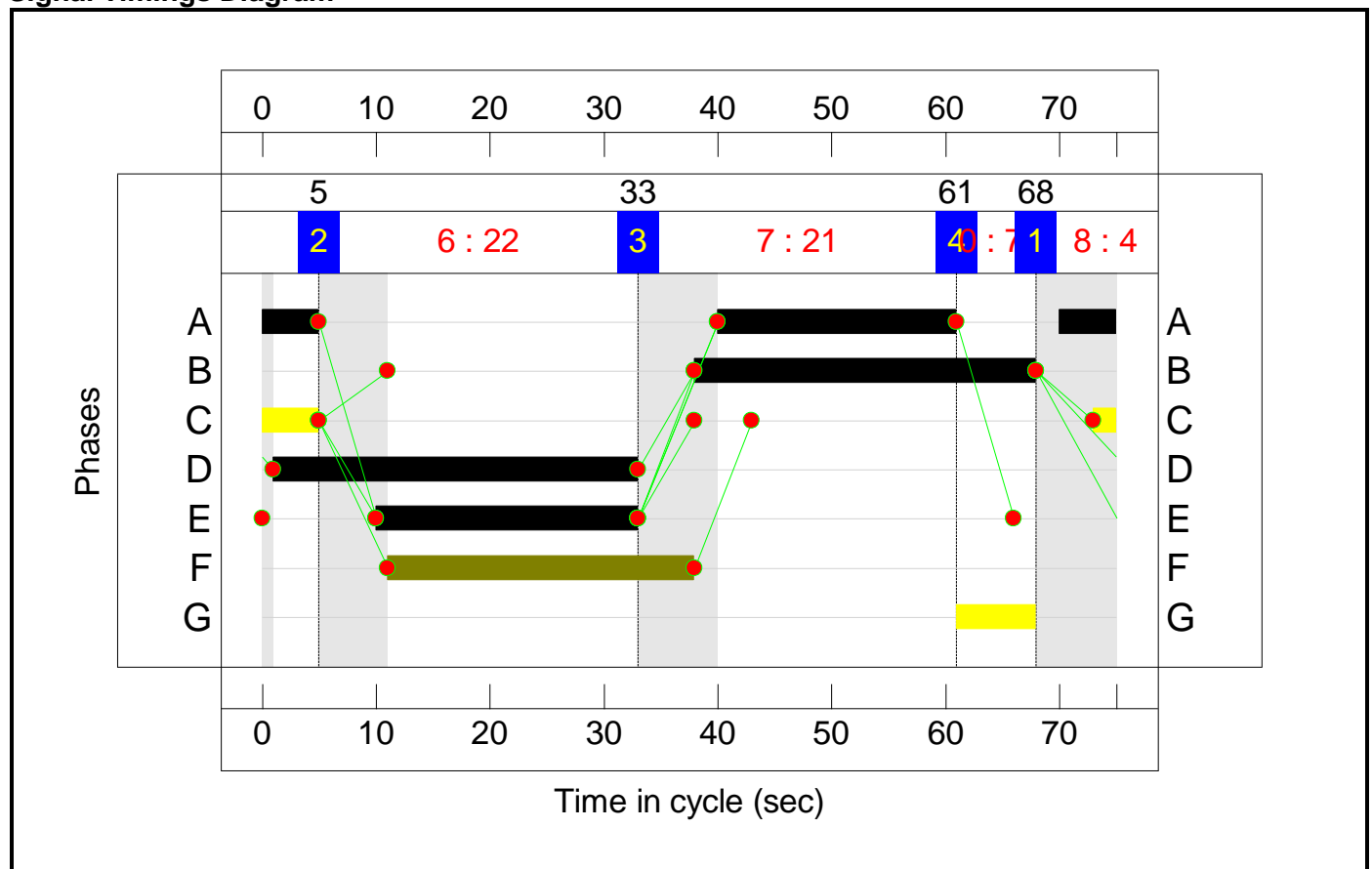
C3
Stage Sequence Diagram



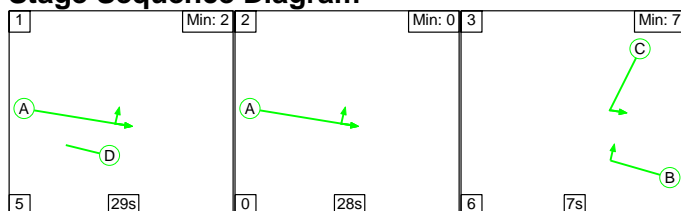
Stage Timings

Stage	1	2	3	4
Duration	4	22	21	7
Change Point	68	5	33	61

Signal Timings Diagram



C4
Stage Sequence Diagram

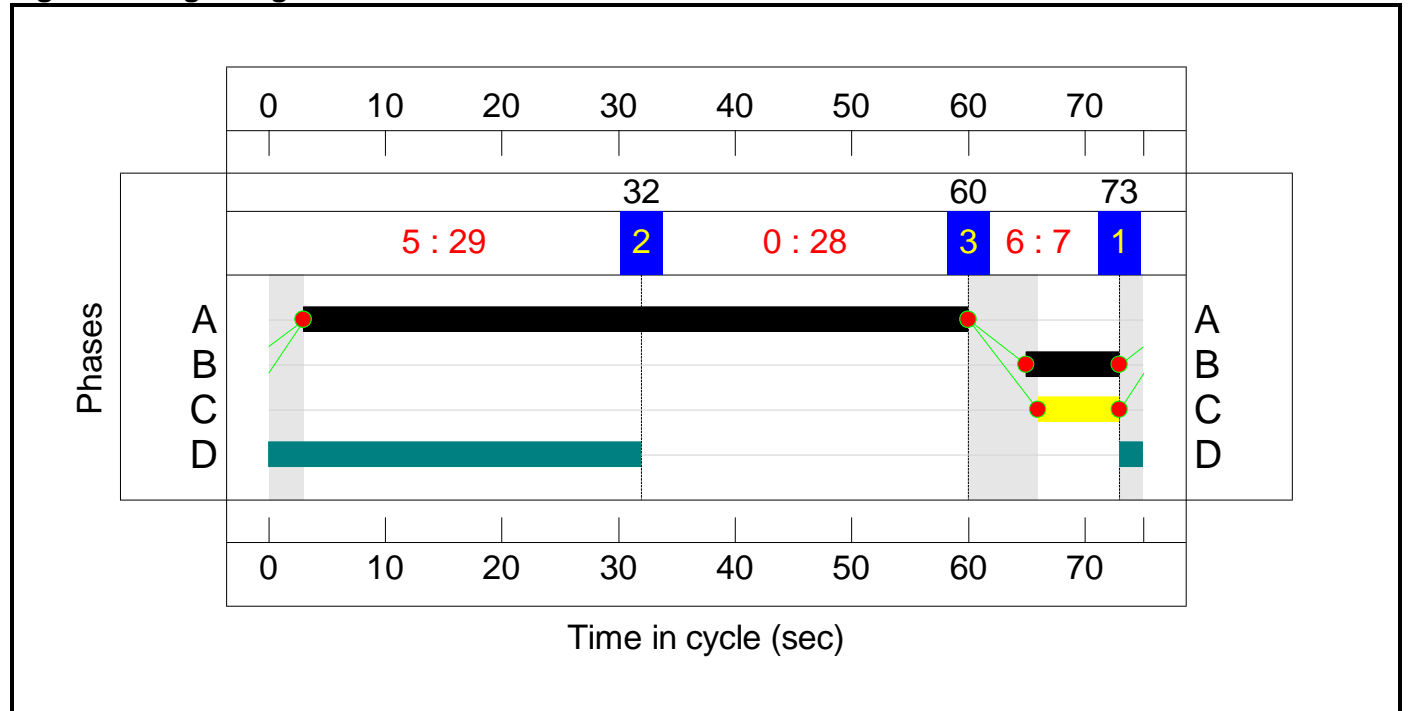


Full Input Data And Results

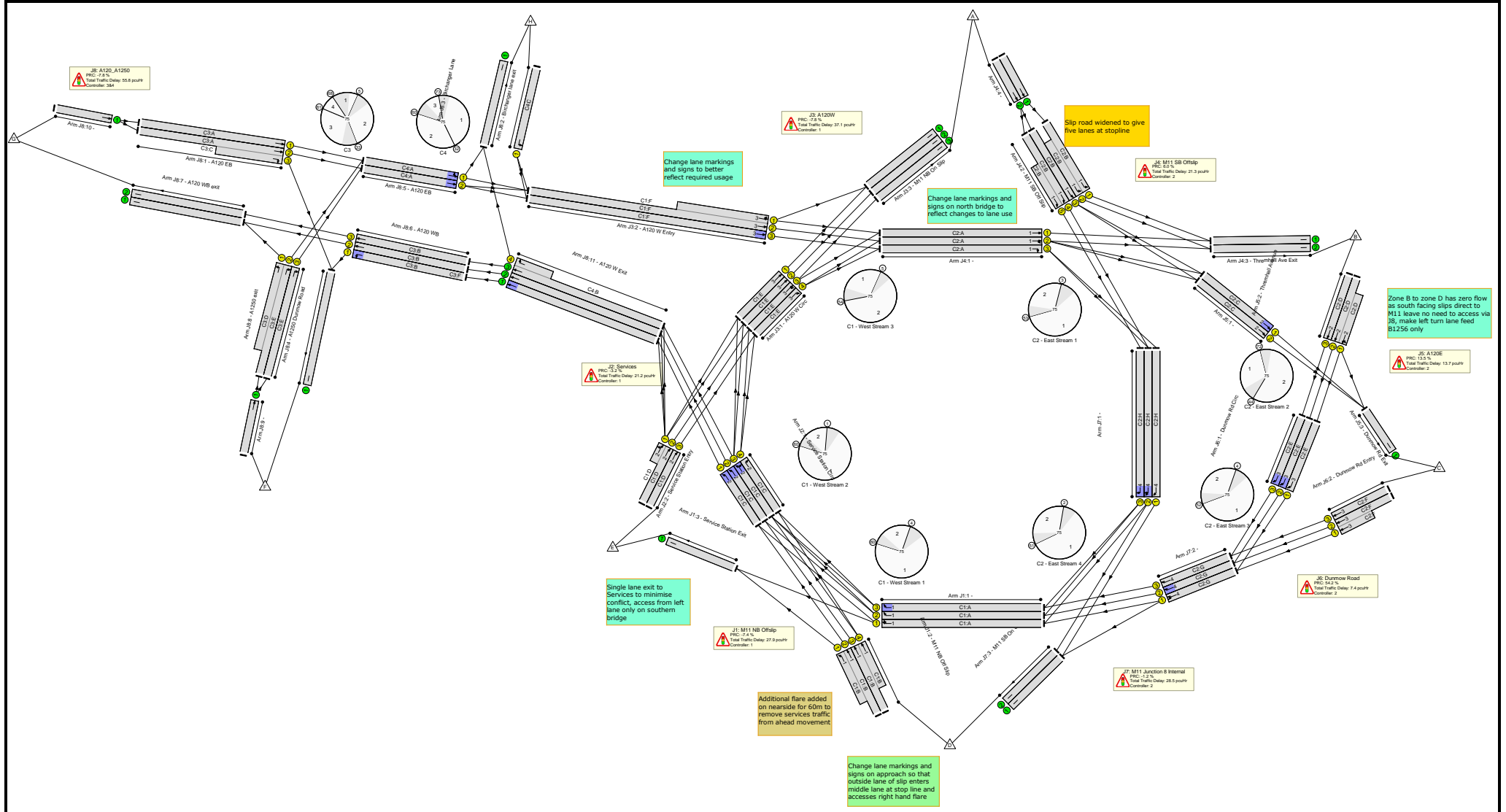
Stage Timings

Stage	1	2	3
Duration	29	28	7
Change Point	73	32	60

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 (%)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	N/A	-	-		-	-	-	-	-	-	97.0%
J1: M11 NB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	96.6%
1/1	Ahead Right	U	1:1	N/A	C1:A		1	49	-	749	1800	1200	62.4%
1/2	Right	U	1:1	N/A	C1:A		1	49	-	1050	2022	1240	84.7%
1/3	Right	U	1:1	N/A	C1:A		1	49	-	1090	2022	1348	80.9%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	14	-	523	2080:1928	802	65.2%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	14	-	752	2080:2080	778	96.6%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
J2: Services	-	-	N/A	-	-		-	-	-	-	-	-	92.9%
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	53	-	721	1800	1296	55.6%
1/2	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	53	-	822	2045	1472	55.8%
1/3	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	53	-	1383	2068	1489	92.9%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	53	-	687	2045	1472	46.7%
2/2+2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	11	-	307	1800:2036	360	85.3%
2/3	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	11	-	229	1800	288	79.5%
J3: A120W	-	-	N/A	-	-		-	-	-	-	-	-	97.0%
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	20	-	393	2070	580	67.8%
1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	20	-	392	2070	580	67.6%

Full Input Data And Results

1/3	A120 W Circ Right Ahead	U	1:3	N/A	C1:E		1	20	-	503	2104	589	85.4%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	20	-	442	2070	580	76.3%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	44	-	1725	1800:2001	1778	97.0%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	44	-	542	1800	1080	50.2%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
3/3	M11 NB On Slip	U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
J4: M11 SB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	84.9%
1/1	Ahead	U	2:1	N/A	C2:A		1	43	-	785	2060	1209	65.0%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	43	-	1026	2060	1209	84.9%
1/3	Right	U	2:1	N/A	C2:A		1	43	-	674	2016	1183	57.0%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	20	-	882	1945:2085	1128	78.2%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	96	2031	569	16.9%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	486	2085:2120	980	49.6%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1211	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	899	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%
J5: A120E	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
1/1	Ahead	U	2:2	N/A	C2:C		1	22	-	322	1800	552	58.3%
1/2	Ahead	U	2:2	N/A	C2:C		1	22	-	357	1800	552	64.7%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	42	-	1140	2075:1979	1438	79.3%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	42	-	694	2075	1107	62.7%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
J6: Dunmow Road	-	-	N/A	-	-		-	-	-	-	-	-	58.4%
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	357	2074	1189	30.0%
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	688	2074	1189	57.9%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	694	2074	1189	58.4%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	22	-	507	1990:1832	902	56.2%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	22	-	268	1990	610	43.9%
J7: M11 Junction 8 Internal	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
1/1	Right	U	2:4	N/A	C2:H		1	21	-	460	1800	528	87.1%
1/2	Right Right2	U	2:4	N/A	C2:H		1	21	-	464	1800	528	87.9%
1/3	Right	U	2:4	N/A	C2:H		1	21	-	236	1800	528	44.7%
2/1	Ahead Ahead2	U	2:4	N/A	C2:G		1	43	-	610	2044	1199	50.9%
2/2	Ahead	U	2:4	N/A	C2:G		1	43	-	942	1800	1056	89.2%
2/3	Ahead	U	2:4	N/A	C2:G		1	43	-	962	1800	1056	91.1%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
J8: A120_A1250	-	-	N/A	-	-		-	-	-	-	-	-	97.0%
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	31	-	489	1975	869	56.3%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	31:7	-	545	2115:1965	931	58.6%
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	7	-	112	1781	190	59.0%

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	-	545	1747:1841	564	96.6%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	23	-	581	1871	599	97.0%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	57	-	1029	1965	1520	67.7%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	57	-	1126	2105	1628	69.2%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	27	742	1709	1322	56.1%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	30	-	829	2105	870	95.3%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	30	-	797	2105	870	91.6%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	797	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	37.8%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	829	2105	2105	39.4%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	848	2105:1887	2090	40.6%

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)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	0	0	0	102.3	110.7	0.0	213.0	-	-	-	-
J1: M11 NB Offslip	-	-	0	0	0	12.8	15.2	0.0	27.9	-	-	-	-
1/1	749	749	-	-	-	1.2	0.8	-	2.0	9.7	7.7	0.8	8.6
1/2	1050	1050	-	-	-	0.8	2.7	-	3.4	11.8	4.5	2.7	7.2
1/3	1090	1090	-	-	-	0.7	2.1	-	2.7	9.0	3.6	2.1	5.7
2/2+2/1	523	523	-	-	-	4.0	0.9	-	4.9	34.0	5.0	0.9	6.0
2/3+2/4	752	752	-	-	-	6.1	8.6	-	14.8	70.7	8.3	8.6	16.9
3/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Services	-	-	0	0	0	9.2	12.0	0.0	21.2	-	-	-	-
1/1	721	721	-	-	-	1.0	0.6	-	1.6	8.2	6.5	0.6	7.1
1/2	822	822	-	-	-	1.4	0.6	-	2.0	8.8	8.3	0.6	8.9
1/3	1383	1383	-	-	-	1.6	5.9	-	7.5	19.4	11.7	5.9	17.6
1/4	687	687	-	-	-	0.7	0.4	-	1.1	5.9	4.6	0.4	5.0
2/2+2/1	307	307	-	-	-	2.6	2.6	-	5.2	61.5	5.7	2.6	8.4
2/3	229	229	-	-	-	1.9	1.8	-	3.8	59.1	4.6	1.8	6.4
J3: A120W	-	-	0	0	0	18.9	18.3	0.0	37.1	-	-	-	-
1/1	393	393	-	-	-	1.8	1.0	-	2.8	25.9	6.3	1.0	7.4
1/2	392	392	-	-	-	1.8	1.0	-	2.8	25.8	6.3	1.0	7.4
1/3	503	503	-	-	-	3.2	2.7	-	5.9	42.4	10.3	2.7	13.1
1/4	442	442	-	-	-	2.7	1.6	-	4.3	34.9	4.9	1.6	6.5
2/2+2/1	1725	1725	-	-	-	8.2	11.4	-	19.6	40.9	44.1	11.4	55.5
2/3	542	542	-	-	-	1.2	0.5	-	1.7	11.3	4.9	0.5	5.4
3/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J4: M11 SB Offslip	-	-	0	0	0	14.1	7.3	0.0	21.3	-	-	-	-
1/1	785	785	-	-	-	1.2	0.9	-	2.1	9.7	4.1	0.9	5.0
1/2	1026	1026	-	-	-	2.4	2.7	-	5.1	18.0	18.0	2.7	20.7
1/3	674	674	-	-	-	0.9	0.7	-	1.5	8.2	4.3	0.7	4.9
2/1+2/2	882	882	-	-	-	6.1	1.8	-	7.9	32.1	8.7	1.8	10.5
2/3	96	96	-	-	-	0.5	0.1	-	0.6	24.2	1.5	0.1	1.6
2/4+2/5	486	486	-	-	-	3.0	0.5	-	3.5	25.6	4.2	0.5	4.7
3/1	1211	1211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	899	899	-	-	-	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
J5: A120E	-	-	0	0	0	9.4	4.3	0.0	13.7	-	-	-	-
1/1	322	322	-	-	-	1.9	0.7	-	2.6	29.1	6.7	0.7	7.4
1/2	357	357	-	-	-	1.6	0.9	-	2.5	25.6	7.1	0.9	8.0
2/2+2/1	1140	1140	-	-	-	3.4	1.9	-	5.3	16.8	9.9	1.9	11.8
2/3	694	694	-	-	-	2.4	0.8	-	3.2	16.6	10.0	0.8	10.9
3/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Dunmow Road	-	-	0	0	0	4.7	2.6	0.0	7.4	-	-	-	-
1/1	357	357	-	-	-	0.2	0.2	-	0.4	4.5	4.4	0.2	4.6
1/2	688	688	-	-	-	0.0	0.7	-	0.7	3.7	0.3	0.7	1.0
1/3	694	694	-	-	-	0.0	0.7	-	0.7	3.7	0.3	0.7	1.0
2/2+2/1	507	507	-	-	-	2.9	0.6	-	3.6	25.3	4.2	0.6	4.9
2/3	268	268	-	-	-	1.6	0.4	-	1.9	26.1	4.5	0.4	4.9
J7: M11 Junction 8 Internal	-	-	0	0	0	12.6	15.8	0.0	28.5	-	-	-	-
1/1	460	460	-	-	-	3.0	3.1	-	6.1	47.9	9.6	3.1	12.7
1/2	464	464	-	-	-	2.6	3.3	-	5.8	45.3	6.5	3.3	9.7
1/3	236	236	-	-	-	1.0	0.4	-	1.4	21.9	1.6	0.4	2.0
2/1	610	610	-	-	-	1.3	0.5	-	1.8	10.5	5.9	0.5	6.4
2/2	942	942	-	-	-	2.2	3.9	-	6.1	23.3	17.8	3.9	21.6

Full Input Data And Results

2/3	962	962	-	-	-	2.5	4.7	-	7.2	26.8	18.7	4.7	23.3
3/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: A120_A1250	-	-	0	0	0	20.7	35.1	0.0	55.8	-	-	-	-
1/1	489	489	-	-	-	1.5	0.6	-	2.1	15.5	6.1	0.6	6.8
1/2+1/3	545	545	-	-	-	1.7	0.7	-	2.4	15.6	6.8	0.7	7.5
2/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	112	112	-	-	-	1.0	0.7	-	1.7	54.6	2.2	0.7	2.9
4/2+4/1	545	545	-	-	-	3.8	7.8	-	11.6	76.6	11.0	7.8	18.8
4/3	581	581	-	-	-	4.1	8.4	-	12.5	77.3	11.8	8.4	20.2
5/1	1029	1029	-	-	-	0.3	1.0	-	1.3	4.6	3.0	1.0	4.0
5/2	1126	1126	-	-	-	0.3	1.1	-	1.4	4.6	3.3	1.1	4.5
6/1	742	742	-	-	-	0.1	0.6	-	0.8	3.8	1.0	0.6	1.6
6/2	829	829	-	-	-	3.9	7.4	-	11.4	49.3	16.7	7.4	24.1
6/3	797	797	-	-	-	3.7	4.8	-	8.5	38.3	15.5	4.8	20.3
7/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	742	742	-	-	-	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	742	742	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	829	829	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
11/3+11/4	848	848	-	-	-	0.4	0.3	-	0.8	3.2	1.0	0.3	1.4

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	-7.4	Total Delay for Signalled Lanes (pcuHr):	27.93	Cycle Time (s):	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	-3.2	Total Delay for Signalled Lanes (pcuHr):	21.24	Cycle Time (s):	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-7.8	Total Delay for Signalled Lanes (pcuHr):	37.14	Cycle Time (s):	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	6.0	Total Delay for Signalled Lanes (pcuHr):	20.74	Cycle Time (s):	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	13.5	Total Delay for Signalled Lanes (pcuHr):	13.68	Cycle Time (s):	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	54.2	Total Delay for Signalled Lanes (pcuHr):	7.38	Cycle Time (s):	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-1.2	Total Delay for Signalled Lanes (pcuHr):	28.45	Cycle Time (s):	75
C3		PRC for Signalled Lanes (%)	-7.8	Total Delay for Signalled Lanes (pcuHr):	49.15	Cycle Time (s):	75
C4		PRC for Signalled Lanes (%)	30.1	Total Delay for Signalled Lanes (pcuHr):	4.44	Cycle Time (s):	75
		PRC Over All Lanes (%)	-7.8	Total Delay Over All Lanes (pcuHr):	212.96		

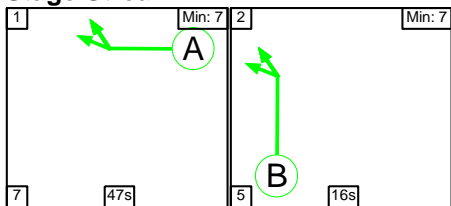
Full Input Data And Results

Scenario 15: '+10%AM 2028 With Airport 43 mppa' (FG16: '+10%AM 2028 With Airport 43 mppa', Plan 1: 'AM Existing')

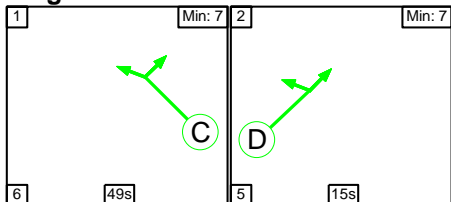
C1 - West

Stage Sequence Diagram

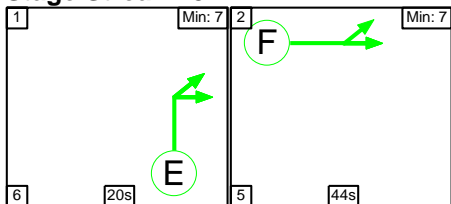
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	47	16
Change Point	32	11

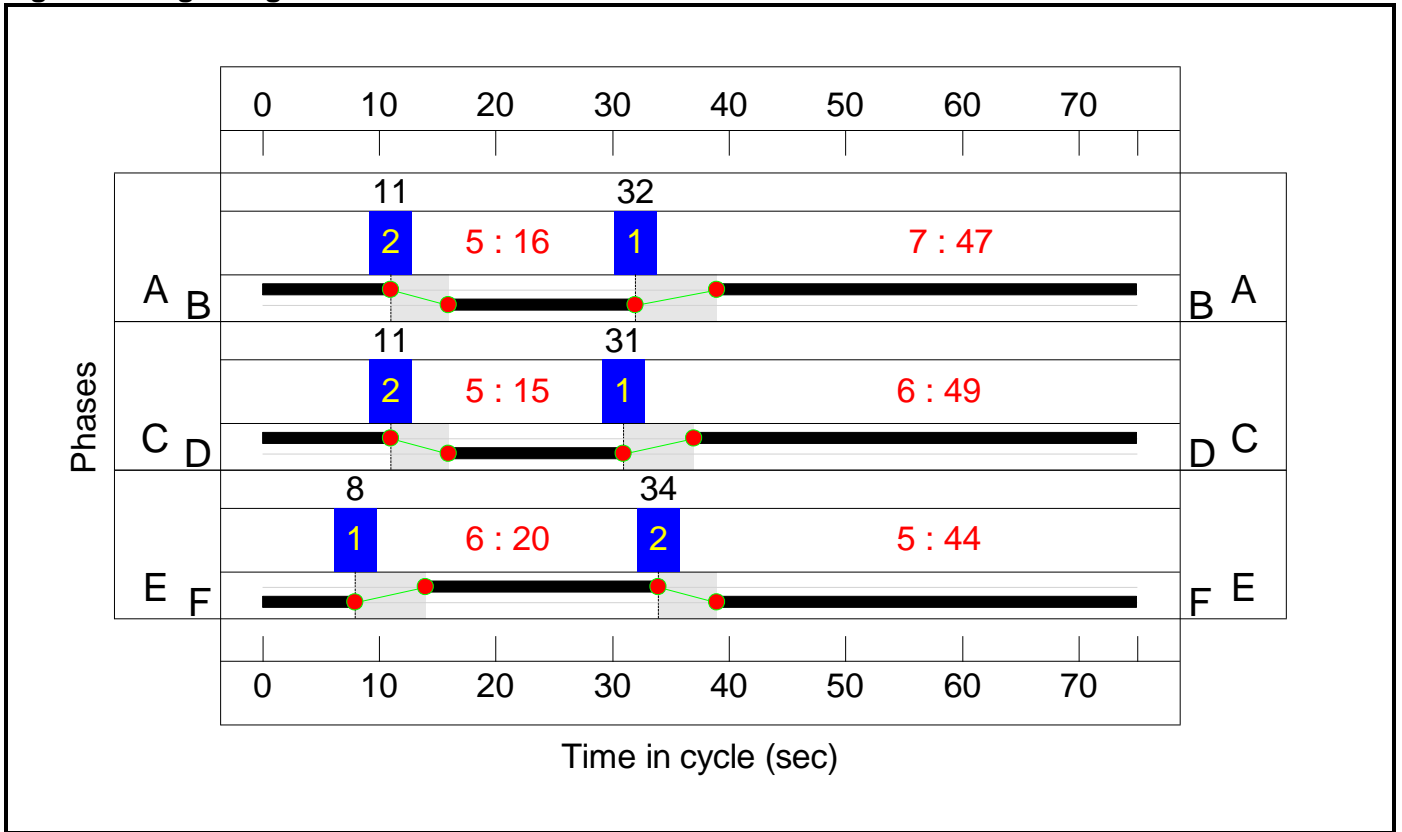
Stage Stream: 2

Stage	1	2
Duration	49	15
Change Point	31	11

Stage Stream: 3

Stage	1	2
Duration	20	44
Change Point	8	34

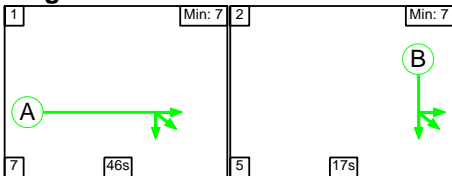
Signal Timings Diagram



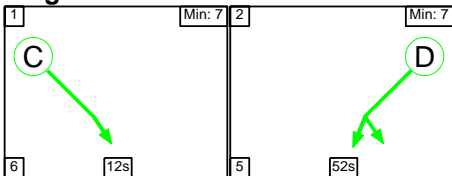
C2 - East

Stage Sequence Diagram

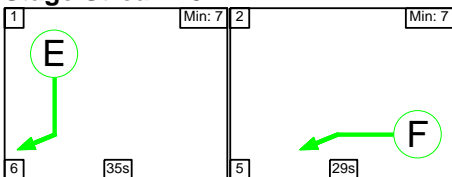
Stage Stream: 1



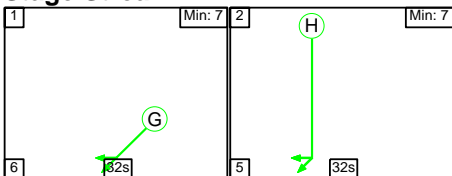
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	46	17
Change Point	22	0

Stage Stream: 2

Stage	1	2
Duration	12	52
Change Point	28	46

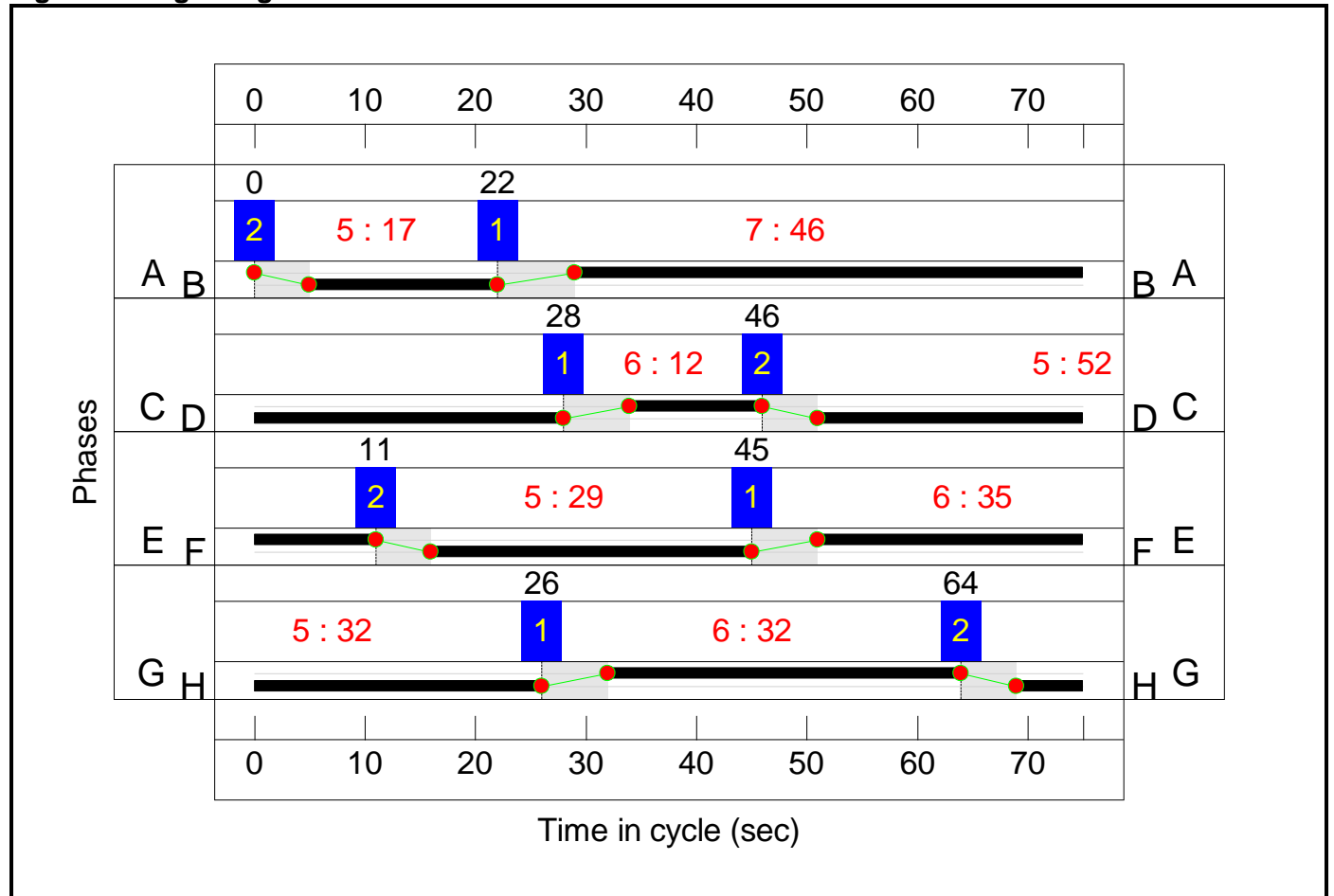
Stage Stream: 3

Stage	1	2
Duration	35	29
Change Point	45	11

Stage Stream: 4

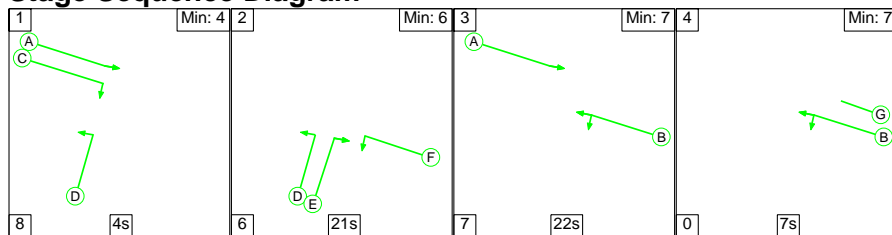
Stage	1	2
Duration	32	32
Change Point	26	64

Signal Timings Diagram



Full Input Data And Results

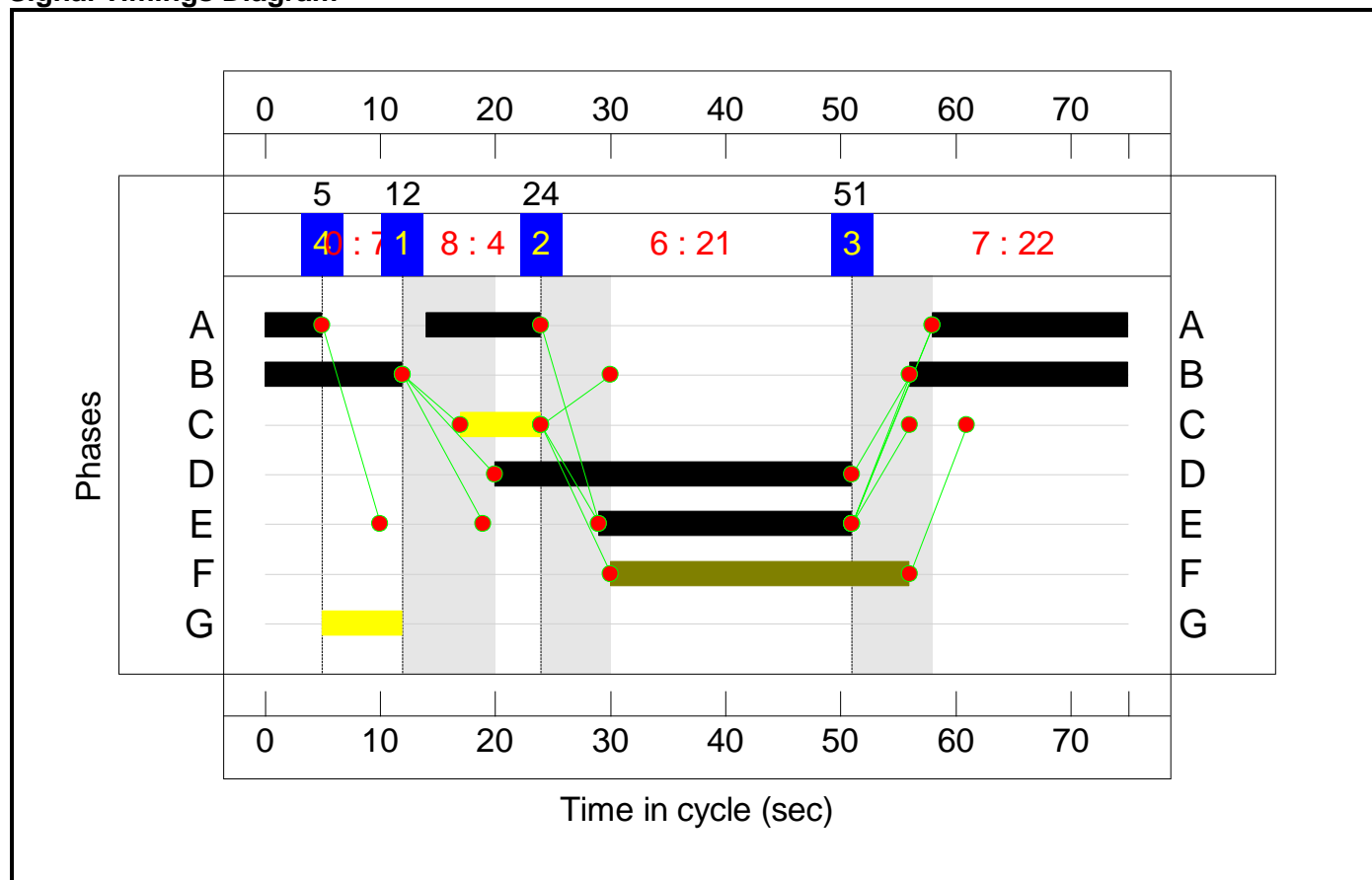
C3
Stage Sequence Diagram



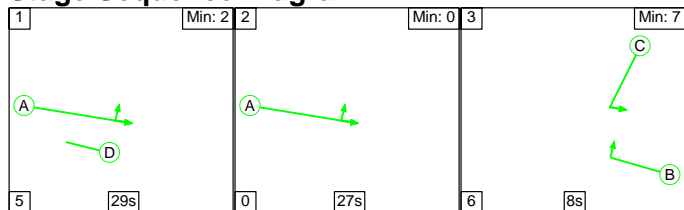
Stage Timings

Stage	1	2	3	4
Duration	4	21	22	7
Change Point	12	24	51	5

Signal Timings Diagram



C4
Stage Sequence Diagram

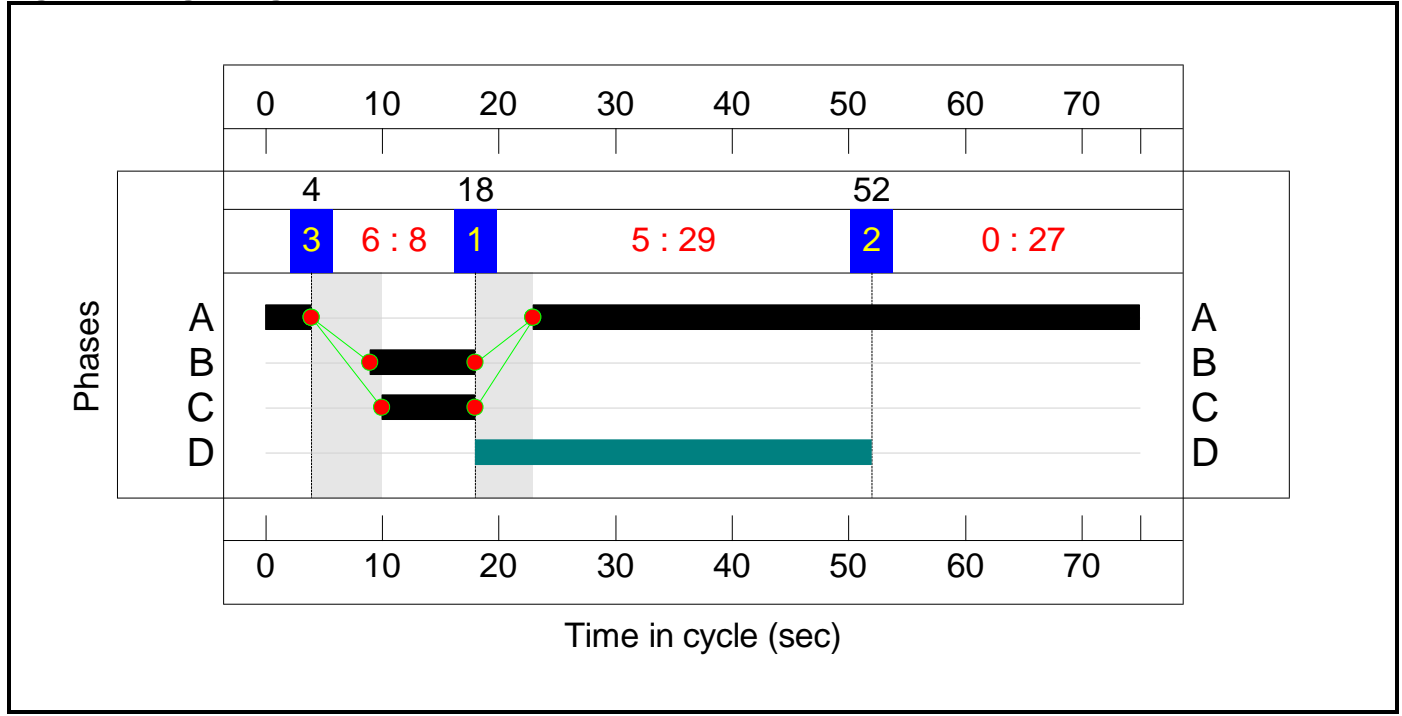


Full Input Data And Results

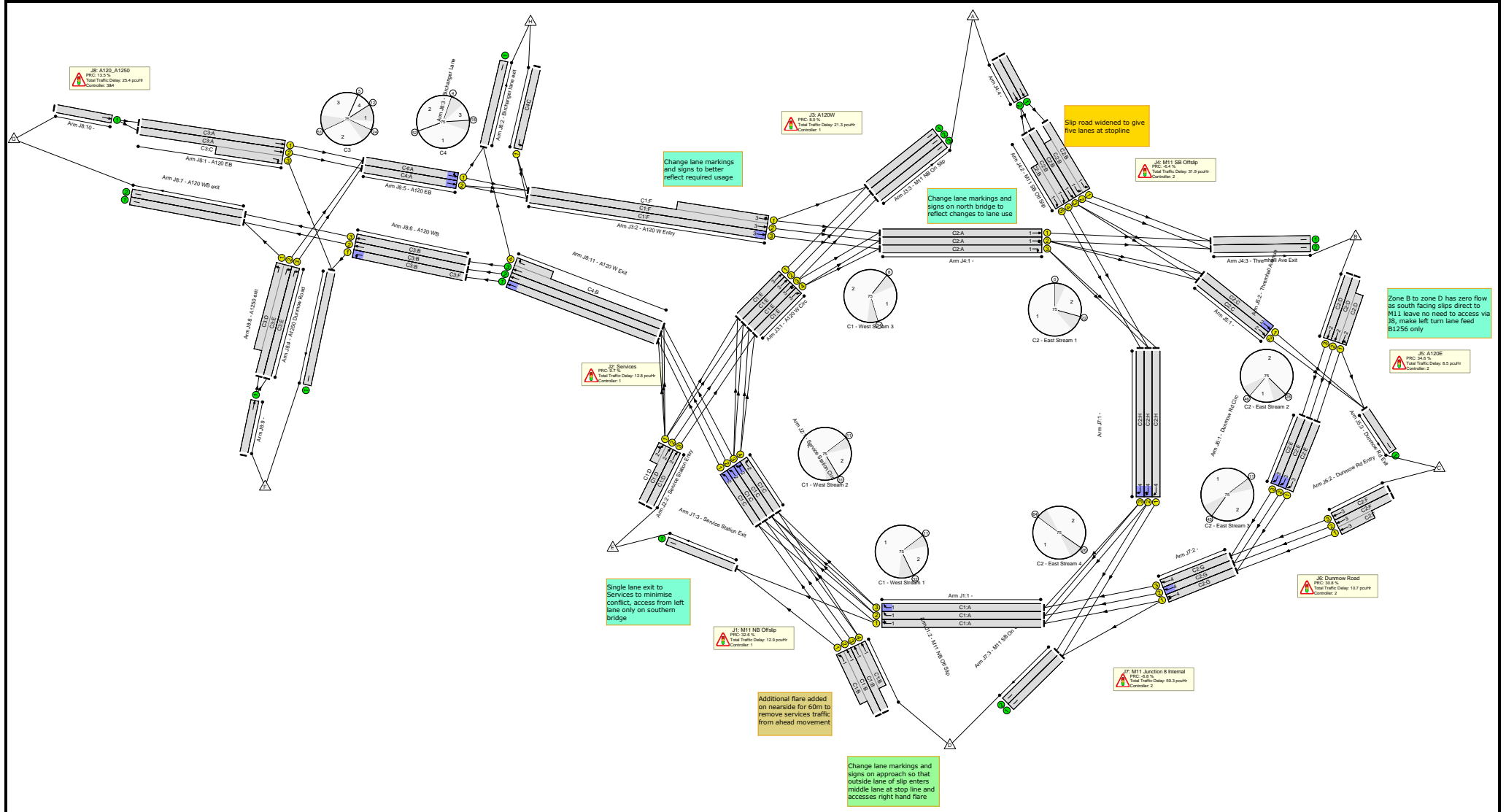
Stage Timings

Stage	1	2	3
Duration	29	27	8
Change Point	18	52	4

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 (%)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
J1: M11 NB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	67.9%
1/1	Ahead Right	U	1:1	N/A	C1:A		1	47	-	739	1800	1152	64.1%
1/2	Right	U	1:1	N/A	C1:A		1	47	-	805	2022	1186	67.9%
1/3	Right	U	1:1	N/A	C1:A		1	47	-	859	2022	1294	66.4%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	16	-	453	2080:1928	844	53.7%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	16	-	541	2080:2080	829	65.3%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
J2: Services	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	49	-	751	1800	1200	62.6%
1/2	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	49	-	558	2045	1363	40.9%
1/3	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	49	-	1105	2065	1377	80.3%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	49	-	542	2045	1363	39.8%
2/2+2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	15	-	104	1800:2036	505	20.6%
2/3	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	15	-	315	1800	384	82.0%
J3: A120W	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	20	-	309	2070	580	53.3%
1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	20	-	309	2070	580	53.3%

Full Input Data And Results

1/3	A120 W Circ Right Ahead	U	1:3	N/A	C1:E		1	20	-	397	2105	589	67.4%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	20	-	483	2070	580	83.3%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	44	-	1244	1800:1984	1884	66.0%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	44	-	896	1800	1080	83.0%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
3/3	M11 NB On Slip	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
J4: M11 SB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	95.8%
1/1	Ahead	U	2:1	N/A	C2:A		1	46	-	240	2060	1291	18.6%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	46	-	738	2060	1291	57.2%
1/3	Right	U	2:1	N/A	C2:A		1	46	-	1210	2016	1263	95.8%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	17	-	910	1945:2085	967	94.1%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	84	2031	487	17.2%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	466	2085:2120	729	63.9%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	886	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	910	1990	1990	45.7%
4/2	Ahead	U	N/A	N/A	-		-	-	-	550	2130	2130	25.8%
J5: A120E	-	-	N/A	-	-		-	-	-	-	-	-	66.8%
1/1	Ahead	U	2:2	N/A	C2:C		1	12	-	206	1800	312	66.0%
1/2	Ahead	U	2:2	N/A	C2:C		1	12	-	201	1800	312	64.4%
2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	52	-	1150	2075:1981	1720	66.8%

Full Input Data And Results

2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	52	-	646	2075	1383	46.7%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
J6: Dunmow Road	-	-	N/A	-	-		-	-	-	-	-	-	68.8%
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	35	-	380	2074	996	38.2%
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	35	-	685	2074	996	68.8%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	35	-	646	2074	996	64.9%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	29	-	517	1990:1832	775	66.7%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	29	-	106	1990	796	13.3%
J7: M11 Junction 8 Internal	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
1/1	Right	U	2:4	N/A	C2:H		1	32	-	748	1800	792	94.4%
1/2	Right Right2	U	2:4	N/A	C2:H		1	32	-	761	1800	792	96.1%
1/3	Right	U	2:4	N/A	C2:H		1	32	-	167	1800	792	21.1%
2/1	Ahead Ahead2	U	2:4	N/A	C2:G		1	32	-	837	2034	895	93.5%
2/2	Ahead	U	2:4	N/A	C2:G		1	32	-	745	1800	792	94.1%
2/3	Ahead	U	2:4	N/A	C2:G		1	32	-	752	1800	792	94.9%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	1168	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
J8: A120_A1250	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	32	-	574	1975	895	64.1%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	32:7	-	635	2115:1965	959	66.2%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	8	-	56	1781	214	26.2%

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	-	420	1747:1965	536	78.4%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	22	-	455	1871	574	79.3%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	56	-	994	1965	1493	66.6%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	56	-	1090	2105	1600	68.1%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	57	26	759	1709	1322	57.4%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	31	-	558	2105	898	62.1%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	31	-	446	2105	898	49.7%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	446	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	-		-	-	-	875	1800	1800	48.6%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1209	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	759	1965	1965	38.6%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	558	2105	2105	26.5%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	560	2105:1887	1236	45.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	0	0	0	95.6	87.3	0.0	182.9	-	-	-	-
J1: M11 NB Offslip	-	-	0	0	0	8.5	4.4	0.0	12.9	-	-	-	-
1/1	739	739	-	-	-	1.0	0.9	-	1.9	9.4	10.7	0.9	11.5
1/2	805	805	-	-	-	0.2	1.0	-	1.2	5.6	2.3	1.0	3.4
1/3	859	859	-	-	-	0.2	1.0	-	1.2	5.0	1.8	1.0	2.8
2/2+2/1	453	453	-	-	-	3.2	0.6	-	3.8	29.9	4.6	0.6	5.2
2/3+2/4	541	541	-	-	-	3.9	0.9	-	4.8	32.0	5.5	0.9	6.5
3/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Services	-	-	0	0	0	7.0	5.8	0.0	12.8	-	-	-	-
1/1	751	751	-	-	-	1.4	0.8	-	2.3	10.9	6.9	0.8	7.7
1/2	558	558	-	-	-	1.3	0.3	-	1.6	10.4	6.4	0.3	6.8
1/3	1105	1105	-	-	-	0.5	2.0	-	2.5	8.3	2.3	2.0	4.3
1/4	542	542	-	-	-	0.7	0.3	-	1.0	6.6	3.7	0.3	4.0
2/2+2/1	104	104	-	-	-	0.7	0.1	-	0.8	28.6	1.4	0.1	1.5
2/3	315	315	-	-	-	2.5	2.1	-	4.6	52.7	6.2	2.1	8.4
J3: A120W	-	-	0	0	0	13.5	7.9	0.0	21.3	-	-	-	-
1/1	309	309	-	-	-	1.6	0.6	-	2.2	25.3	6.1	0.6	6.7
1/2	309	309	-	-	-	1.6	0.6	-	2.2	25.3	6.1	0.6	6.7
1/3	397	397	-	-	-	2.4	1.0	-	3.4	30.9	8.2	1.0	9.2
1/4	483	483	-	-	-	2.6	2.4	-	5.0	37.4	4.2	2.4	6.6
2/2+2/1	1244	1244	-	-	-	3.5	1.0	-	4.5	13.0	26.5	1.0	27.5
2/3	896	896	-	-	-	1.7	2.4	-	4.1	16.4	12.7	2.4	15.0
3/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J4: M11 SB Offslip	-	-	0	0	0	14.5	17.4	0.0	31.9	-	-	-	-
1/1	240	240	-	-	-	0.3	0.1	-	0.4	5.8	0.9	0.1	1.0
1/2	738	738	-	-	-	0.7	0.7	-	1.4	6.6	5.3	0.7	5.9
1/3	1210	1210	-	-	-	2.8	8.6	-	11.3	33.7	18.0	8.6	26.5
2/1+2/2	910	910	-	-	-	7.1	6.5	-	13.6	53.6	9.6	6.5	16.0
2/3	84	84	-	-	-	0.5	0.1	-	0.6	27.1	1.4	0.1	1.5
2/4+2/5	466	466	-	-	-	3.2	0.9	-	4.1	31.5	5.5	0.9	6.4
3/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	886	886	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	910	910	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	550	550	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
J5: A120E	-	-	0	0	0	5.2	3.3	0.0	8.5	-	-	-	-
1/1	206	206	-	-	-	1.3	1.0	-	2.3	39.4	3.3	1.0	4.2
1/2	201	201	-	-	-	1.1	0.9	-	2.0	35.2	2.3	0.9	3.2
2/2+2/1	1150	1150	-	-	-	1.7	1.0	-	2.7	8.6	7.0	1.0	8.0
2/3	646	646	-	-	-	1.1	0.4	-	1.5	8.5	6.5	0.4	6.9
3/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Dunmow Road	-	-	0	0	0	7.3	3.4	0.0	10.7	-	-	-	-
1/1	380	380	-	-	-	0.9	0.3	-	1.2	11.2	3.6	0.3	3.9
1/2	685	685	-	-	-	1.8	1.1	-	2.9	15.1	4.3	1.1	5.4
1/3	646	646	-	-	-	1.7	0.9	-	2.6	14.4	4.0	0.9	4.9
2/2+2/1	517	517	-	-	-	2.5	1.0	-	3.5	24.5	7.7	1.0	8.7
2/3	106	106	-	-	-	0.4	0.1	-	0.5	16.9	1.4	0.1	1.5
J7: M11 Junction 8 Internal	-	-	0	0	0	25.3	34.0	0.0	59.3	-	-	-	-
1/1	748	748	-	-	-	3.3	6.5	-	9.9	47.4	15.6	6.5	22.1
1/2	761	761	-	-	-	3.7	8.1	-	11.7	55.5	12.0	8.1	20.1
1/3	167	167	-	-	-	0.3	0.1	-	0.5	10.0	0.7	0.1	0.8
2/1	837	837	-	-	-	4.5	6.0	-	10.5	45.0	15.3	6.0	21.3
2/2	745	745	-	-	-	7.0	6.3	-	13.3	64.3	13.4	6.3	19.7

Full Input Data And Results

2/3	752	752	-	-	-	6.5	7.0	-	13.4	64.3	12.9	7.0	19.9
3/1	1168	1168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: A120_A1250	-	-	0	0	0	14.3	11.1	0.0	25.4	-	-	-	-
1/1	574	574	-	-	-	1.7	0.9	-	2.6	16.4	7.3	0.9	8.2
1/2+1/3	635	635	-	-	-	1.9	1.0	-	2.9	16.5	8.3	1.0	9.3
2/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	56	56	-	-	-	0.5	0.2	-	0.6	41.4	1.1	0.2	1.2
4/2+4/1	420	420	-	-	-	2.8	1.8	-	4.5	38.8	7.9	1.8	9.7
4/3	455	455	-	-	-	3.0	1.9	-	4.9	38.5	8.6	1.9	10.5
5/1	994	994	-	-	-	0.4	1.0	-	1.4	5.0	3.8	1.0	4.8
5/2	1090	1090	-	-	-	0.4	1.1	-	1.5	5.0	4.2	1.1	5.3
6/1	759	759	-	-	-	0.3	0.7	-	1.0	4.7	2.1	0.7	2.8
6/2	558	558	-	-	-	1.4	0.8	-	2.2	14.2	9.4	0.8	10.3
6/3	446	446	-	-	-	1.1	0.5	-	1.6	13.1	4.7	0.5	5.2
7/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	875	875	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/1	1209	1209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	759	759	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	558	558	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/3+11/4	560	560	-	-	-	0.8	0.4	-	1.2	7.6	2.2	0.4	2.6

C1 - West	Stream: 1	PRC for Signalled Lanes (%)	32.6	Total Delay for Signalled Lanes (pcuHr):	12.95	Cycle Time (s):	75
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	9.7	Total Delay for Signalled Lanes (pcuHr):	12.84	Cycle Time (s):	75
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	8.0	Total Delay for Signalled Lanes (pcuHr):	21.34	Cycle Time (s):	75
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	-6.4	Total Delay for Signalled Lanes (pcuHr):	31.33	Cycle Time (s):	75
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	34.6	Total Delay for Signalled Lanes (pcuHr):	8.48	Cycle Time (s):	75
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	30.8	Total Delay for Signalled Lanes (pcuHr):	10.67	Cycle Time (s):	75
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	-6.8	Total Delay for Signalled Lanes (pcuHr):	59.26	Cycle Time (s):	75
C3		PRC for Signalled Lanes (%)	13.5	Total Delay for Signalled Lanes (pcuHr):	19.75	Cycle Time (s):	75
C4		PRC for Signalled Lanes (%)	32.1	Total Delay for Signalled Lanes (pcuHr):	3.53	Cycle Time (s):	75
		PRC Over All Lanes (%)	-6.8	Total Delay Over All Lanes (pcuHr):	182.89		

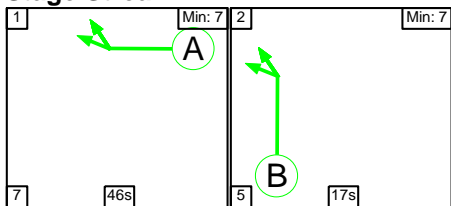
Full Input Data And Results

Scenario 16: '+10%PM 2028 With Airport 43 mppa' (FG18: '+10%PM 2028 With Airport 43 mppa', Plan 2: 'PM Existing')

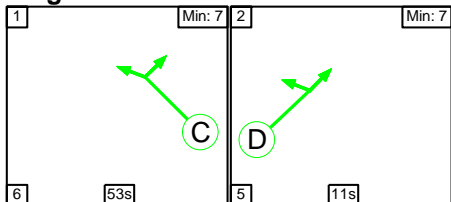
C1 - West

Stage Sequence Diagram

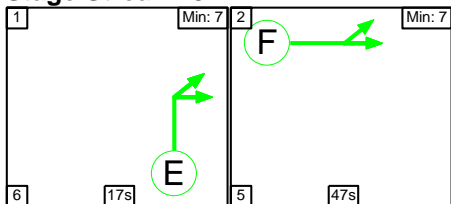
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	46	17
Change Point	1	54

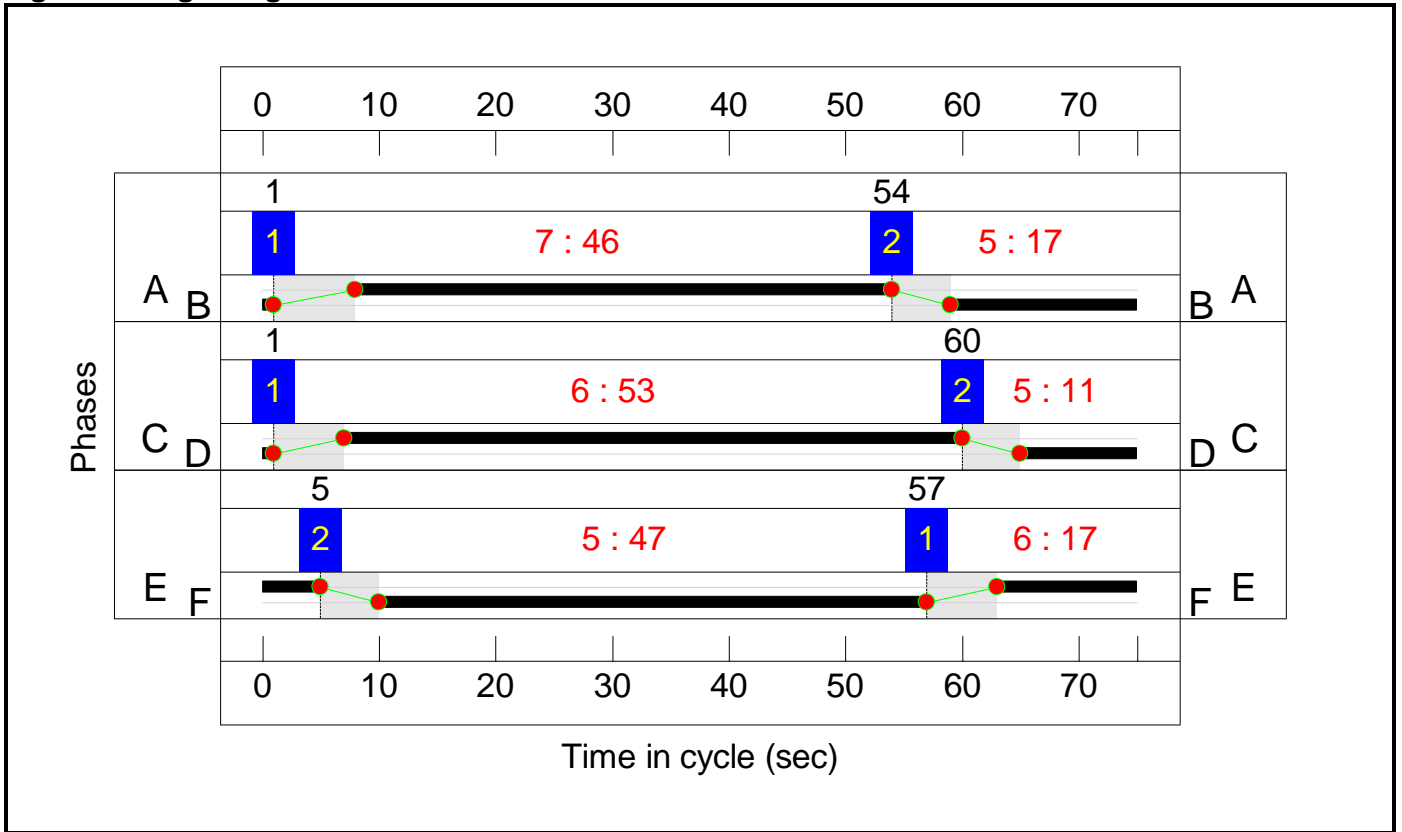
Stage Stream: 2

Stage	1	2
Duration	53	11
Change Point	1	60

Stage Stream: 3

Stage	1	2
Duration	17	47
Change Point	57	5

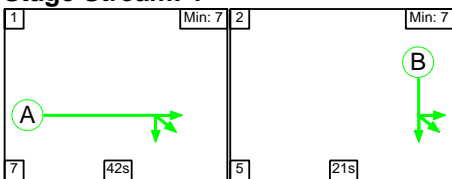
Signal Timings Diagram



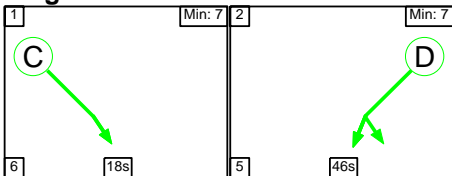
C2 - East

Stage Sequence Diagram

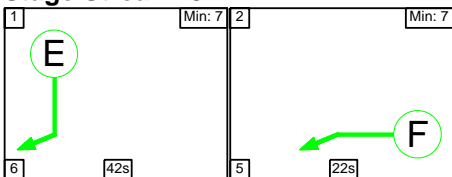
Stage Stream: 1



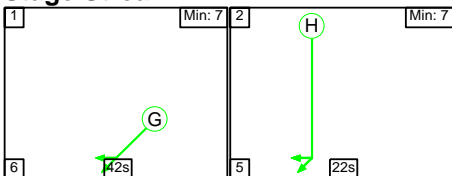
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	42	21
Change Point	73	47

Stage Stream: 2

Stage	1	2
Duration	18	46
Change Point	16	40

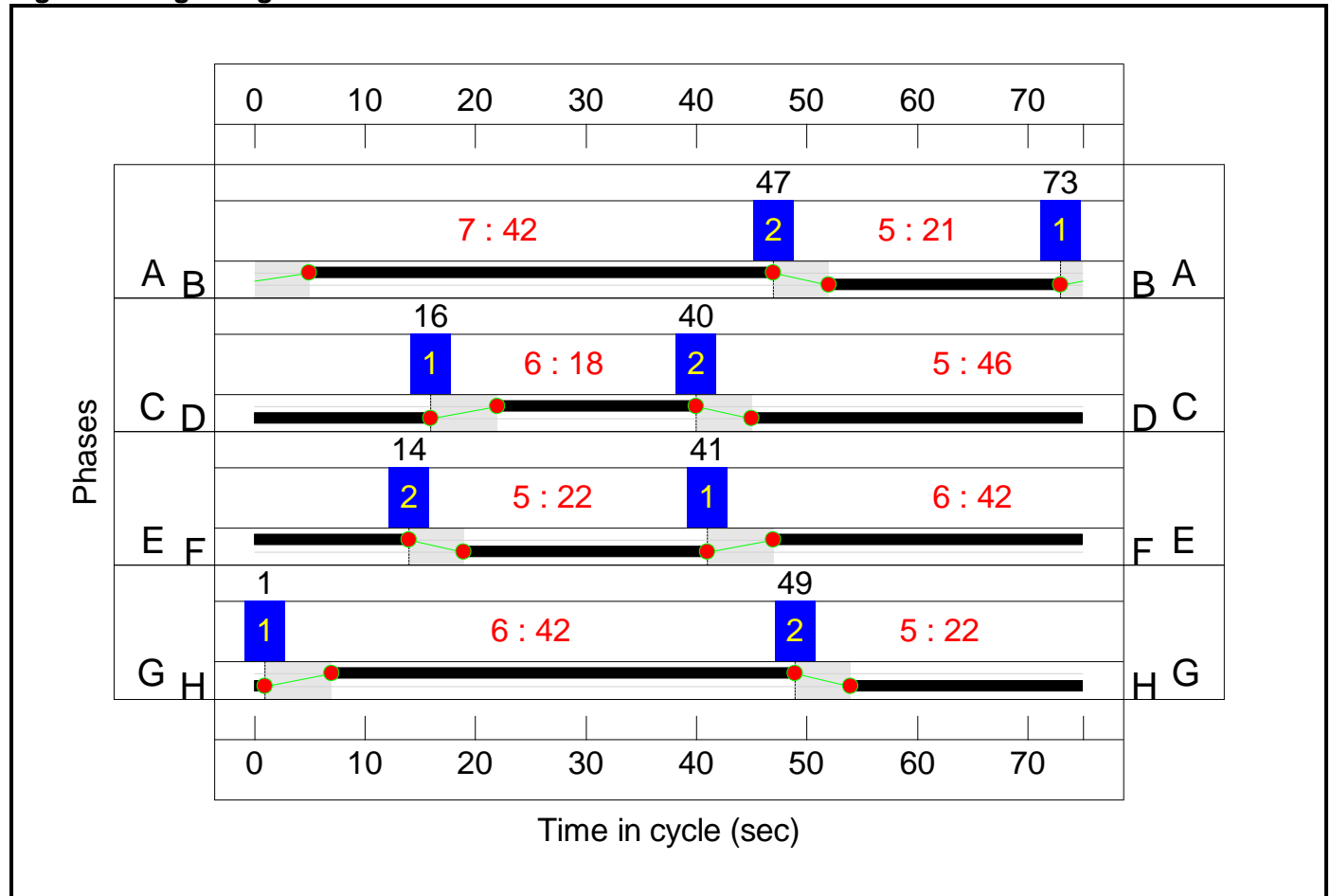
Stage Stream: 3

Stage	1	2
Duration	42	22
Change Point	41	14

Stage Stream: 4

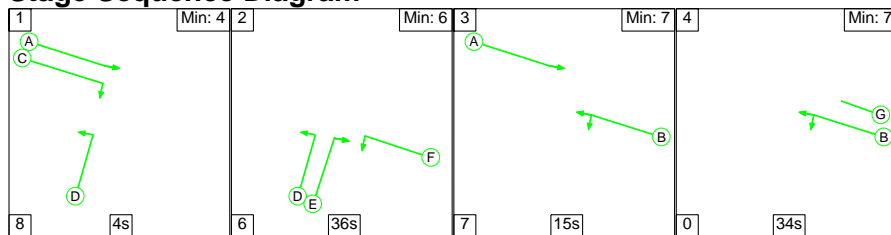
Stage	1	2
Duration	42	22
Change Point	1	49

Signal Timings Diagram



Full Input Data And Results

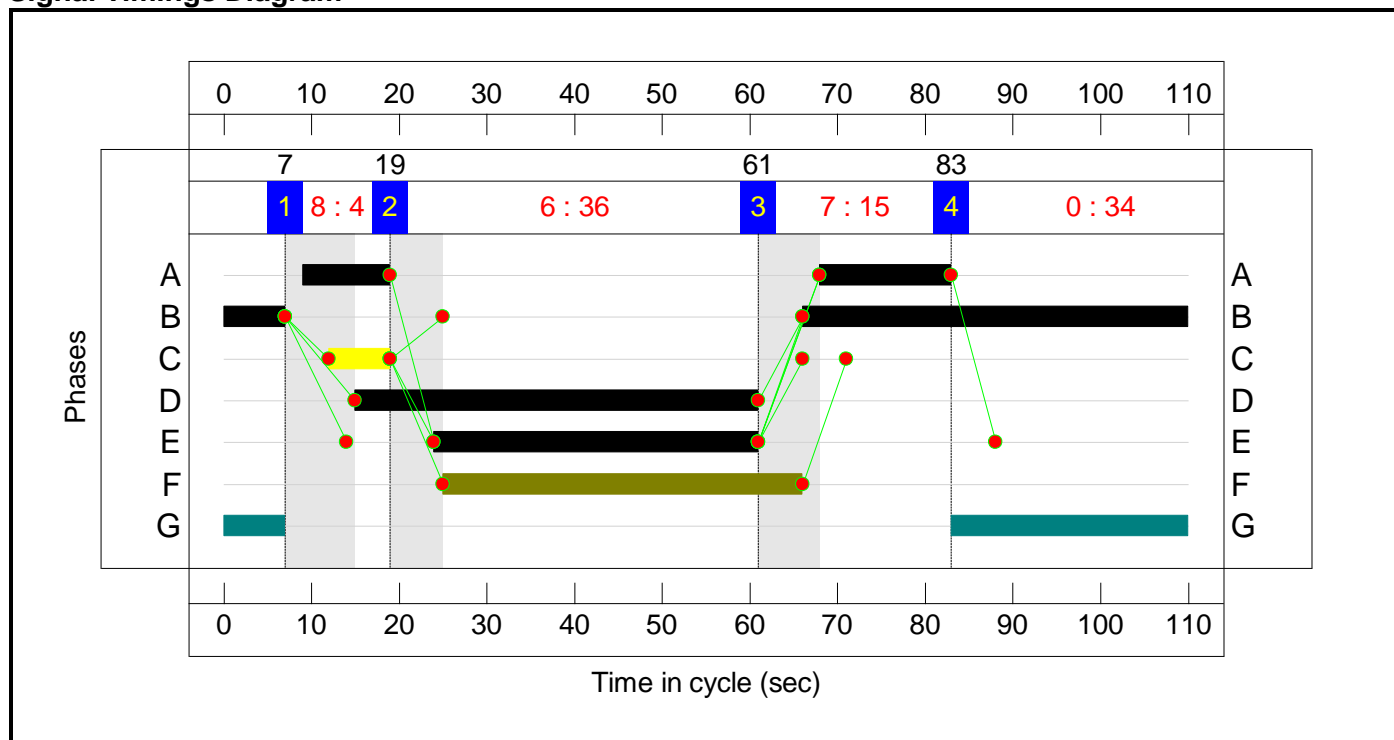
C3
Stage Sequence Diagram



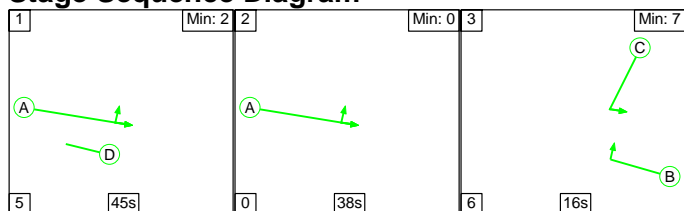
Stage Timings

Stage	1	2	3	4
Duration	4	36	15	34
Change Point	7	19	61	83

Signal Timings Diagram



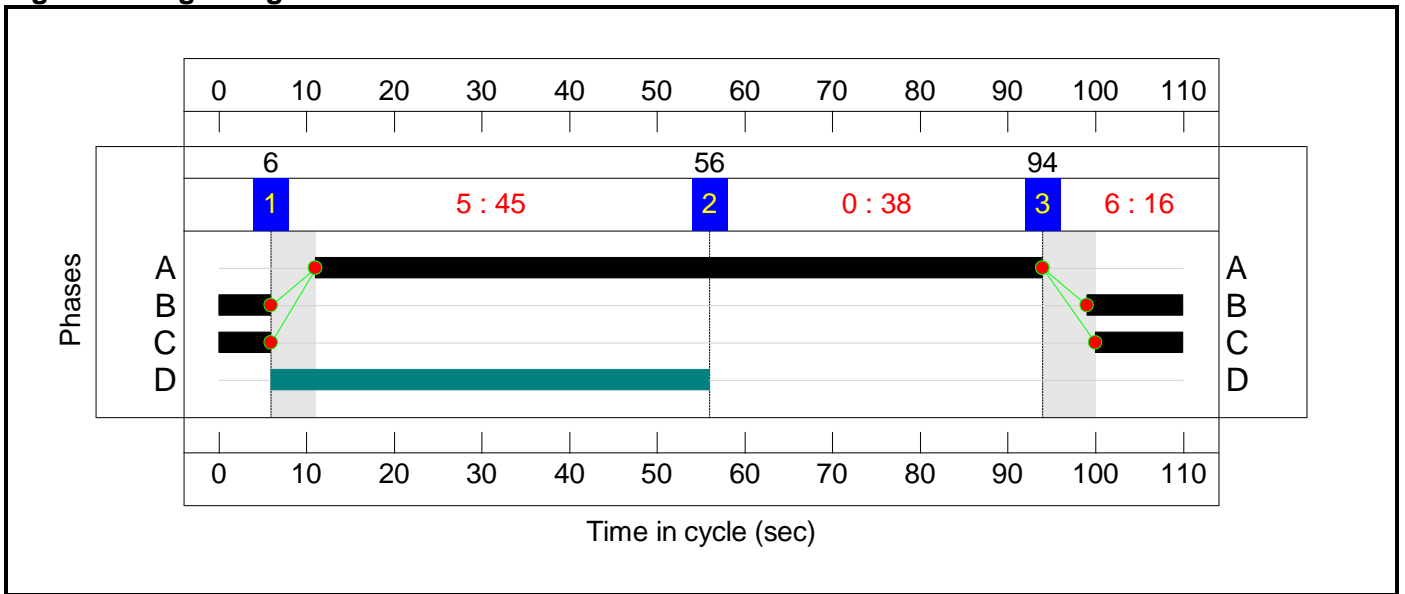
C4
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	45	38	16
Change Point	6	56	94

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	N/A	-	-		-	-	-	-	-	-	102.7%
J1: M11 NB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	90.7%
1/1	Ahead Right	U	1:1	N/A	C1:A		1	46	-	756	1800	1128	67.0%
1/2	Right	U	1:1	N/A	C1:A		1	46	-	1051	2022	1159	90.7%
1/3	Right	U	1:1	N/A	C1:A		1	46	-	1124	2022	1267	88.7%
2/2+2/1	M11 NB Off Slip Ahead Ahead2	U	1:1	N/A	C1:B		1	17	-	531	2080:1928	932	57.0%
2/3+2/4	M11 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	17	-	762	2080:2080	842	90.5%
3/1	Service Station Exit	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
J2: Services	-	-	N/A	-	-		-	-	-	-	-	-	90.8%
1/1	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	53	-	732	1800	1296	56.5%
1/2	Service Station Circ Ahead	U	1:2	N/A	C1:C		1	53	-	872	2045	1472	59.2%
1/3	Service Station Circ Right Ahead	U	1:2	N/A	C1:C		1	53	-	1352	2068	1489	90.8%
1/4	Service Station Circ Right	U	1:2	N/A	C1:C		1	53	-	713	2045	1472	48.4%
2/2+2/1	Service Station Entry Ahead Left	U	1:2	N/A	C1:D		1	11	-	294	1800:2036	350	84.1%
2/3	Service Station Entry Ahead	U	1:2	N/A	C1:D		1	11	-	235	1800	288	81.6%
J3: A120W	-	-	N/A	-	-		-	-	-	-	-	-	102.4%
1/1	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	17	-	389	2070	497	78.3%

Full Input Data And Results

1/2	A120 W Circ Ahead	U	1:3	N/A	C1:E		1	17	-	389	2070	497	78.3%
1/3	A120 W Circ Right Ahead	U	1:3	N/A	C1:E		1	17	-	510	2106	505	100.9%
1/4	A120 W Circ Right	U	1:3	N/A	C1:E		1	17	-	458	2070	497	92.2%
2/2+2/1	A120 W Entry Ahead Left	U	1:3	N/A	C1:F		1	47	-	1681	1800:2002	1634	102.4%
2/3	A120 W Entry Ahead	U	1:3	N/A	C1:F		1	47	-	529	1800	1152	45.4%
3/1	M11 NB On Slip	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
3/2	M11 NB On Slip	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
3/3	M11 NB On Slip	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
J4: M11 SB Offslip	-	-	N/A	-	-		-	-	-	-	-	-	76.7%
1/1	Ahead	U	2:1	N/A	C2:A		1	42	-	930	2060	1181	76.7%
1/2	Ahead Ahead2	U	2:1	N/A	C2:A		1	42	-	841	2060	1181	69.7%
1/3	Right	U	2:1	N/A	C2:A		1	42	-	660	2016	1156	56.6%
2/1+2/2	M11 SB Off Slip Left	U	2:1	N/A	C2:B		1	21	-	868	1945:2085	1182	73.4%
2/3	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	21	-	94	2031	596	15.8%
2/4+2/5	M11 SB Off Slip Ahead	U	2:1	N/A	C2:B		1	21	-	479	2085:2120	1009	47.5%
3/1	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	1349	Inf	Inf	0.0%
3/2	Thremhall Ave Exit	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	868	1990	1990	43.6%
4/2	Ahead	U	N/A	N/A	-		-	-	-	573	2130	2130	26.9%
J5: A120E	-	-	N/A	-	-		-	-	-	-	-	-	75.5%
1/1	Ahead	U	2:2	N/A	C2:C		1	18	-	328	1800	456	70.4%
1/2	Ahead	U	2:2	N/A	C2:C		1	18	-	341	1800	456	73.5%

Full Input Data And Results

2/2+2/1	Thremhall Avenue Left Ahead	U	2:2	N/A	C2:D		1	46	-	1173	2075:1979	1553	75.5%
2/3	Thremhall Avenue Ahead	U	2:2	N/A	C2:D		1	46	-	738	2075	1217	60.6%
3/1	Dunmow Rd Exit	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
J6: Dunmow Road	-	-	N/A	-	-		-	-	-	-	-	-	62.1%
1/1	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	372	2074	1189	31.3%
1/2	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	702	2074	1189	59.0%
1/3	Dunmow Rd Circ Right	U	2:3	N/A	C2:E		1	42	-	738	2074	1189	62.1%
2/2+2/1	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	22	-	482	1990:1832	895	53.8%
2/3	Dunmow Rd Entry Ahead	U	2:3	N/A	C2:F		1	22	-	263	1990	610	43.1%
J7: M11 Junction 8 Internal	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
1/1	Right	U	2:4	N/A	C2:H		1	22	-	416	2100	644	64.0%
1/2	Right Right2	U	2:4	N/A	C2:H		1	22	-	490	2100	644	75.7%
1/3	Right	U	2:4	N/A	C2:H		1	22	-	233	2100	644	36.2%
2/1	Ahead Ahead2	U	2:4	N/A	C2:G		1	42	-	615	2044	1172	52.5%
2/2	Ahead	U	2:4	N/A	C2:G		1	42	-	941	2100	1204	78.2%
2/3	Ahead	U	2:4	N/A	C2:G		1	42	-	1001	2100	1204	83.1%
3/1	M11 SB On Slip	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
3/2	M11 SB On Slip	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
J8: A120_A1250	-	-	N/A	-	-		-	-	-	-	-	-	102.7%
1/1	A120 EB Ahead	U	N/A	N/A	C3:A		2	25	-	484	1975	485	99.8%
1/2+1/3	A120 EB Ahead Right	U	N/A	N/A	C3:A C3:C		2:1	25:7	-	533	2115:1965	519	102.7%
2/1	Birchanger lane exit	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%

Full Input Data And Results

3/1	Birchanger Lane Left	U	N/A	N/A	C4:C		1	16	-	111	1781	275	40.3%
4/2+4/1	A1250 Dunmow Road Right Left	U	N/A	N/A	C3:E C3:D		1	37:46	-	520	1747:1965	604	86.2%
4/3	A1250 Dunmow Road Right	U	N/A	N/A	C3:E		1	37	-	562	1871	646	87.0%
5/1	A120 EB Ahead Left	U	N/A	N/A	C4:A		1	83	-	1004	1965	1501	66.9%
5/2	A120 EB Ahead	U	N/A	N/A	C4:A		1	83	-	1095	2105	1607	67.3%
6/1	A120 WB Left	U	N/A	N/A	C3:B	C3:F	1	92	41	753	1709	1445	52.1%
6/2	A120 WB Ahead	U	N/A	N/A	C3:B		1	51	-	881	2105	995	88.5%
6/3	A120 WB Ahead	U	N/A	N/A	C3:B		1	51	-	767	2105	995	77.1%
7/1	A120 WB exit	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
7/2	A120 WB exit	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
8/1	A1250 exit	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1082	1800	1800	60.1%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1017	Inf	Inf	0.0%
11/1	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	753	1965	1965	38.3%
11/2	A120 W Exit Ahead	U	N/A	N/A	-		-	-	-	881	2105	2105	41.9%
11/3+11/4	A120 W Exit Right Ahead	U	N/A	N/A	- C4:B		-	-	-	818	2105:1887	2090	39.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 J8 A120 Option 3 Linsig Assessment	-	-	0	0	0	113.3	142.1	0.0	255.4	-	-	-	-
J1: M11 NB Offslip	-	-	0	0	0	11.9	14.2	0.0	26.1	-	-	-	-
1/1	756	756	-	-	-	1.0	1.0	-	2.0	9.5	7.5	1.0	8.6
1/2	1051	1051	-	-	-	0.8	4.5	-	5.3	18.1	12.4	4.5	16.9
1/3	1124	1124	-	-	-	0.8	3.7	-	4.5	14.6	3.8	3.7	7.5
2/2+2/1	531	531	-	-	-	3.7	0.7	-	4.3	29.5	4.9	0.7	5.5
2/3+2/4	762	762	-	-	-	5.6	4.3	-	9.9	46.9	8.4	4.3	12.7
3/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Services	-	-	0	0	0	9.2	11.0	0.0	20.1	-	-	-	-
1/1	732	732	-	-	-	1.3	0.6	-	1.9	9.5	6.5	0.6	7.1
1/2	872	872	-	-	-	1.6	0.7	-	2.3	9.5	8.1	0.7	8.8
1/3	1352	1352	-	-	-	1.2	4.6	-	5.8	15.5	8.9	4.6	13.6
1/4	713	713	-	-	-	0.6	0.5	-	1.1	5.6	3.8	0.5	4.2
2/2+2/1	294	294	-	-	-	2.5	2.4	-	4.9	60.2	5.6	2.4	8.0
2/3	235	235	-	-	-	2.0	2.1	-	4.0	62.0	4.7	2.1	6.8
J3: A120W	-	-	0	0	0	17.6	53.8	0.0	71.4	-	-	-	-
1/1	389	389	-	-	-	1.9	1.7	-	3.6	33.5	7.0	1.7	8.7
1/2	389	389	-	-	-	1.9	1.7	-	3.6	33.5	7.0	1.7	8.7
1/3	510	505	-	-	-	3.6	12.5	-	16.1	113.4	10.7	12.5	23.2
1/4	458	458	-	-	-	3.1	4.7	-	7.8	61.3	6.9	4.7	11.7
2/2+2/1	1673	1632	-	-	-	6.3	32.6	-	38.9	83.7	34.1	32.6	66.8
2/3	523	523	-	-	-	1.0	0.4	-	1.4	9.7	5.5	0.4	5.9
3/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

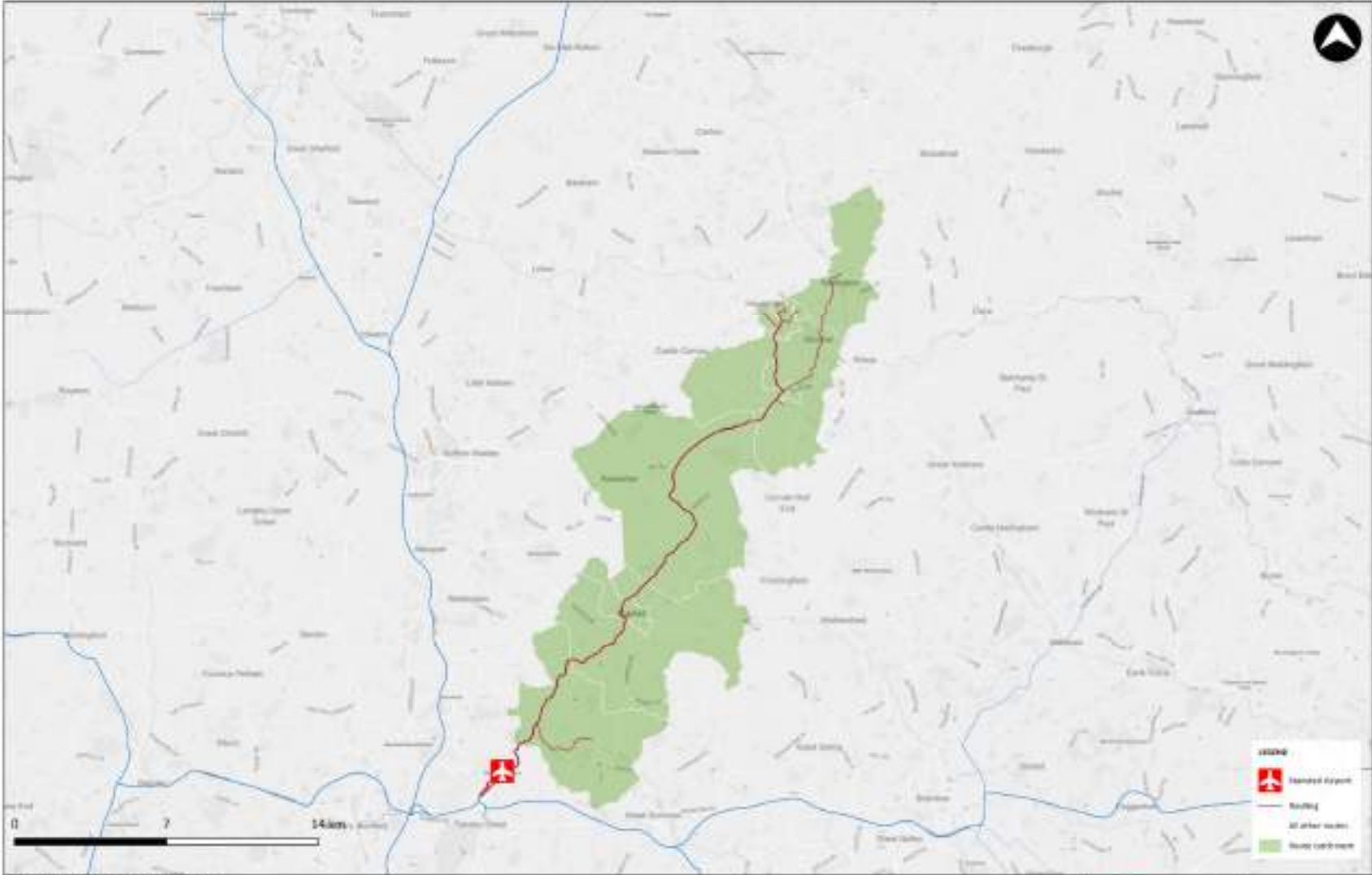
Full Input Data And Results

J4: M11 SB Offslip	-	-	0	0	0	14.4	5.9	0.0	20.3	-	-	-	-
1/1	906	906	-	-	-	2.9	1.6	-	4.5	18.0	8.3	1.6	10.0
1/2	824	824	-	-	-	1.3	1.1	-	2.4	10.7	9.3	1.1	10.5
1/3	654	654	-	-	-	1.1	0.6	-	1.8	9.7	4.7	0.6	5.4
2/1+2/2	868	868	-	-	-	5.8	1.4	-	7.1	29.6	8.4	1.4	9.7
2/3	94	94	-	-	-	0.5	0.1	-	0.6	23.3	1.4	0.1	1.5
2/4+2/5	479	479	-	-	-	2.8	0.5	-	3.3	24.5	4.1	0.5	4.6
3/1	1325	1325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	868	868	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	573	573	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
J5: A120E	-	-	0	0	0	7.8	4.8	0.0	12.6	-	-	-	-
1/1	321	321	-	-	-	1.0	1.2	-	2.2	24.5	4.7	1.2	5.9
1/2	335	335	-	-	-	1.9	1.4	-	3.3	35.1	6.1	1.4	7.4
2/2+2/1	1173	1173	-	-	-	2.8	1.5	-	4.3	13.2	9.0	1.5	10.5
2/3	738	738	-	-	-	2.0	0.8	-	2.8	13.7	9.8	0.8	10.6
3/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Dunmow Road	-	-	0	0	0	5.6	2.7	0.0	8.4	-	-	-	-
1/1	372	372	-	-	-	0.2	0.2	-	0.4	4.1	0.7	0.2	1.0
1/2	702	702	-	-	-	0.6	0.7	-	1.3	6.6	1.4	0.7	2.2
1/3	738	738	-	-	-	0.6	0.8	-	1.4	6.9	1.5	0.8	2.3
2/2+2/1	482	482	-	-	-	2.8	0.6	-	3.3	25.0	4.0	0.6	4.6
2/3	263	263	-	-	-	1.5	0.4	-	1.9	25.9	4.3	0.4	4.7
J7: M11 Junction 8 Internal	-	-	0	0	0	15.9	7.4	0.0	23.3	-	-	-	-
1/1	412	412	-	-	-	2.7	0.9	-	3.6	31.4	8.5	0.9	9.4
1/2	488	488	-	-	-	2.3	1.5	-	3.8	28.1	6.4	1.5	8.0
1/3	233	233	-	-	-	0.5	0.3	-	0.8	12.7	0.9	0.3	1.1
2/1	615	615	-	-	-	1.9	0.6	-	2.4	14.2	7.2	0.6	7.8
2/2	941	941	-	-	-	3.9	1.8	-	5.7	21.8	18.4	1.8	20.2

Full Input Data And Results

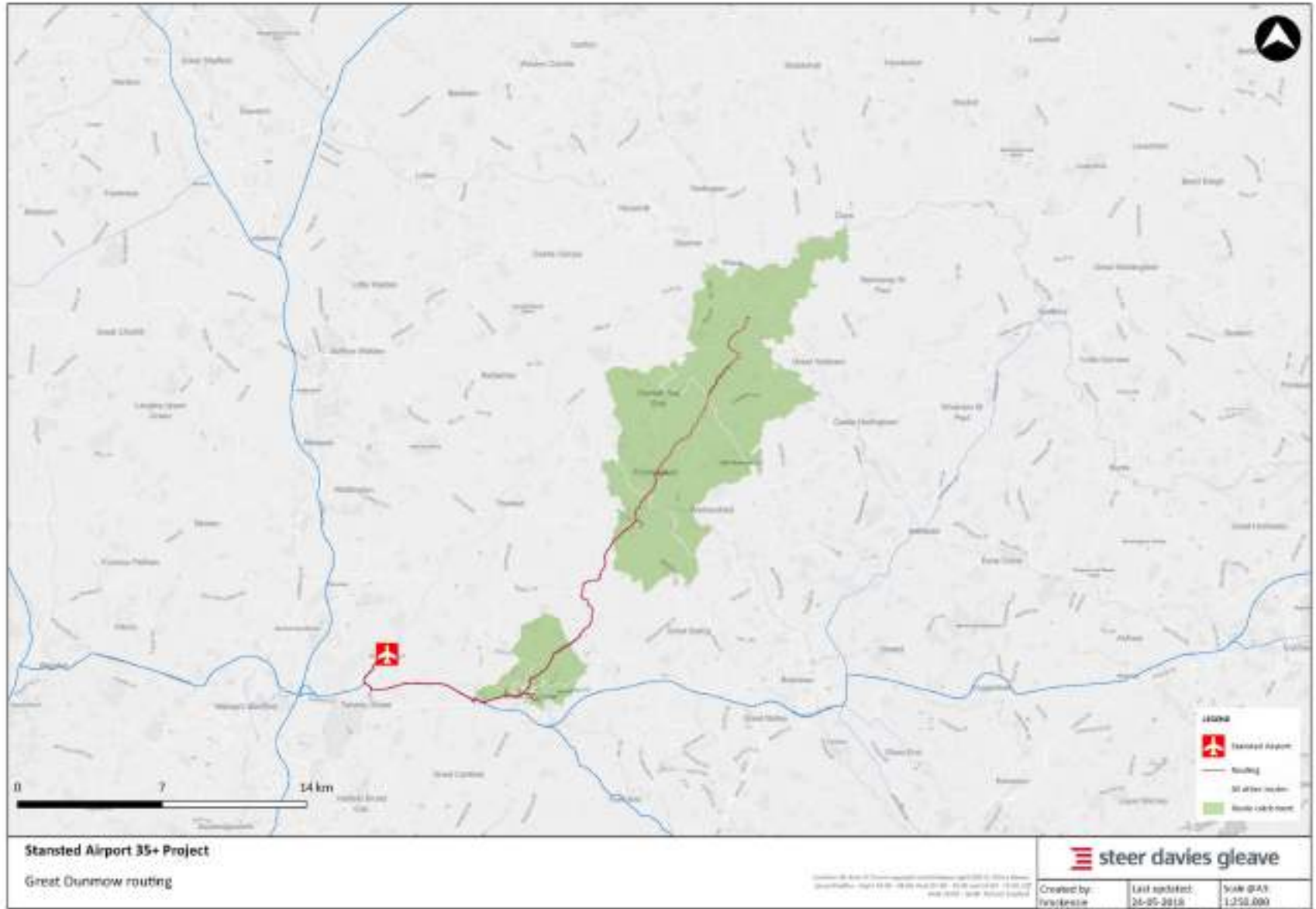
		1001	-	-	-	4.6	2.4	-	7.0	25.1	20.1	2.4	22.5
		207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		484	-	-	-	2.9	10.8	-	13.8	102.3	8.6	10.8	19.4
		51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		520	-	-	-	4.8	2.9	-	7.8	53.7	14.7	2.9	17.6
		1004	-	-	-	0.0	1.0	-	1.0	3.6	0.0	1.0	1.0
		753	-	-	-	0.5	0.5	-	1.0	4.9	6.3	0.5	6.8
		767	-	-	-	5.1	1.7	-	6.8	31.8	19.4	1.7	21.0
		767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		1082	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
		753	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
		818	-	-	-	0.6	0.3	-	0.9	3.9	1.3	0.3	1.7
C1 - West	Stream: 1	PRC for Signalled Lanes (%)	-0.7	Total Delay for Signalled Lanes (pcuHr):		26.11	Cycle Time (s):		75				
C1 - West	Stream: 2	PRC for Signalled Lanes (%)	-0.9	Total Delay for Signalled Lanes (pcuHr):		20.11	Cycle Time (s):		75				
C1 - West	Stream: 3	PRC for Signalled Lanes (%)	-13.8	Total Delay for Signalled Lanes (pcuHr):		71.40	Cycle Time (s):		75				
C2 - East	Stream: 1	PRC for Signalled Lanes (%)	17.4	Total Delay for Signalled Lanes (pcuHr):		19.74	Cycle Time (s):		75				
C2 - East	Stream: 2	PRC for Signalled Lanes (%)	19.2	Total Delay for Signalled Lanes (pcuHr):		12.58	Cycle Time (s):		75				
C2 - East	Stream: 3	PRC for Signalled Lanes (%)	45.0	Total Delay for Signalled Lanes (pcuHr):		8.36	Cycle Time (s):		75				
C2 - East	Stream: 4	PRC for Signalled Lanes (%)	8.3	Total Delay for Signalled Lanes (pcuHr):		23.32	Cycle Time (s):		75				
C3		PRC for Signalled Lanes (%)	-14.1	Total Delay for Signalled Lanes (pcuHr):		67.24	Cycle Time (s):		110				
C4		PRC for Signalled Lanes (%)	33.8	Total Delay for Signalled Lanes (pcuHr):		3.66	Cycle Time (s):		110				
		PRC Over All Lanes (%)	-14.1	Total Delay Over All Lanes (pcuHr):		255.39							

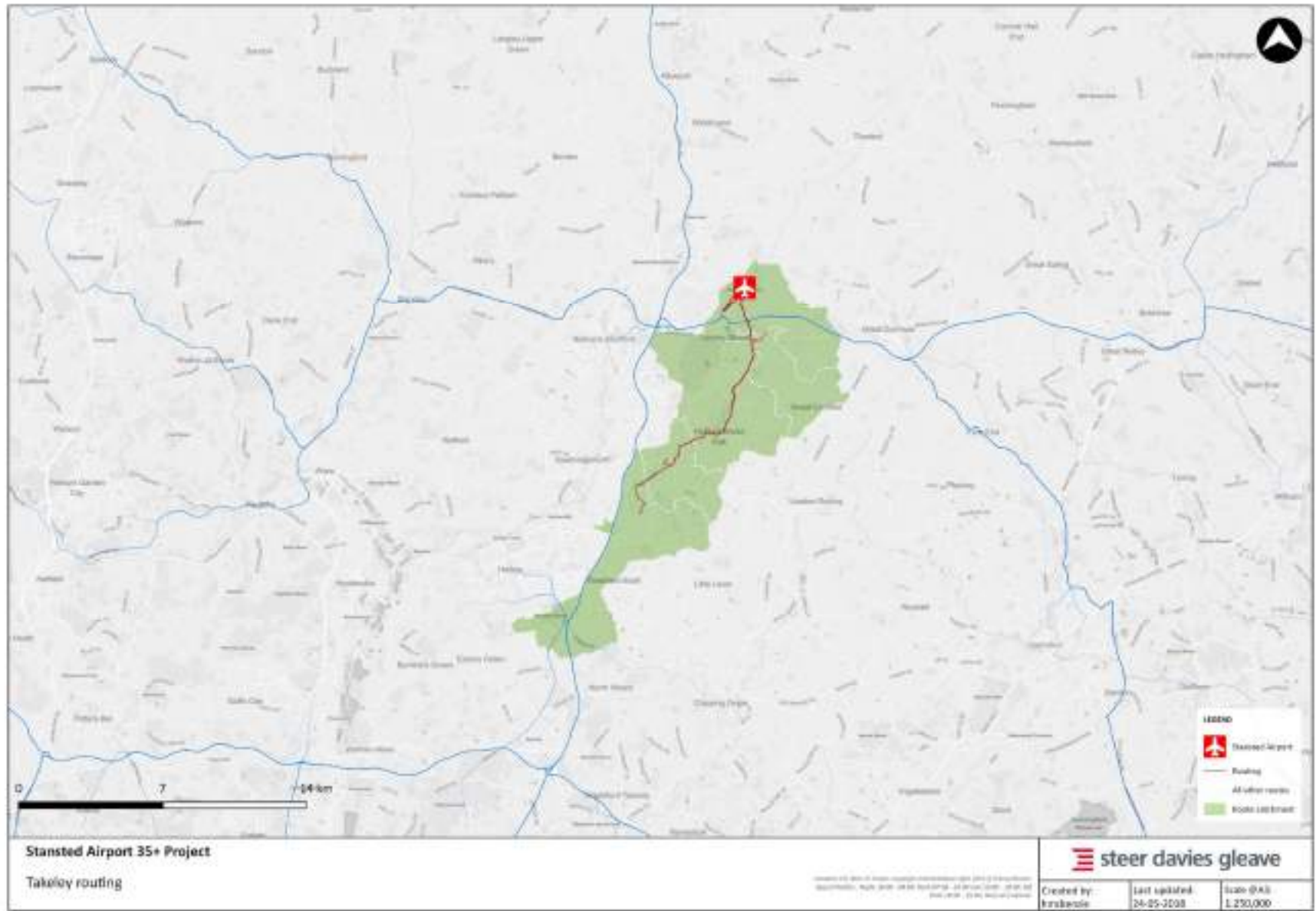
D Local Road Catchments

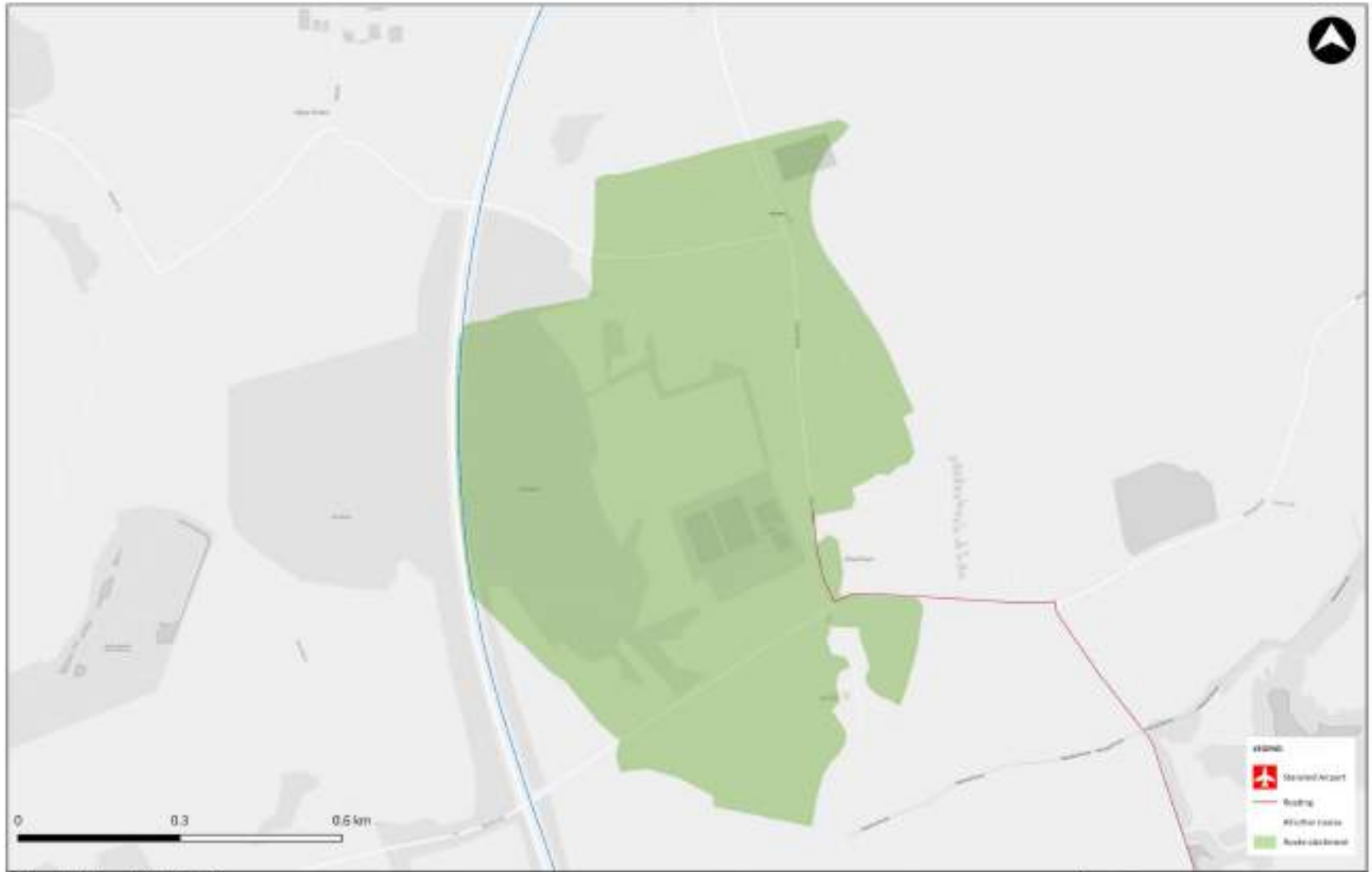


Stansted Airport 35+ Project
 Mole Hill Green routing

<small>Created by: Pwllkwa</small>	<small>Last updated: 26-05-2016</small>	<small>Scale @ A3: 1:250,000</small>







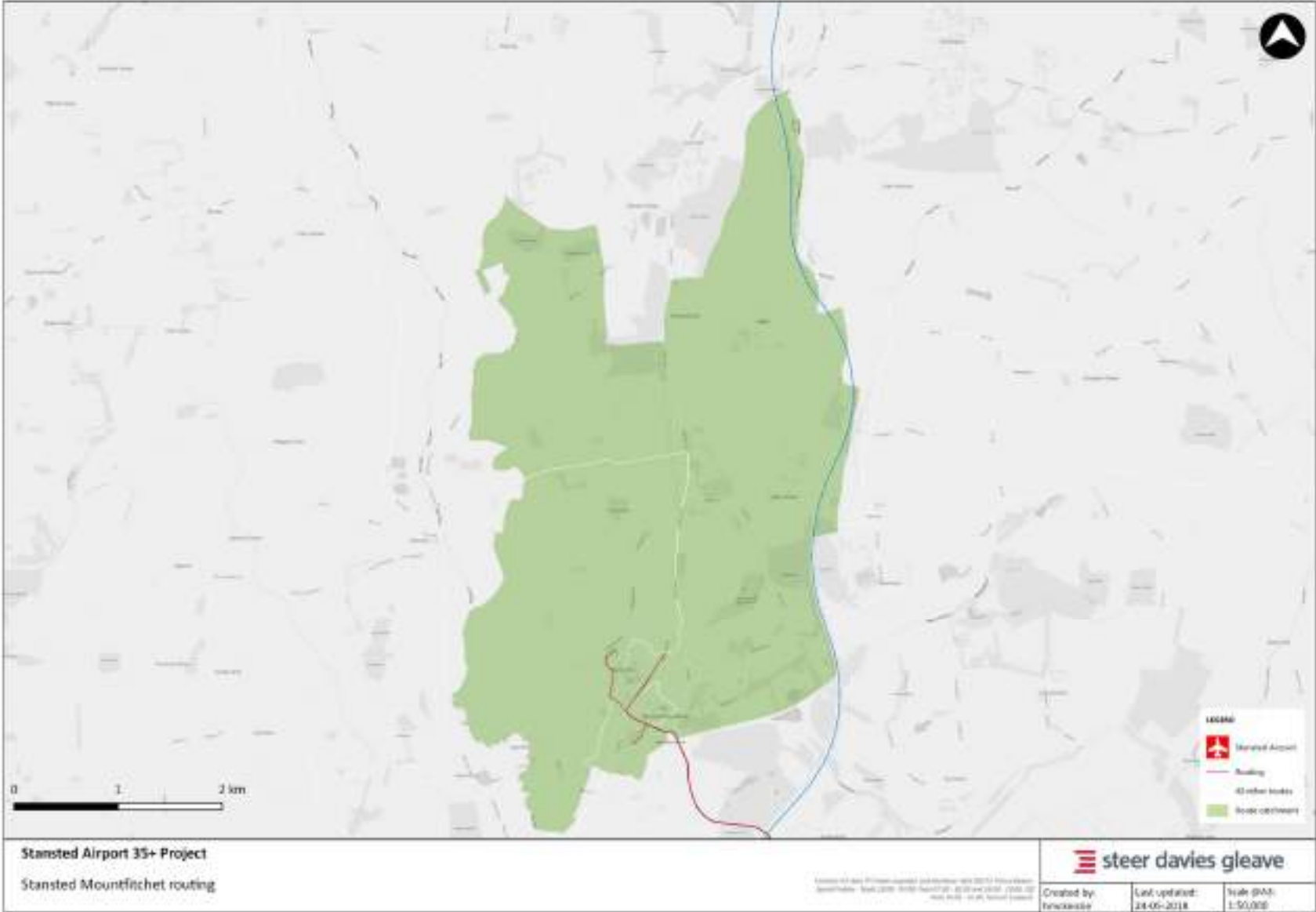
Stansted Airport 35+ Project

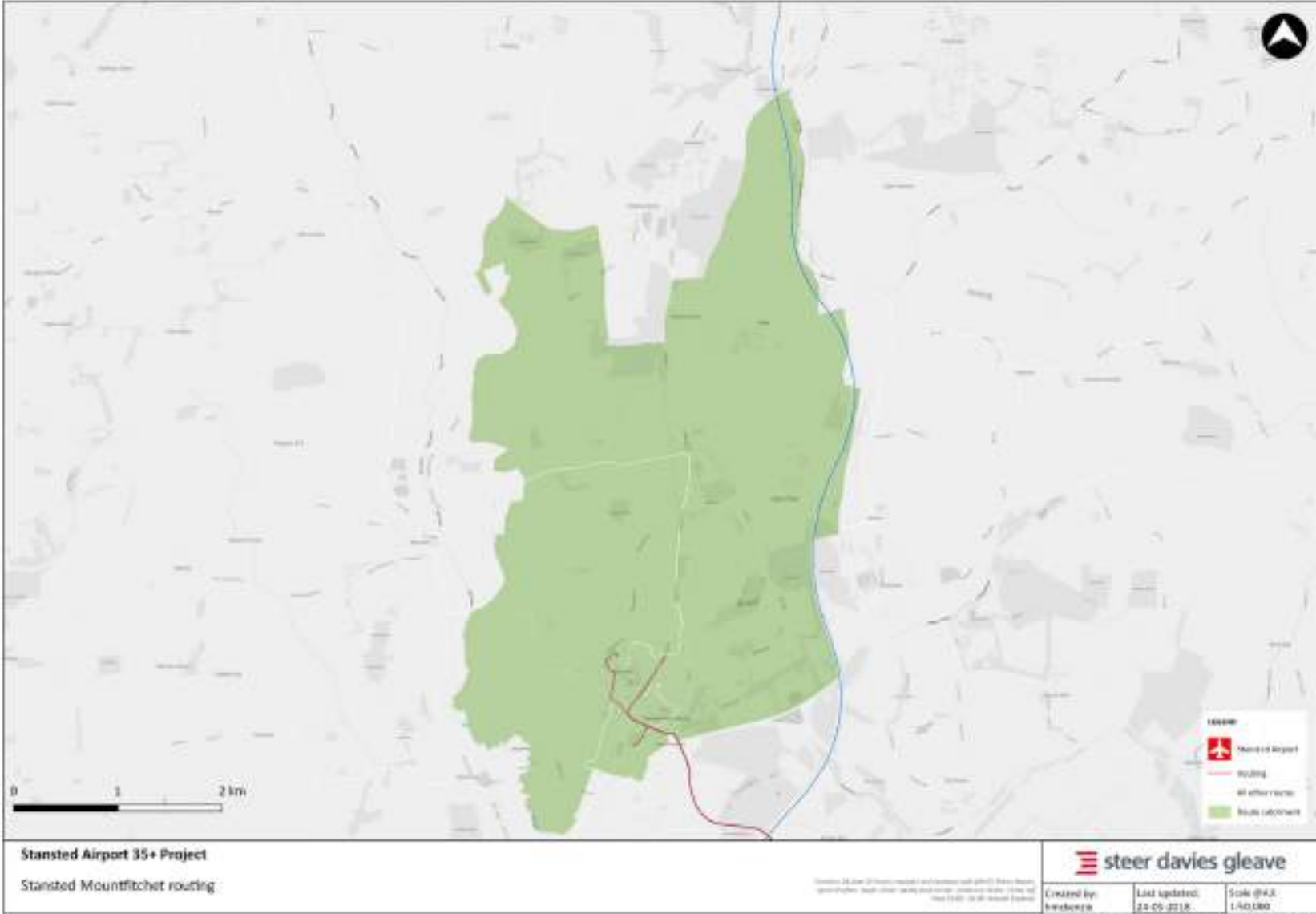
Elsenham routing

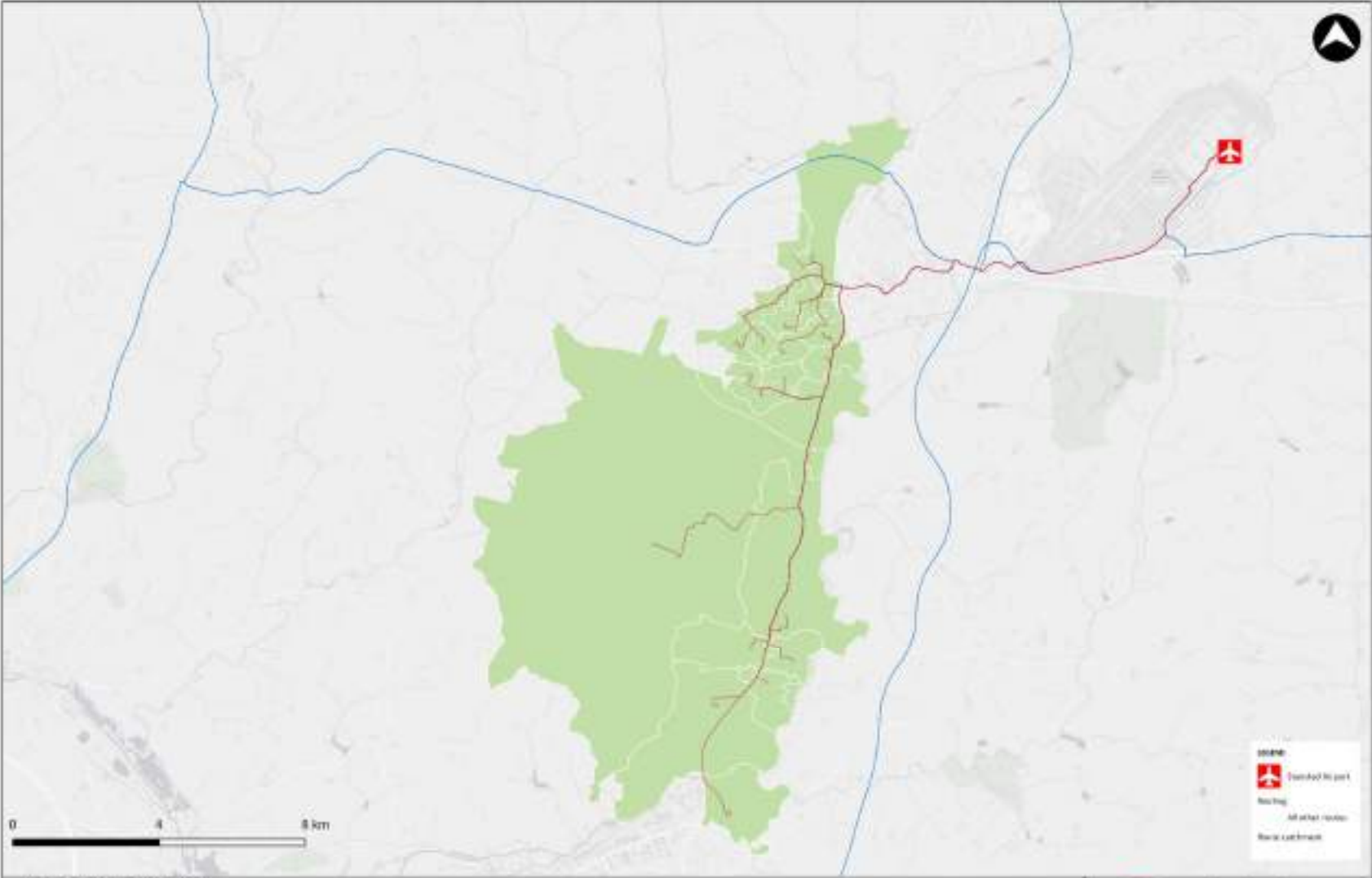
 **steer davis gleave**

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Created by: Pencikole	Last updated: 24-05-2018	Scale @A3: 1:10,000
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Stansted Airport 35+ Project
Bishops Stortford Routing

steer davis gleave

Created by: CP/azell	Last updated: 11-05-2016	Scale @ A3: 1:51,600
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E TA Appendix G7 (Future 2028 Scenarios)

Area	Vehicles	North		East			South/East					South					West					
		M11 N	A120 E	B1008	A1060	A12	A131	A414	A130	M11 S (south of Harlow)	M11 S (between Stansted and Harlow)	M25 E	M25 W	M11 S (within London)	A12 W	A406 W	A406 E	A120 W (east of M11)	A120 W (BS Bypass)	A120 West of Bishops S	A10 W	A602
Central London	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North East	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North West	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London South East	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London South West	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London Sub-total	337																					
SE England - NE	386																					
Essex	285	0	143	0	0	0	0	0	0	0	143	0	0	0	0	0	0	0	0	0	0	0
Hertfordshire	101	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	76	0	0	0	0	0
SE England - NW	46																					
Bedfordshire	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Berkshire	13	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
Buckinghamshire	17	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0
Oxfordshire	12	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
SE England - SE	61																					
East Sussex	7	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
Kent	54	0	0	0	0	0	0	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0
SE England - SW	22																					
Hampshire	13	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
Surrey	6	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
West Sussex	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Anglia	210																					
Cambridgeshire	108	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Norfolk	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Suffolk	79	39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Midlands	74	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South West England and Wales	27	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
West Midlands	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rest of UK	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	31																					
Total All Areas	1210																					
Residence not reported	0																					
Total		296	182	0	0	0	0	0	0	0	656	0	0	0	0	0	76	0	0	0	0	0

Road Link		
M11 N	296	24%
M11 S	656	54%
A120 E	182	15%
A120 W	76	6%
Total	1210	

Area	Vehicles	North		East			South/East					South					West					
		M11 N	A120 E	B1008	A1060	A12	A131	A414	A130	M11 S (south of Harlow)	M11 S (between Stansted and Harlow)	M25 E	M25 W	M11 S (within London)	A12 W	A406 W	A406 E	A120 W (east of M11)	A120 W (BS Bypass)	A120 West of Bishops S	A10 W	A602
Central London	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North East	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North West	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London South East	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London South West	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London Sub-total	360																					
SE England - NE	412																					
Essex	305	0	152	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hertfordshire	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SE England - NW	49																					
Bedfordshire	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Berkshire	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buckinghamshire	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Oxfordshire	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SE England - SE	65																					
East Sussex	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kent	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SE England - SW	23																					
Hampshire	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Surrey	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Sussex	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Anglia	225																					
Cambridgeshire	115	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Norfolk	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Suffolk	84	42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Midlands	79	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South West England and Wales	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Midlands	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rest of UK	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	34																					
Total All Areas	1292																					
Residence not reported	0																					
Total		316	194	0	0	0	0	0	0	0	701	0	0	0	0	0	0	81	0	0	0	0

Road Link		
M11 N	316	24%
M11 S	701	54%
A120 E	194	15%
A120 W	81	6%
Total	1292	

2028 With Airport (35mppa) 16:00-17:00 Employee Arrivals

Daily Employee Count 73

Employee Mode Split		%
Car Driver	67	92%
Car Passenger	6	8%
Total	73	100%

Source: Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Number of Car Drivers 1 (One Driver)
 Number of Car Passengers 1.6 Occupancy

Car Passenger	4
Total	4

0.5

Number of Cars 71

Distribution of Employees

Source: P:\Projects\230\034\01\Work\STN_OD 12 Months to 201512 SLW_workings 2.xls

Residence	Car Driver	Car Passenger
Inner London	0	0
Outer London NE	2	0
Outer London SE	0	0
Outer London SW	0	0
Outer London NW	3	0
Outer South East NE	52	6
Outer South East NW	0	0
Outer South East SW	0	0
Outer South East SE	2	0
Southwest & Wales	0	0
West Midlands	0	0
East Midlands	0	0
East Anglia	9	0
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	67	6

Distribution of Vehicles (Daily)

Apply Occupancy Factors

Residence	Car Driver	Car Passenger
Inner London	0	0
Outer London NE	2	0
Outer London SE	0	0
Outer London SW	0	0
Outer London NW	3	0
Outer South East NE	52	4
Outer South East NW	0	0
Outer South East SW	0	0
Outer South East SE	2	0
Southwest & Wales	0	0
West Midlands	0	0
East Midlands	0	0
East Anglia	9	0
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	67	4

71

Check

Distribution of Vehicles on the Road Network

Source: Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Area	Vehicles	North		East			M11 S	A120 W	Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Road	A1250			
Central London	0					100%			
London North East	2					100%			
London North West	0					100%			
London South East	0					100%			
London South West	3					100%			
London Sub-total	5								
SE England - NE	55								
Essex	43								
Uttlesford	14		40%	25%	5%			30%	
Braintree	13			100%					
Harlow	5					50%	50%		
Chelmsford	3			75%		25%			
Colchester	2			100%					
Epping Forest	2				25%	75%			
Basildon	1					100%			
Tendring	1			100%					
Maldon	1			100%					
Brentwood	1					100%			
Castle Point	0			50%		50%			
Rochford	0			50%		50%			
Southend-on-Sea	0					100%			
Thurrock	0					100%			
Hertfordshire	12								
East Hertfordshire	10		25%			25%	50%		
Broxbourne	1					100%			
North Hertfordshire	1					100%			
Welwyn Hatfield	0					100%			
St. Albans	0					100%			
Hertsmere	0					100%			
Stevenage	0					100%			
Watford	0					100%			
Dacorum	0					100%			
Three Rivers	0					100%			
SE England - NW	0								
Bedfordshire	0	100%							
Berkshire	0					100%			
Buckinghamshire	0					100%			
Oxfordshire	0					100%			
SE England - SE	2								
East Sussex	0					100%			
Kent	2					100%			
SE England - SW	0								
Hampshire	0					100%			
Surrey	0					100%			
West Sussex	0					100%			
Rest of South East Sub-total	0					100%			
East Anglia	9								
Cambridgeshire	5	80%						20%	
Norfolk	1	100%							
Suffolk	4	50%	50%						
East Midlands	0	100%							
South West England and Wales	0					100%			
West Midlands	0	100%							
Rest of UK	0	100%							
Sub-total Rest of Country	0								
Total All Areas	71								

Area	Vehicles	North		East			South/East		Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Road	A1250	M11 S	A120 W	
Central London	0	0	0	0	0	0	0	0	0
London North East	2	0	0	0	0	0	2	0	0
London North West	0	0	0	0	0	0	0	0	0
London South East	0	0	0	0	0	0	0	0	0
London South West	3	0	0	0	0	0	3	0	0
London Sub-total	5								
SE England - NE	55								
Essex	43								
Uttlesford	14	0	6	4	1	0	0	0	4
Braintree	13	0	0	13	0	0	0	0	0
Harlow	5	0	0	0	0	0	2	2	0
Chelmsford	3	0	0	2	0	0	1	0	0
Colchester	2	0	0	2	0	0	0	0	0
Epping Forest	2	0	0	0	0	0	1	0	0
Basildon	1	0	0	0	0	0	1	0	0
Tendring	1	0	0	1	0	0	0	0	0
Maldon	1	0	0	1	0	0	0	0	0
Brentwood	1	0	0	0	0	0	1	0	0
Castle Point	0	0	0	0	0	0	0	0	0
Rochford	0	0	0	0	0	0	0	0	0
Southend-on-Sea	0	0	0	0	0	0	0	0	0
Thurrock	0	0	0	0	0	0	0	0	0
Hertfordshire	12								
East Hertfordshire	10	0	2	0	0	2	0	5	0
Broxbourne	1	0	0	0	0	0	0	1	0
North Hertfordshire	1	0	0	0	0	0	0	1	0
Welwyn Hatfield	0	0	0	0	0	0	0	0	0
St. Albans	0	0	0	0	0	0	0	0	0
Hertsmere	0	0	0	0	0	0	0	0	0
Stevenage	0	0	0	0	0	0	0	0	0
Watford	0	0	0	0	0	0	0	0	0
Dacorum	0	0	0	0	0	0	0	0	0
Three Rivers	0	0	0	0	0	0	0	0	0
SE England - NW	0								
Bedfordshire	0	0	0	0	0	0	0	0	0
Berkshire	0	0	0	0	0	0	0	0	0
Buckinghamshire	0	0	0	0	0	0	0	0	0
Oxfordshire	0	0	0	0	0	0	0	0	0
SE England - SE	2								
East Sussex	0	0	0	0	0	0	0	0	0
Kent	2	0	0	0	0	0	2	0	0
SE England - SW	0								
Hampshire	0	0	0	0	0	0	0	0	0
Surrey	0	0	0	0	0	0	0	0	0
West Sussex	0	0	0	0	0	0	0	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0
East Anglia	9								
Cambridgeshire	5	4	0	0	0	0	0	0	1
Norfolk	1	1	0	0	0	0	0	0	0
Suffolk	4	2	2	0	0	0	0	0	0
East Midlands	0	0	0	0	0	0	0	0	0
South West England and Wales	0	0	0	0	0	0	0	0	0
West Midlands	0	0	0	0	0	0	0	0	0
Rest of UK	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	0								
Total All Areas	71								

Total	6	10	23	1	2	13	10	5
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M11 N	6	9%
Church Road	10	15%
A120 E	23	32%
Parsonage Road	1	2%
A1250	2	3%
M11 S	13	18%
A120 W	10	14%
Bury Lodge Road	5	7%

2028 With Airport (35mppa) 16:00-17:00 Employee Departures

Daily Employee Count 542

Employee Mode Split		%
Car Driver	483	89%
Car Passenger	59	11%
Total	542	100%

Source:
Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Number of Car Drivers 1 (One Driver)
Number of Car Passengers 1.6 Occupancy

Car Passenger	37	0.5
Total	37	

Number of Cars 520

Distribution of Employees

Source:
P:\Projects\230\034\01\Work\STN.OD.12 Months to 201512 SLW_workings 2.xls

Residence	Car Driver	Car Passenger
Inner London	5	0
Outer London NE	16	0
Outer London SE	6	0
Outer London SW	2	0
Outer London NW	3	0
Outer South East NE	395	44
Outer South East NW	8	3
Outer South East SW	2	0
Outer South East SE	3	0
Southwest & Wales	0	0
West Midlands	0	0
East Midlands	6	0
East Anglia	37	12
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	483	59

Distribution of Vehicles (Daily)

Apply Occupancy Factors

Residence	Car Driver	Car Passenger
Inner London	5	0
Outer London NE	16	0
Outer London SE	6	0
Outer London SW	2	0
Outer London NW	3	0
Outer South East NE	395	28
Outer South East NW	8	2
Outer South East SW	2	0
Outer South East SE	3	0
Southwest & Wales	0	0
West Midlands	0	0
East Midlands	6	0
East Anglia	37	7
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	483	37

520

Check

Distribution of Vehicles on the Road Network

Source: Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Area	Vehicles	North		East			M11 S	A120 W	Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Road	A1250			
Central London	5					100%			
London North East	16					100%			
London North West	6					100%			
London South East	2					100%			
London South West	3					100%			
London Sub-total	31								
SE England - NE	423								
Essex	329								
Uttlesford	111		40%	25%	5%			30%	
Braintree	103			100%					
Harlow	36					50%	50%		
Chelmsford	24			75%		25%			
Colchester	16			100%					
Epping Forest	12				25%	75%			
Basildon	6					100%			
Tendring	5			100%					
Maldon	4			100%					
Brentwood	4					100%			
Castle Point	2			50%		50%			
Rochford	2			50%		50%			
Southend-on-Sea	3					100%			
Thurrock	4					100%			
Hertfordshire	94								
East Hertfordshire	76		25%			25%	50%		
Broxbourne	8						100%		
North Hertfordshire	4						100%		
Welwyn Hatfield	2						100%		
St. Albans	1						100%		
Hertsmere	1						100%		
Stevenage	1						100%		
Watford	1						100%		
Dacorum	0						100%		
Three Rivers	0						100%		
SE England - NW	10								
Bedfordshire	6	100%							
Berkshire	1					100%			
Buckinghamshire	2					100%			
Oxfordshire	0					100%			
SE England - SE	3								
East Sussex	0					100%			
Kent	3					100%			
SE England - SW	2								
Hampshire	0					100%			
Surrey	1					100%			
West Sussex	1					100%			
Rest of South East Sub-total	0					100%			
East Anglia	45								
Cambridgeshire	22	80%						20%	
Norfolk	4	100%							
Suffolk	20	50%	50%						
East Midlands	6	100%							
South West England and Wales	0					100%			
West Midlands	0	100%							

Rest of UK	0	100%							
Sub-total Rest of Country	0								
Total All Areas	520								

Area	Vehicles	North		East			South/East		Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Road	A1250	M11 S	A120 W	
Central London	5	0	0	0	0	0	5	0	0
London North East	16	0	0	0	0	0	16	0	0
London North West	6	0	0	0	0	0	6	0	0
London South East	2	0	0	0	0	0	2	0	0
London South West	3	0	0	0	0	0	3	0	0
London Sub-total	31								
SE England - NE	423								
Essex	329								
Uttlesford	111	0	44	28	6	0	0	0	33
Braintree	103	0	0	103	0	0	0	0	0
Harlow	36	0	0	0	0	0	18	18	0
Chelmsford	24	0	0	18	0	0	6	0	0
Colchester	16	0	0	16	0	0	0	0	0
Epping Forest	12	0	0	0	3	0	9	0	0
Basildon	6	0	0	0	0	0	6	0	0
Tendring	5	0	0	5	0	0	0	0	0
Maldon	4	0	0	4	0	0	0	0	0
Brentwood	4	0	0	0	0	0	4	0	0
Castle Point	2	0	0	1	0	0	1	0	0
Rochford	2	0	0	1	0	0	1	0	0
Southend-on-Sea	3	0	0	0	0	0	3	0	0
Thurrock	4	0	0	0	0	0	4	0	0
Hertfordshire	94								
East Hertfordshire	76	0	19	0	0	19	0	38	0
Broxbourne	8	0	0	0	0	0	0	8	0
North Hertfordshire	4	0	0	0	0	0	0	4	0
Welwyn Hatfield	2	0	0	0	0	0	0	2	0
St. Albans	1	0	0	0	0	0	0	1	0
Hertsmere	1	0	0	0	0	0	0	1	0
Stevenage	1	0	0	0	0	0	0	1	0
Watford	1	0	0	0	0	0	0	1	0
Dacorum	0	0	0	0	0	0	0	0	0
Three Rivers	0	0	0	0	0	0	0	0	0
SE England - NW	10								
Bedfordshire	6	6	0	0	0	0	0	0	0
Berkshire	1	0	0	0	0	0	1	0	0
Buckinghamshire	2	0	0	0	0	0	2	0	0
Oxfordshire	0	0	0	0	0	0	0	0	0
SE England - SE	3								
East Sussex	0	0	0	0	0	0	0	0	0
Kent	3	0	0	0	0	0	3	0	0
SE England - SW	2								
Hampshire	0	0	0	0	0	0	0	0	0
Surrey	1	0	0	0	0	0	1	0	0
West Sussex	1	0	0	0	0	0	1	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0
East Anglia	45								
Cambridgeshire	22	17	0	0	0	0	0	0	4
Norfolk	4	4	0	0	0	0	0	0	0
Suffolk	20	10	10	0	0	0	0	0	0
East Midlands	6	6	0	0	0	0	0	0	0
South West England and Wales	0	0	0	0	0	0	0	0	0
West Midlands	0	0	0	0	0	0	0	0	0
Rest of UK	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	0								
Total All Areas	520								

Total		43	73	174	8	19	89	75	38
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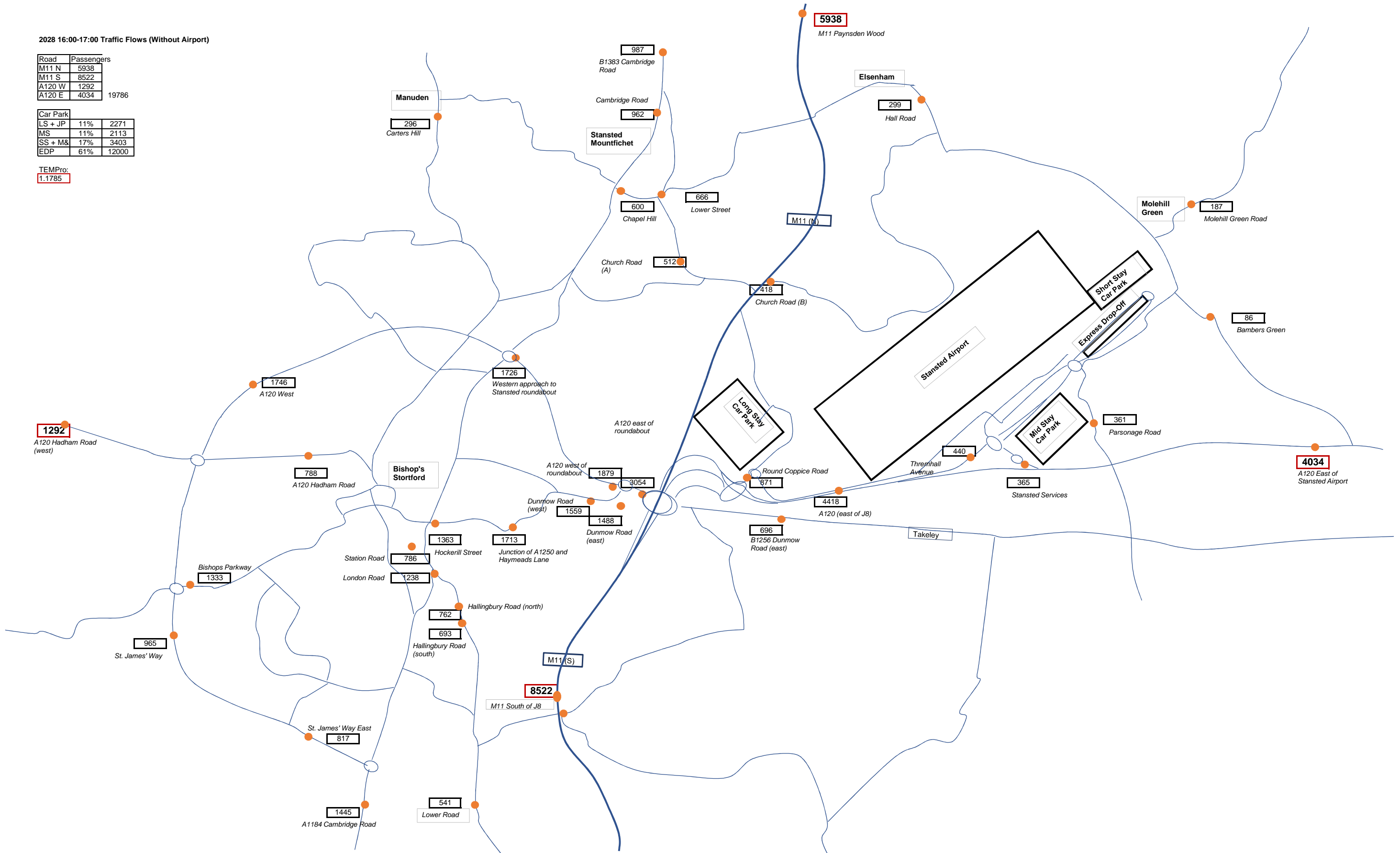
M11 N	43	8%
Church Road	73	14%
A120 E	174	33%
Parsonage Road	8	2%
A1250	19	4%
M11 S	89	17%
A120 W	75	14%
Bury Lodge Road	38	7%

2028 16:00-17:00 Traffic Flows (Without Airport)

Road	Passengers
M11 N	5938
M11 S	8522
A120 W	1292
A120 E	4034
19786	

Car Park		
LS + JP	11%	2271
MS	11%	2113
SS + M&	17%	3403
EDP	61%	12000

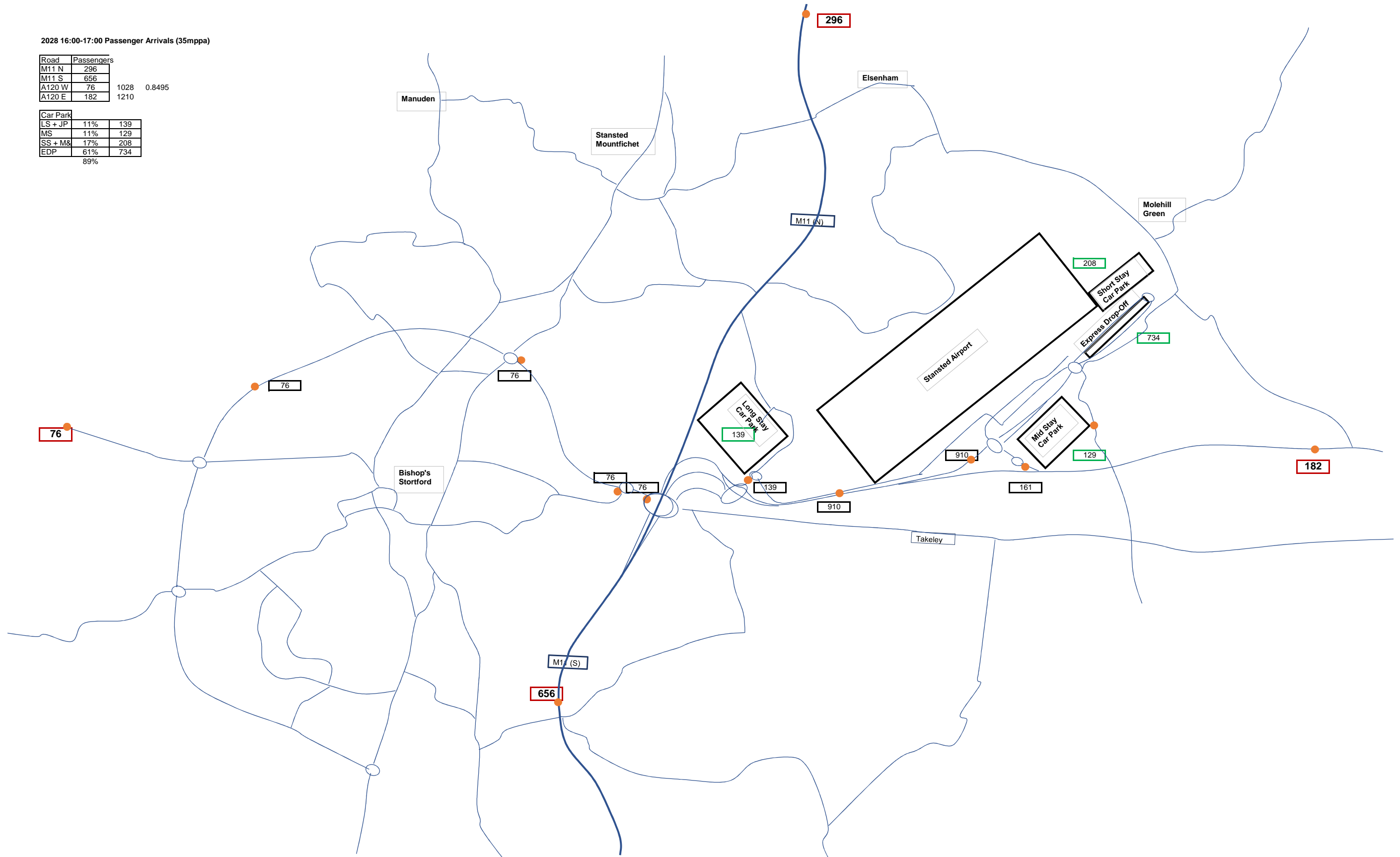
TEMPro:
1.1785



2028 16:00-17:00 Passenger Arrivals (35mppa)

Road	Passengers		
M11 N	296		
M11 S	656		
A120 W	76	1028	0.8495
A120 E	182	1210	

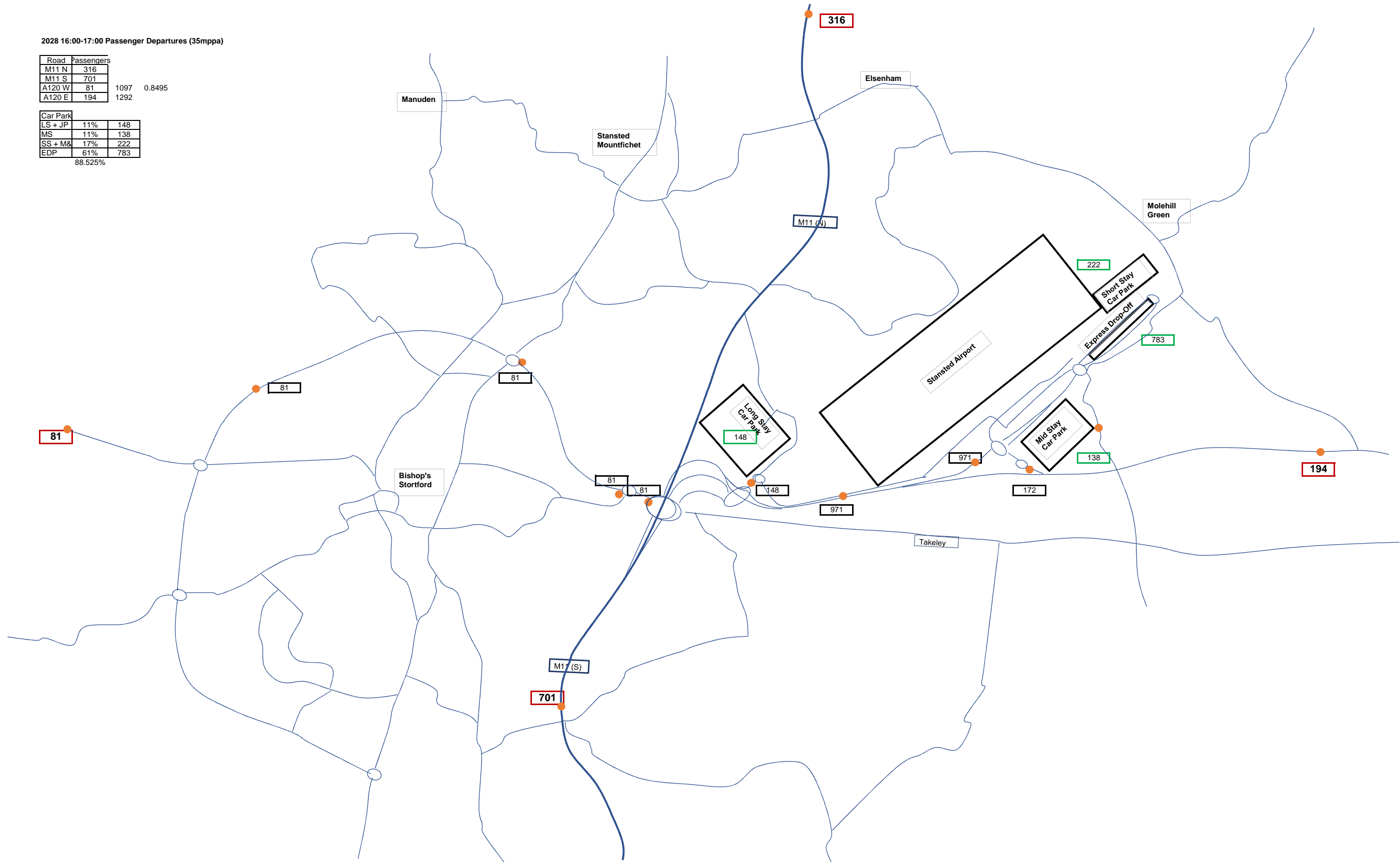
Car Park		
LS + JP	11%	139
MS	11%	129
SS + M&	17%	208
EDP	61%	734
	89%	



2028 16:00-17:00 Passenger Departures (35mppa)

Road	Passengers
M11 N	316
M11 S	701
A120 W	81
A120 E	194
	1097
	0.8495

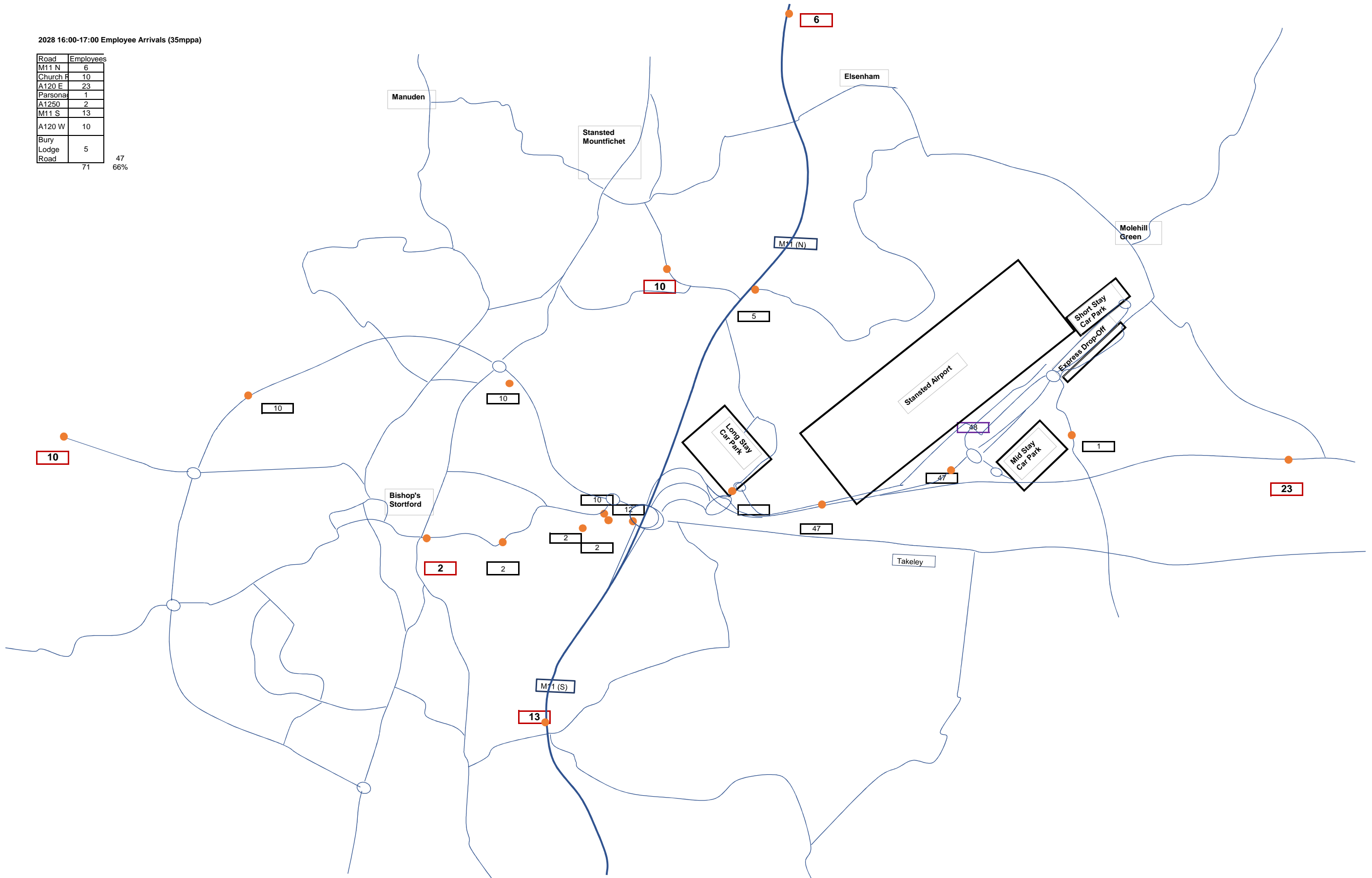
Car Park		
LS + JP	11%	148
MS	11%	138
SS + M&	17%	222
EDP	61%	783
	88.525%	



2028 16:00-17:00 Employee Arrivals (35mppa)

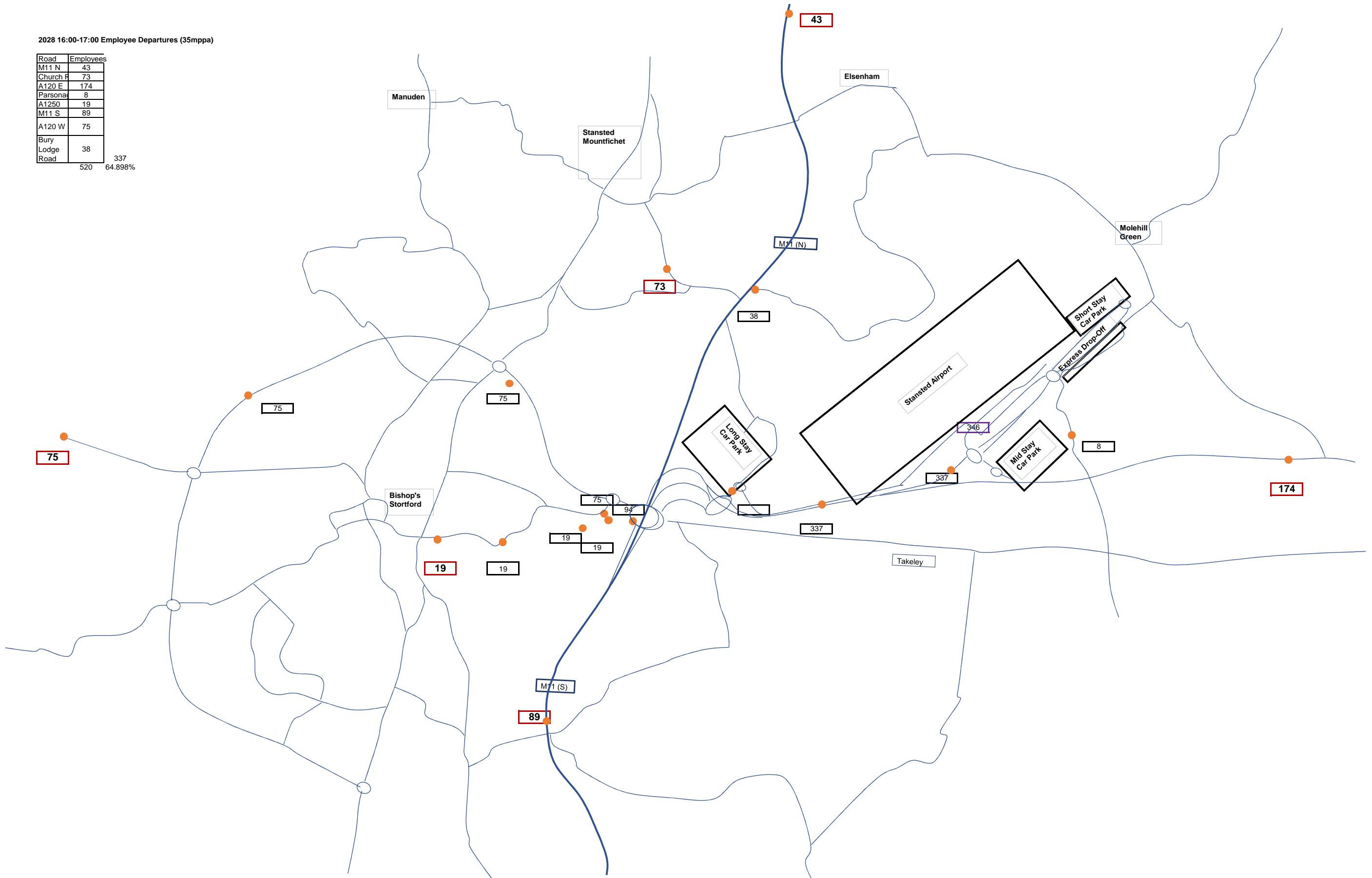
Road	Employees
M11 N	6
Church R	10
A120 E	23
Parsona	1
A1250	2
M11 S	13
A120 W	10
Bury Lodge Road	5
Total	71

47
66%



2028 16:00-17:00 Employee Departures (35mppa)

Road	Employees
M11 N	43
Church R	73
A120 E	174
Parsona	8
A1250	19
M11 S	89
A120 W	75
Bury Lodge Road	38
	337
	520 64.898%

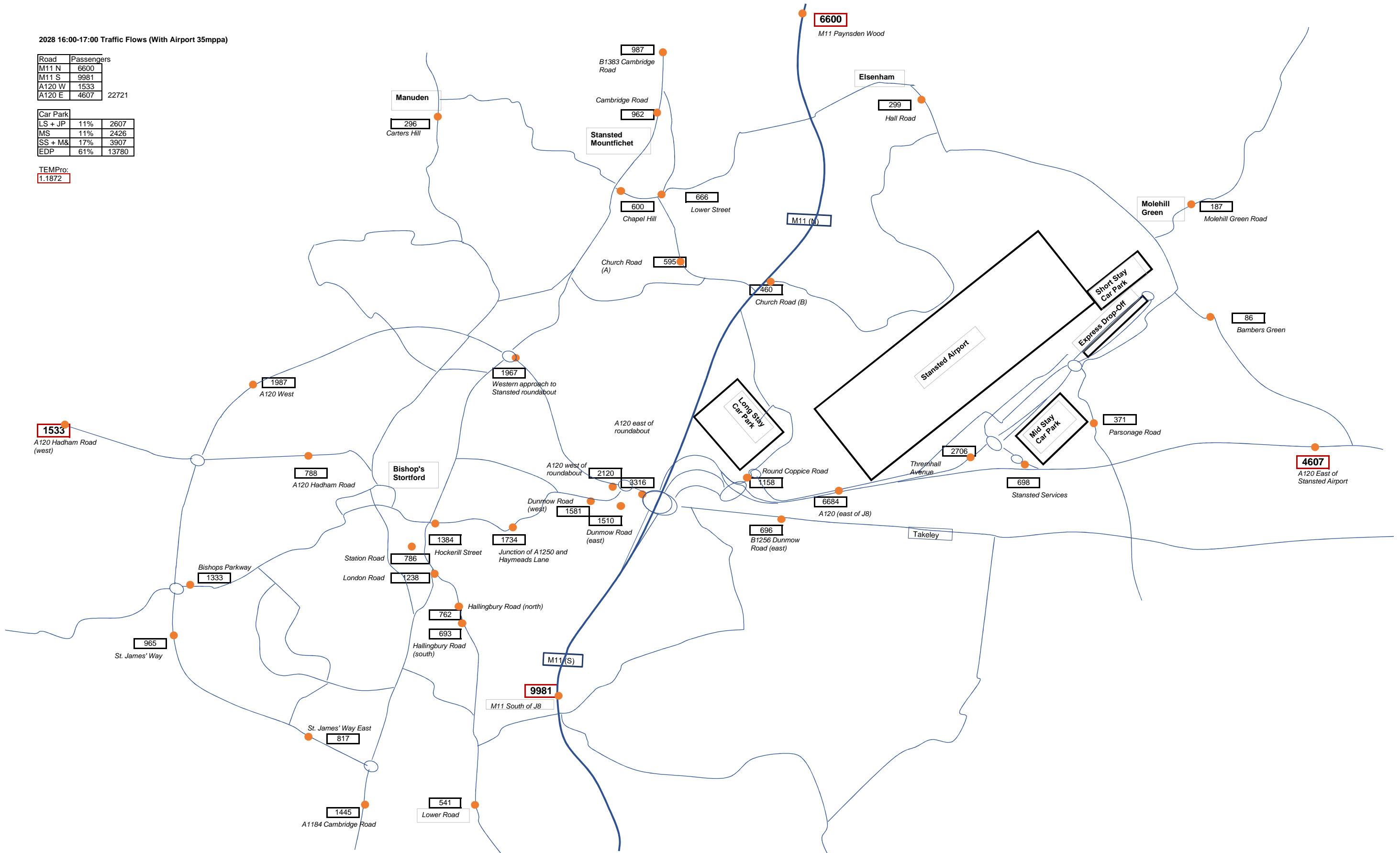


2028 16:00-17:00 Traffic Flows (With Airport 35mppa)

Road	Passengers
M11 N	6600
M11 S	9981
A120 W	1533
A120 E	4607
22721	

Car Park		
LS + JP	11%	2607
MS	11%	2426
SS + M&	17%	3907
EDP	61%	13780

TEMPro:
1.1872



Area	Vehicles	North		East			South/East					South					West						
		M11 N	A120 E	B1008	A1060	A12	A131	A414	A130	M11 S (south of Harlow)	M11 S (between Stansted and Harlow)	M25 E	M25 W	M11 S (within London)	A12 W	A406 W	A406 E	A120 W (east of M11)	A120 W (BS Bypass)	A120 West of Bishops S	A10 W	A602	A414
Central London	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North East	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North West	114	0	0	0	0	0	0	0	0	0	114	0	0	0	0	0	0	0	0	0	0	0	0
London South East	22	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
London South West	16	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
London Sub-total	387																						
SE England - NE	455																						
Essex	336	0	168	0	0	0	0	0	0	0	168	0	0	0	0	0	0	0	0	0	0	0	0
Hertfordshire	119	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	89	0	0	0	0	0	0
SE England - NW	54																						
Bedfordshire	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Berkshire	15	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
Buckinghamshire	20	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
Oxfordshire	14	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0
SE England - SE	72																						
East Sussex	8	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Kent	63	0	0	0	0	0	0	0	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0
SE England - SW	25																						
Hampshire	15	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
Surrey	7	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
West Sussex	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Anglia	248																						
Cambridgeshire	127	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Norfolk	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Suffolk	93	46	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Midlands	87	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South West England and Wales	31	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0
West Midlands	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rest of UK	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	37																						
Total All Areas	1424																						
Residence not reported	0																						
Total		348	214	0	0	0	0	0	0	0	772	0	0	0	0	0	89	0	0	0	0	0	0

Road Link		
M11 N	348	24%
M11 S	772	54%
A120 E	214	15%
A120 W	89	6%
Total	1424	

Area	Vehicles	North		East			South/East					South					West						
		M11 N	A120 E	B1008	A1060	A12	A131	A414	A130	M11 S (south of Harlow)	M11 S (between Stansted and Harlow)	M25 E	M25 W	M11 S (within London)	A12 W	A406 W	A406 E	A120 W (east of M11)	A120 W (BS Bypass)	A120 West of Bishops S	A10 W	A602	A414
Central London	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North East	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North West	124	0	0	0	0	0	0	0	0	0	124	0	0	0	0	0	0	0	0	0	0	0	0
London South East	24	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0
London South West	18	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0
London Sub-total	433																						
SE England - NE	496																						
Essex	366	0	183	0	0	0	0	0	0	0	183	0	0	0	0	0	0	0	0	0	0	0	0
Hertfordshire	129	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	97	0	0	0	0	0	0
SE England - NW	59																						
Bedfordshire	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Berkshire	17	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0
Buckinghamshire	22	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
Oxfordshire	15	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
SE England - SE	78																						
East Sussex	9	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
Kent	69	0	0	0	0	0	0	0	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0
SE England - SW	28																						
Hampshire	16	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
Surrey	7	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
West Sussex	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Anglia	270																						
Cambridgeshire	138	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Norfolk	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Suffolk	101	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Midlands	95	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South West England and Wales	34	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0
West Midlands	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rest of UK	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	40																						
Total All Areas	1552																						

Residence not reported 0

Total	380	234	0	0	0	0	0	0	0	0	842	0	0	0	0	0	97	0	0	0	0	0	0
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Road Link		
M11 N	380	24%
M11 S	842	54%
A120 E	234	15%
A120 W	97	6%
Total	1552	

2028 With Airport (43mppa) 16:00-17:00 Employee Arrivals

Daily Employee Count 87

Employee Mode Split		%
Car Driver	82	95%
Car Passenger	4	5%
Total	87	100%

Source: Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Number of Car Drivers 1 (One Driver)
 Number of Car Passengers 1.6 Occupancy

Car Passenger	3	0.5
Total	3	

Number of Cars 85

Distribution of Employees

Source: P:\Projects\230\034\01\Work\STN.OD.12 Months to 201512 SLW_workings 2.xls

Residence	Car Driver	Car Passenger
Inner London	0	0
Outer London NE	2	0
Outer London SE	0	0
Outer London SW	0	0
Outer London NW	4	0
Outer South East NE	63	4
Outer South East NW	0	0
Outer South East SW	0	0
Outer South East SE	2	0
Southwest & Wales	0	0
West Midlands	0	0
East Midlands	0	0
East Anglia	12	0
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	82	4

Distribution of Vehicles (Daily)

Apply Occupancy Factors

Residence	Car Driver	Car Passenger
Inner London	0	0
Outer London NE	2	0
Outer London SE	0	0
Outer London SW	0	0
Outer London NW	4	0
Outer South East NE	63	3
Outer South East NW	0	0
Outer South East SW	0	0
Outer South East SE	2	0
Southwest & Wales	0	0
West Midlands	0	0
East Midlands	0	0
East Anglia	12	0
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	82	3

85

Distribution of Vehicles on the Road Network

Source: Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Area	Vehicles	North		East			M11 S	A120 W	Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Roa	A1250			
Central London	0					100%			
London North East	2					100%			
London North West	0					100%			
London South East	0					100%			
London South West	4					100%			
London Sub-total	6								
SE England - NE	66								
Essex	51								
Uttlesford	17		40%	25%	5%			30%	
Braintree	16			100%					
Harlow	6					50%	50%		
Chelmsford	4			75%		25%			
Colchester	2			100%					
Epping Forest	2				25%	75%			
Basildon	1					100%			
Tendring	1			100%					
Maldon	1			100%					
Brentwood	1					100%			
Castle Point	0			50%		50%			
Rochford	0			50%		50%			
Southend-on-Sea	0					100%			
Thurrock	1					100%			
Hertfordshire	15								
East Hertfordshire	12		25%			25%		50%	
Broxbourne	1							100%	
North Hertfordshire	1							100%	
Welwyn Hatfield	0							100%	
St. Albans	0							100%	
Hertsmere	0							100%	
Stevenage	0							100%	
Watford	0							100%	
Dacorum	0							100%	
Three Rivers	0							100%	
SE England - NW	0								
Bedfordshire	0	100%							
Berkshire	0					100%			
Buckinghamshire	0					100%			
Oxfordshire	0					100%			
SE England - SE	2								
East Sussex	0					100%			
Kent	2					100%			
SE England - SW	0								
Hampshire	0					100%			
Surrey	0					100%			
West Sussex	0					100%			
Rest of South East Sub-total	0					100%			
East Anglia	12								
Cambridgeshire	6	80%						20%	
Norfolk	1	100%							
Suffolk	5	50%	50%						
East Midlands	0	100%							
South West England and Wales	0					100%			
West Midlands	0	100%							

Rest of UK	0	100%							
Sub-total Rest of Country	0								
Total All Areas	85								

Area	Vehicles	North		East			South/East		Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Roa	A1250	M11 S	A120 W	
Central London	0	0	0	0	0	0	0	0	0
London North East	2	0	0	0	0	0	2	0	0
London North West	0	0	0	0	0	0	0	0	0
London South East	0	0	0	0	0	0	0	0	0
London South West	4	0	0	0	0	0	4	0	0
London Sub-total	6								
SE England - NE	66								
Essex	51								
Uttlesford	17	0	7	4	1	0	0	0	5
Braintree	16	0	0	16	0	0	0	0	0
Harlow	6	0	0	0	0	0	3	3	0
Chelmsford	4	0	0	3	0	0	1	0	0
Colchester	2	0	0	2	0	0	0	0	0
Epping Forest	2	0	0	0	0	0	1	0	0
Basildon	1	0	0	0	0	0	1	0	0
Tendring	1	0	0	1	0	0	0	0	0
Maldon	1	0	0	1	0	0	0	0	0
Brentwood	1	0	0	0	0	0	1	0	0
Castle Point	0	0	0	0	0	0	0	0	0
Rochford	0	0	0	0	0	0	0	0	0
Southend-on-Sea	0	0	0	0	0	0	0	0	0
Thurrock	1	0	0	0	0	0	1	0	0
Hertfordshire	15								
East Hertfordshire	12	0	3	0	0	3	0	6	0
Broxbourne	1	0	0	0	0	0	0	1	0
North Hertfordshire	1	0	0	0	0	0	0	1	0
Welwyn Hatfield	0	0	0	0	0	0	0	0	0
St. Albans	0	0	0	0	0	0	0	0	0
Hertsmere	0	0	0	0	0	0	0	0	0
Stevenage	0	0	0	0	0	0	0	0	0
Watford	0	0	0	0	0	0	0	0	0
Dacorum	0	0	0	0	0	0	0	0	0
Three Rivers	0	0	0	0	0	0	0	0	0
SE England - NW	0								
Bedfordshire	0	0	0	0	0	0	0	0	0
Berkshire	0	0	0	0	0	0	0	0	0
Buckinghamshire	0	0	0	0	0	0	0	0	0
Oxfordshire	0	0	0	0	0	0	0	0	0
SE England - SE	2								
East Sussex	0	0	0	0	0	0	0	0	0
Kent	2	0	0	0	0	0	2	0	0
SE England - SW	0								
Hampshire	0	0	0	0	0	0	0	0	0
Surrey	0	0	0	0	0	0	0	0	0
West Sussex	0	0	0	0	0	0	0	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0
East Anglia	12								
Cambridgeshire	6	4	0	0	0	0	0	0	1
Norfolk	1	1	0	0	0	0	0	0	0
Suffolk	5	3	3	0	0	0	0	0	0
East Midlands	0	0	0	0	0	0	0	0	0
South West England and Wales	0	0	0	0	0	0	0	0	0
West Midlands	0	0	0	0	0	0	0	0	0
Rest of UK	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	0								
Total All Areas	85								

Total	8	12	27	1	3	16	12	6
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M11 N	8	9%
Church Road	12	15%
A120 E	27	32%
Parsonage Road	1	2%
A1250	3	3%
M11 S	16	18%
A120 W	12	14%
Bury Lodge Road	6	7%

2028 With Airport (43mppa) 16:00-17:00 Employee Departures

Daily Employee Count 638

Employee Mode Split		%
Car Driver	593	93%
Car Passenger	45	7%
Total	638	100%

Source:
Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Number of Car Drivers 1 (One Driver)
Number of Car Passengers 1.6 Occupancy

Car Passenger	28	0.5
Total	28	

Number of Cars 621

Distribution of Employees

Source:
P:\Projects\230\034\01\Work\STN.OD.12 Months to 201512 SLW_workings 2.xls

Residence	Car Driver	Car Passenger
Inner London	6	0
Outer London NE	19	0
Outer London SE	8	0
Outer London SW	2	0
Outer London NW	4	0
Outer South East NE	485	34
Outer South East NW	10	2
Outer South East SW	2	0
Outer South East SE	4	0
Southwest & Wales	0	0
West Midlands	0	0
East Midlands	8	0
East Anglia	46	9
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	593	45

Distribution of Vehicles (Daily)

Apply Occupancy Factors

Residence	Car Driver	Car Passenger
Inner London	6	0
Outer London NE	19	0
Outer London SE	8	0
Outer London SW	2	0
Outer London NW	4	0
Outer South East NE	485	21
Outer South East NW	10	1
Outer South East SW	2	0
Outer South East SE	4	0
Southwest & Wales	0	0
West Midlands	0	0
East Midlands	8	0
East Anglia	46	6
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	593	28

621

Check

Distribution of Vehicles on the Road Network

Source: Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Area	Vehicles	North		East			M11 S	A120 W	Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Roa	A1250			
Central London	6					100%			
London North East	19					100%			
London North West	8					100%			
London South East	2					100%			
London South West	4					100%			
London Sub-total	38								
SE England - NE	506								
Essex	393								
Uttlesford	132		40%	25%	5%			30%	
Braintree	123			100%					
Harlow	44					50%	50%		
Chelmsford	28			75%		25%			
Colchester	19			100%					
Epping Forest	14				25%	75%			
Basildon	7					100%			
Tendring	6			100%					
Maldon	5			100%					
Brentwood	5					100%			
Castle Point	2			50%		50%			
Rochford	2			50%		50%			
Southend-on-Sea	3					100%			
Thurrock	4					100%			
Hertfordshire	113								
East Hertfordshire	90		25%			25%	50%		
Broxbourne	10						100%		
North Hertfordshire	5						100%		
Welwyn Hatfield	2						100%		
St. Albans	1						100%		
Hertsmere	1						100%		
Stevenage	1						100%		
Watford	1						100%		
Dacorum	1						100%		
Three Rivers	1						100%		
SE England - NW	11								
Bedfordshire	7	100%							
Berkshire	2					100%			
Buckinghamshire	2					100%			
Oxfordshire	0					100%			
SE England - SE	4								
East Sussex	0					100%			
Kent	4					100%			
SE England - SW	2								
Hampshire	0					100%			
Surrey	1					100%			
West Sussex	1					100%			
Rest of South East Sub-total	0					100%			
East Anglia	52								
Cambridgeshire	25	80%						20%	
Norfolk	4	100%							
Suffolk	23	50%	50%						
East Midlands	8	100%							
South West England and Wales	0					100%			
West Midlands	0	100%							

Rest of UK	0	100%							
Sub-total Rest of Country	0								
Total All Areas	621								

Area	Vehicles	North		East			South/East		Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Roa	A1250	M11 S	A120 W	
Central London	6	0	0	0	0	0	6	0	0
London North East	19	0	0	0	0	0	19	0	0
London North West	8	0	0	0	0	0	8	0	0
London South East	2	0	0	0	0	0	2	0	0
London South West	4	0	0	0	0	0	4	0	0
London Sub-total	38								
SE England - NE	506								
Essex	393								
Uttlesford	132	0	53	33	7	0	0	0	40
Braintree	123	0	0	123	0	0	0	0	0
Harlow	44	0	0	0	0	0	22	22	0
Chelmsford	28	0	0	21	0	0	7	0	0
Colchester	19	0	0	19	0	0	0	0	0
Epping Forest	14	0	0	0	3	0	10	0	0
Basildon	7	0	0	0	0	0	7	0	0
Tendring	6	0	0	6	0	0	0	0	0
Maldon	5	0	0	5	0	0	0	0	0
Brentwood	5	0	0	0	0	0	5	0	0
Castle Point	2	0	0	1	0	0	1	0	0
Rochford	2	0	0	1	0	0	1	0	0
Southend-on-Sea	3	0	0	0	0	0	3	0	0
Thurrock	4	0	0	0	0	0	4	0	0
Hertfordshire	113								
East Hertfordshire	90	0	23	0	0	23	0	45	0
Broxbourne	10	0	0	0	0	0	0	10	0
North Hertfordshire	5	0	0	0	0	0	0	5	0
Welwyn Hatfield	2	0	0	0	0	0	0	2	0
St. Albans	1	0	0	0	0	0	0	1	0
Hertsmere	1	0	0	0	0	0	0	1	0
Stevenage	1	0	0	0	0	0	0	1	0
Watford	1	0	0	0	0	0	0	1	0
Dacorum	1	0	0	0	0	0	0	1	0
Three Rivers	1	0	0	0	0	0	0	1	0
SE England - NW	11								
Bedfordshire	7	7	0	0	0	0	0	0	0
Berkshire	2	0	0	0	0	0	2	0	0
Buckinghamshire	2	0	0	0	0	0	2	0	0
Oxfordshire	0	0	0	0	0	0	0	0	0
SE England - SE	4								
East Sussex	0	0	0	0	0	0	0	0	0
Kent	4	0	0	0	0	0	4	0	0
SE England - SW	2								
Hampshire	0	0	0	0	0	0	0	0	0
Surrey	1	0	0	0	0	0	1	0	0
West Sussex	1	0	0	0	0	0	1	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0
East Anglia	52								
Cambridgeshire	25	20	0	0	0	0	0	0	5
Norfolk	4	4	0	0	0	0	0	0	0
Suffolk	23	11	11	0	0	0	0	0	0
East Midlands	8	8	0	0	0	0	0	0	0
South West England and Wales	0	0	0	0	0	0	0	0	0
West Midlands	0	0	0	0	0	0	0	0	0
Rest of UK	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	0								
Total All Areas	621								

Total	50	87	208	10	23	108	90	45
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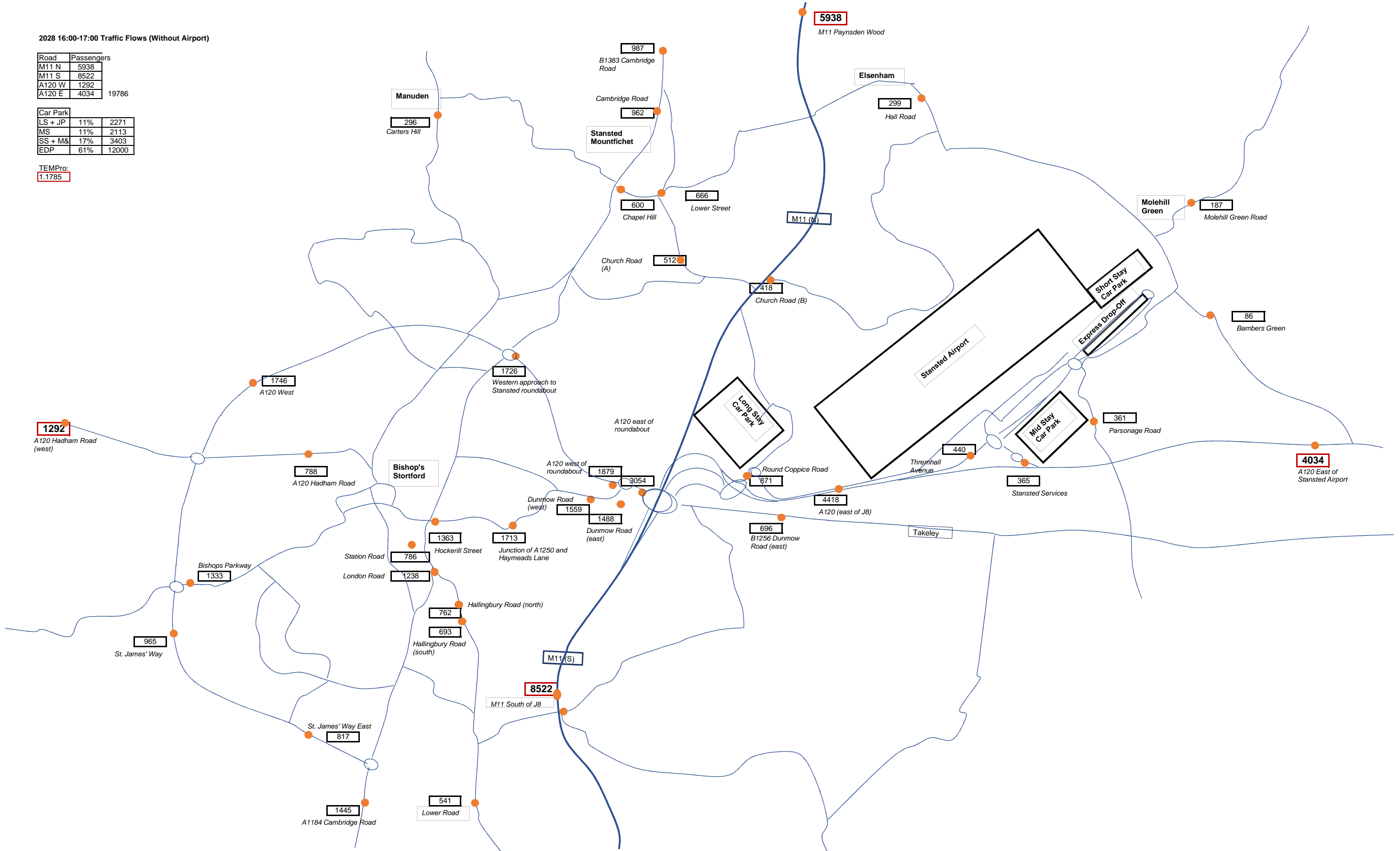
M11 N	50	8%
Church Road	87	14%
A120 E	208	34%
Parsonage Road	10	2%
A1250	23	4%
M11 S	108	17%
A120 W	90	14%
Bury Lodge Road	45	7%

2028 16:00-17:00 Traffic Flows (Without Airport)

Road	Passengers
M11 N	5938
M11 S	8522
A120 W	1292
A120 E	4034
19786	

Car Park		
LS + JP	11%	2271
MS	11%	2113
SS + M&	17%	3403
EDP	61%	12000

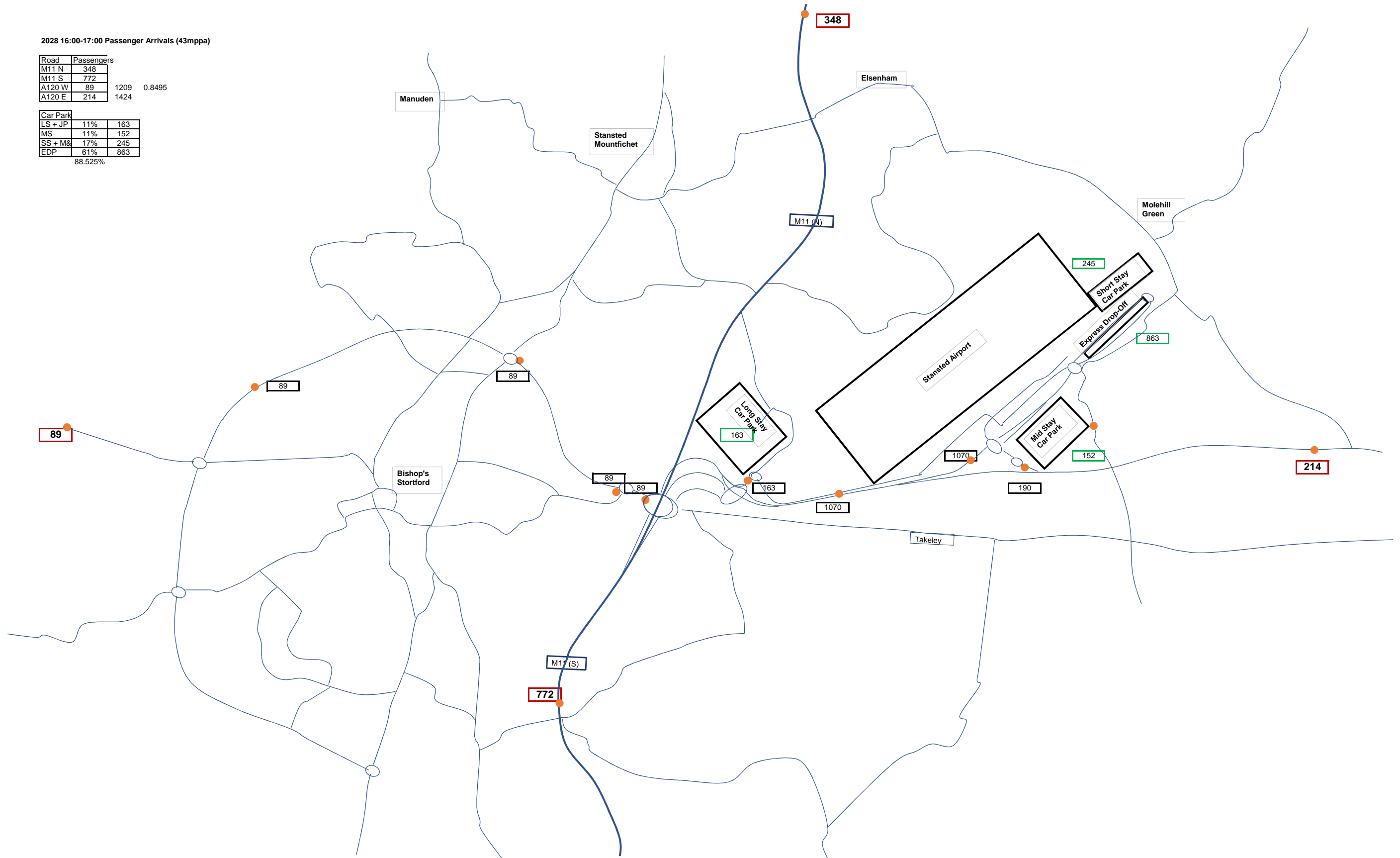
TEMPro:
1.1785



2028 16:00-17:00 Passenger Arrivals (43mppa)

Road	Passengers		
M11 N	348		
M11 S	772		
A120 W	89	1209	0.8495
A120 E	214	1424	

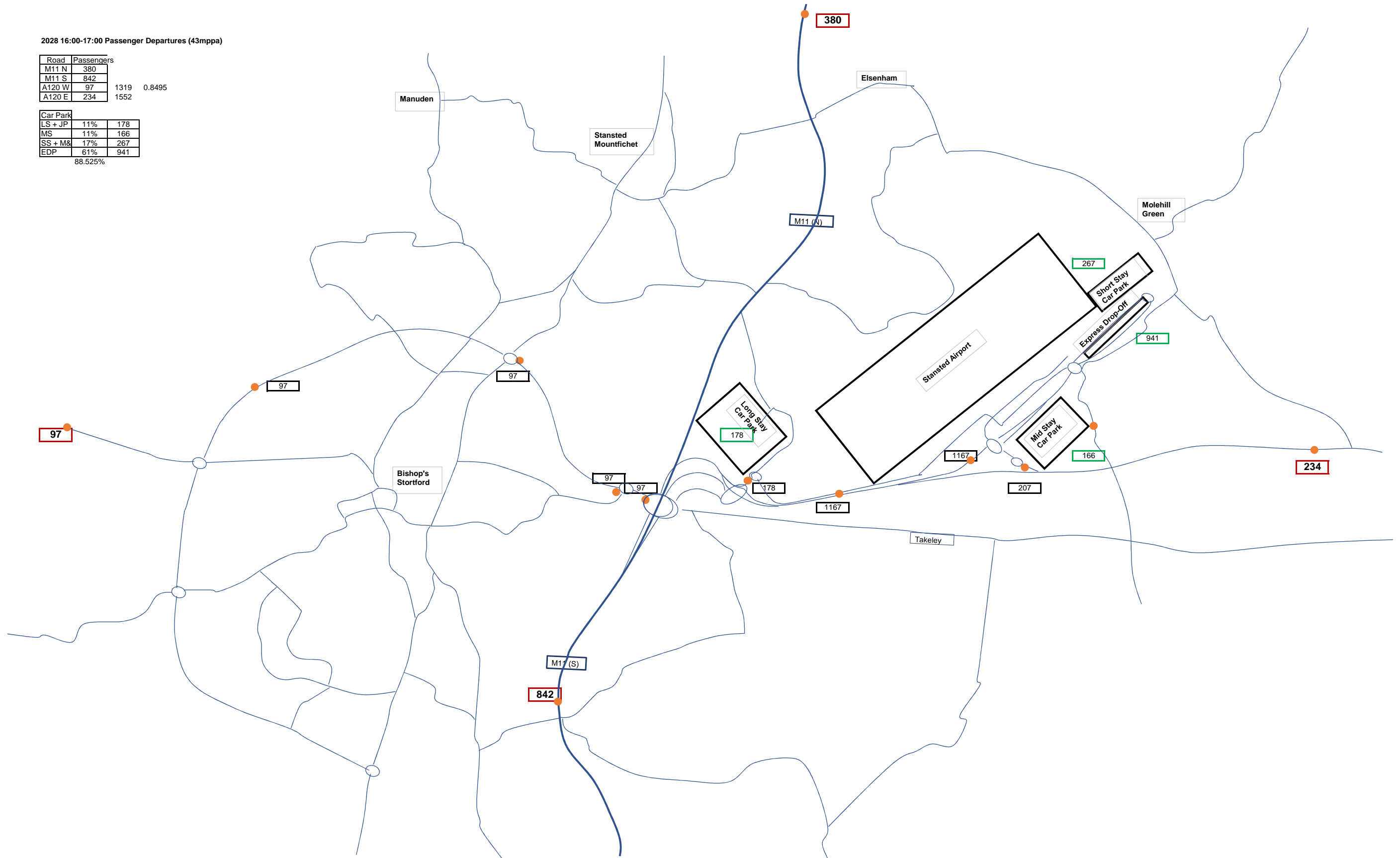
Car Park		
LS + JP	11%	163
MS	11%	152
SS + M&	17%	245
EDP	61%	863
		88.525%



2028 16:00-17:00 Passenger Departures (43mppa)

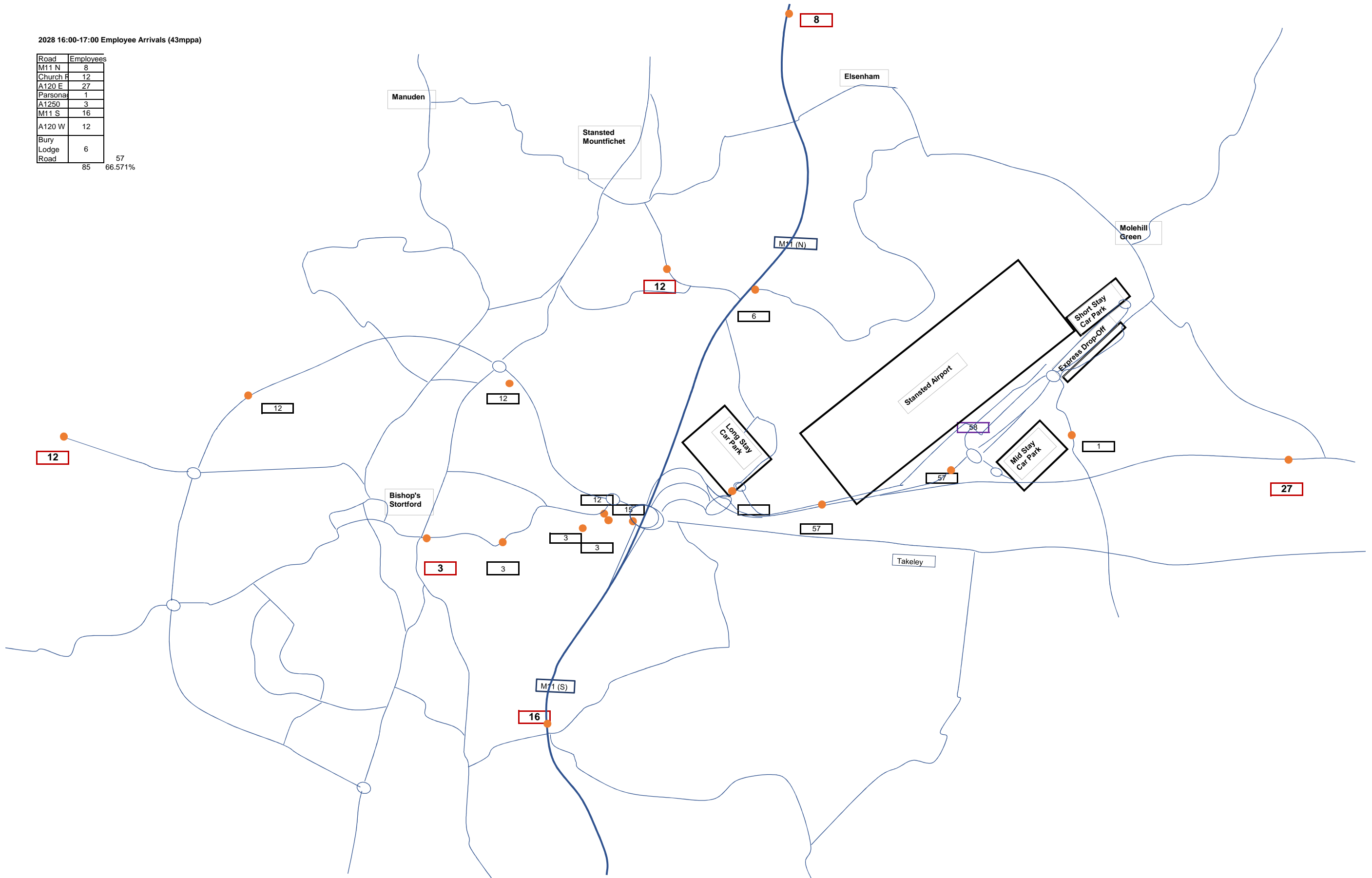
Road	Passengers
M11 N	380
M11 S	842
A120 W	97
A120 E	234
1319 0.8495	

Car Park	Passengers
LS + JP	11% 178
MS	11% 166
SS + M&	17% 267
EDP	61% 941
88.525%	



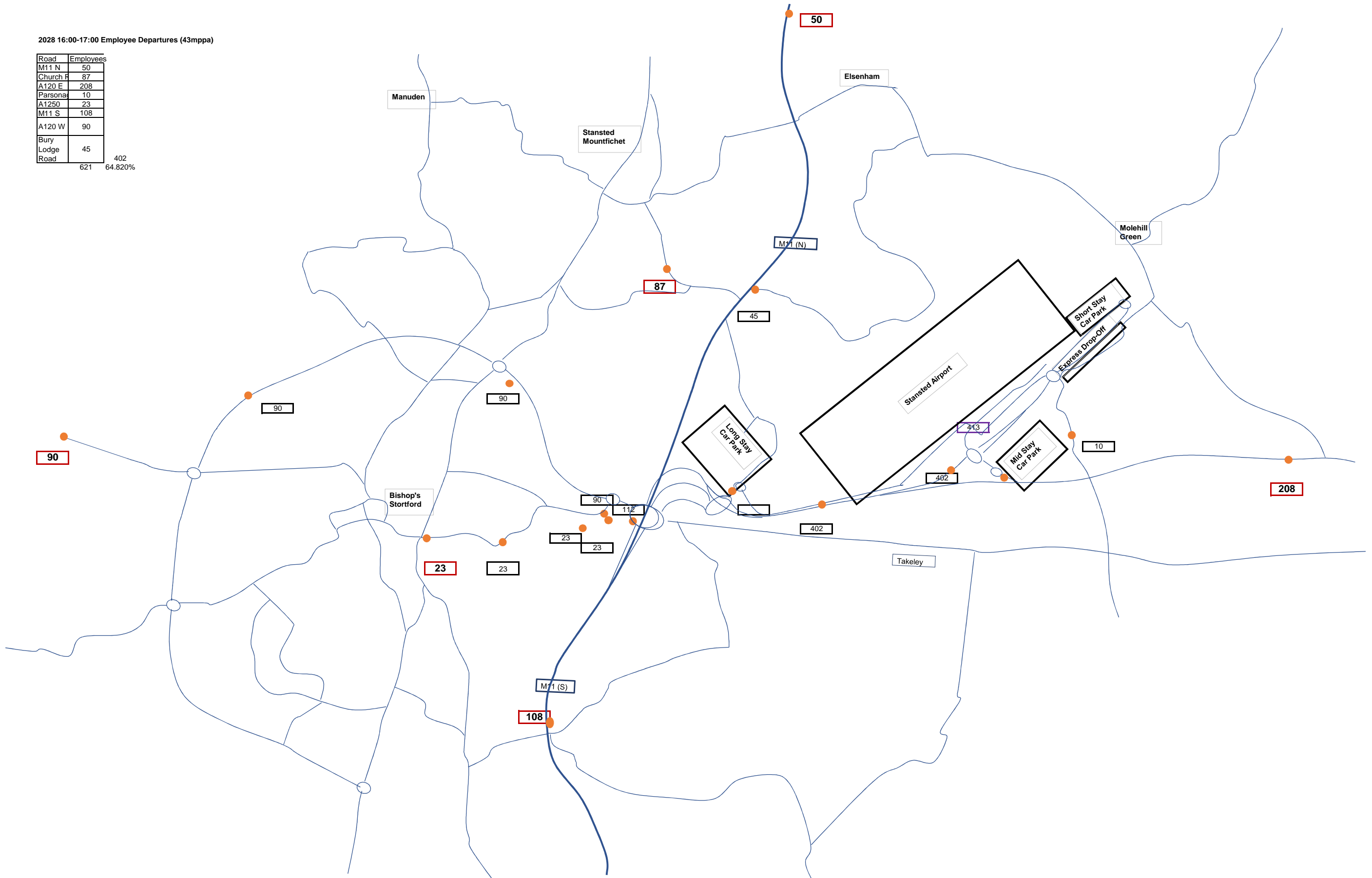
2028 16:00-17:00 Employee Arrivals (43mppa)

Road	Employees
M11 N	8
Church R	12
A120 E	27
Parsona	1
A1250	3
M11 S	16
A120 W	12
Bury Lodge Road	6
	57
	85
	66.571%



2028 16:00-17:00 Employee Departures (43mppa)

Road	Employees
M11 N	50
Church F	87
A120 E	208
Parsona	10
A1250	23
M11 S	108
A120 W	90
Bury Lodge Road	45
	402
	621 64.820%

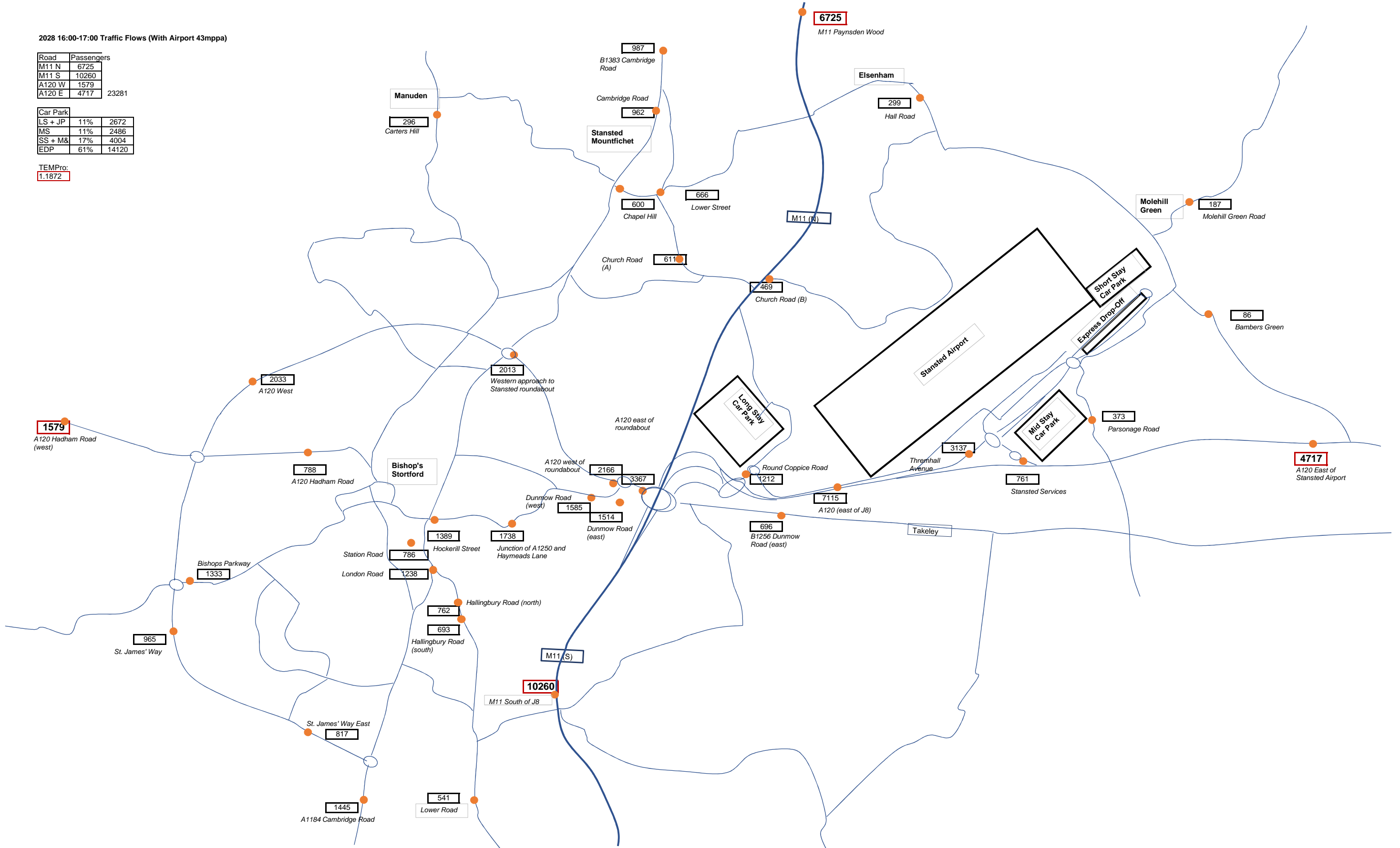


2028 16:00-17:00 Traffic Flows (With Airport 43mppa)

Road	Passengers
M11 N	6725
M11 S	10260
A120 W	1579
A120 E	4717
23281	

Car Park		
LS + JP	11%	2672
MS	11%	2486
SS + M&	17%	4004
EDP	61%	14120

TEMPro:
1.1872



F TA Appendix G8 (Future 2028 Scenarios)

Area	Vehicles	North		East			South/East					South					West						
		M11 N	A120 E	B1008	A1060	A12	A131	A414	A130	M11 S (south of Harlow)	M11 S (between Stansted and Harlow)	M25 E	M25 W	M11 S (within London)	A12 W	A406 W	A406 E	A120 W (east of M11)	A120 W (BS Bypass)	A120 West of Bishops S	A10 W	A602	A414
Central London	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North East	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North West	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London South East	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London South West	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London Sub-total	278																						
SE England - NE	319																						
Essex	236	0	118	0	0	0	0	0	0	0	118	0	0	0	0	0	0	0	0	0	0	0	0
Hertfordshire	83	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	62	0	0	0	0	0	0
SE England - NW	38																						
Bedfordshire	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Berkshire	11	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
Buckinghamshire	14	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0
Oxfordshire	10	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
SE England - SE	50																						
East Sussex	6	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
Kent	44	0	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0
SE England - SW	18																						
Hampshire	10	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
Surrey	5	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
West Sussex	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Anglia	174																						
Cambridgeshire	89	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Norfolk	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Suffolk	65	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Midlands	61	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South West England and Wales	22	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
West Midlands	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rest of UK	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	26																						
Total All Areas	999																						

Residence not reported 0

Total	244	150	0	0	0	0	0	0	0	0	542	0	0	0	0	0	62	0	0	0	0	0	0
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Road Link		
M11 N	244	24%
M11 S	542	54%
A120 E	150	15%
A120 W	62	6%
Total	999	

Area	Vehicles	North		East			South/East					South					West						
		M11 N	A120 E	B1008	A1060	A12	A131	A414	A130	M11 S (south of Harlow)	M11 S (between Stansted and Harlow)	M25 E	M25 W	M11 S (within London)	A12 W	A406 W	A406 E	A120 W (east of M11)	A120 W (BS Bypass)	A120 West of Bishops S	A10 W	A602	A414
Central London	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North East	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
London North West	75	0	0	0	0	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0
London South East	15	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
London South West	11	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
London Sub-total	260																						
SE England - NE	298																						
Essex	220	0	110	0	0	0	0	0	0	0	110	0	0	0	0	0	0	0	0	0	0	0	0
Hertfordshire	78	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	58	0	0	0	0	0	0
SE England - NW	35																						
Bedfordshire	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Berkshire	10	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
Buckinghamshire	13	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
Oxfordshire	9	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
SE England - SE	47																						
East Sussex	6	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
Kent	42	0	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0
SE England - SW	17																						
Hampshire	10	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
Surrey	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
West Sussex	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Anglia	163																						
Cambridgeshire	83	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Norfolk	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Suffolk	61	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Midlands	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South West England and Wales	21	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0
West Midlands	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rest of UK	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	24																						
Total All Areas	934																						

Residence not reported 0

Total	229	141	0	0	0	0	0	0	0	0	507	0	0	0	0	0	58	0	0	0	0	0	0
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Road Link		
M11 N	229	24%
M11 S	507	54%
A120 E	141	15%
A120 W	58	6%
Total	934	

2028 With Airport (35mppa) 17:00-18:00 Employee Arrivals

Daily Employee Count 47

Employee Mode Split		%
Car Driver	33	69%
Car Passenger	15	31%
Total	47	100%

Source: Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Number of Car Drivers 1 (One Driver)
 Number of Car Passengers 1.6 Occupancy

Car Passenger	9	0.5
Total	9	

Number of Cars 42

Distribution of Employees

Source: P:\Projects\230\034\01\Work\STN OD 12 Months to 201512 SLW_workings 2.xls

Residence	Car Driver	Car Passenger
Inner London	0	0
Outer London NE	2	0
Outer London SE	0	0
Outer London SW	0	0
Outer London NW	0	0
Outer South East NE	28	15
Outer South East NW	0	0
Outer South East SW	0	0
Outer South East SE	0	0
Southwest & Wales	0	0
West Midlands	0	0
East Midlands	0	0
East Anglia	3	0
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	33	15

Distribution of Vehicles (Daily)

Apply Occupancy Factors

Residence	Car Driver	Car Passenger
Inner London	0	0
Outer London NE	2	0
Outer London SE	0	0
Outer London SW	0	0
Outer London NW	0	0
Outer South East NE	28	9
Outer South East NW	0	0
Outer South East SW	0	0
Outer South East SE	0	0
Southwest & Wales	0	0
West Midlands	0	0
East Midlands	0	0
East Anglia	3	0
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	33	9

42

Check

Distribution of Vehicles on the Road Network

Source: Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Area	Vehicles	North		East			M11 S	A120 W	Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Roa	A1250			
Central London	0					100%			
London North East	2					100%			
London North West	0					100%			
London South East	0					100%			
London South West	0					100%			
London Sub-total	2								
SE England - NE	37								
Essex	29								
Uttlesford	10		40%	25%	5%			30%	
Braintree	9			100%					
Harlow	3					50%	50%		
Chelmsford	2			75%		25%			
Colchester	1			100%					
Epping Forest	1				25%	75%			
Basildon	0					100%			
Tendring	0			100%					
Maldon	0			100%					
Brentwood	0					100%			
Castle Point	0			50%		50%			
Rochford	0			50%		50%			
Southend-on-Sea	0					100%			
Thurrock	0					100%			
Hertfordshire	8								
East Hertfordshire	7		25%			25%	50%		
Broxbourne	1						100%		
North Hertfordshire	0						100%		
Welwyn Hatfield	0						100%		
St. Albans	0						100%		
Hertsmere	0						100%		
Stevenage	0						100%		
Watford	0						100%		
Dacorum	0						100%		
Three Rivers	0						100%		
SE England - NW	0								
Bedfordshire	0	100%							
Berkshire	0					100%			
Buckinghamshire	0					100%			
Oxfordshire	0					100%			
SE England - SE	0								
East Sussex	0					100%			
Kent	0					100%			
SE England - SW	0								
Hampshire	0					100%			
Surrey	0					100%			
West Sussex	0					100%			
Rest of South East Sub-total	0					100%			
East Anglia	3								
Cambridgeshire	2	80%						20%	
Norfolk	0	100%							
Suffolk	1	50%	50%						
East Midlands	0	100%							
South West England and Wales	0					100%			
West Midlands	0	100%							

Rest of UK	0	100%							
Sub-total Rest of Country	0								
Total All Areas	42								

Area	Vehicles	North		East			South/East		Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Roa	A1250	M11 S	A120 W	
Central London	0	0	0	0	0	0	0	0	0
London North East	2	0	0	0	0	0	2	0	0
London North West	0	0	0	0	0	0	0	0	0
London South East	0	0	0	0	0	0	0	0	0
London South West	0	0	0	0	0	0	0	0	0
London Sub-total	2								
SE England - NE	37								
Essex	29								
Uttlesford	10	0	4	2	0	0	0	0	3
Braintree	9	0	0	9	0	0	0	0	0
Harlow	3	0	0	0	0	0	2	2	0
Chelmsford	2	0	0	1	0	0	0	0	0
Colchester	1	0	0	1	0	0	0	0	0
Epping Forest	1	0	0	0	0	0	1	0	0
Basildon	0	0	0	0	0	0	0	0	0
Tendring	0	0	0	0	0	0	0	0	0
Maldon	0	0	0	0	0	0	0	0	0
Brentwood	0	0	0	0	0	0	0	0	0
Castle Point	0	0	0	0	0	0	0	0	0
Rochford	0	0	0	0	0	0	0	0	0
Southend-on-Sea	0	0	0	0	0	0	0	0	0
Thurrock	0	0	0	0	0	0	0	0	0
Hertfordshire	8								
East Hertfordshire	7	0	2	0	0	2	0	3	0
Broxbourne	1	0	0	0	0	0	0	1	0
North Hertfordshire	0	0	0	0	0	0	0	0	0
Welwyn Hatfield	0	0	0	0	0	0	0	0	0
St. Albans	0	0	0	0	0	0	0	0	0
Hertsmere	0	0	0	0	0	0	0	0	0
Stevenage	0	0	0	0	0	0	0	0	0
Watford	0	0	0	0	0	0	0	0	0
Dacorum	0	0	0	0	0	0	0	0	0
Three Rivers	0	0	0	0	0	0	0	0	0
SE England - NW	0								
Bedfordshire	0	0	0	0	0	0	0	0	0
Berkshire	0	0	0	0	0	0	0	0	0
Buckinghamshire	0	0	0	0	0	0	0	0	0
Oxfordshire	0	0	0	0	0	0	0	0	0
SE England - SE	0								
East Sussex	0	0	0	0	0	0	0	0	0
Kent	0	0	0	0	0	0	0	0	0
SE England - SW	0								
Hampshire	0	0	0	0	0	0	0	0	0
Surrey	0	0	0	0	0	0	0	0	0
West Sussex	0	0	0	0	0	0	0	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0
East Anglia	3								
Cambridgeshire	2	1	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Suffolk	1	1	1	0	0	0	0	0	0
East Midlands	0	0	0	0	0	0	0	0	0
South West England and Wales	0	0	0	0	0	0	0	0	0
West Midlands	0	0	0	0	0	0	0	0	0
Rest of UK	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	0								
Total All Areas	42								

Total		2	6	15	1	2	6	6	3
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M11 N	2	5%
Church Road	6	15%
A120 E	15	37%
Parsonage Road	1	2%
A1250	2	4%
M11 S	6	14%
A120 W	6	15%
Bury Lodge Road	3	8%

2028 With Airport (35mppa) 17:00-18:00 Employee Departures

Daily Employee Count 641

Employee Mode Split		%
Car Driver	570	89%
Car Passenger	71	11%
Total	641	100%

Source: Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Number of Car Drivers 1 (One Driver)
 Number of Car Passengers 1.6 Occupancy

Car Passenger	44	0.5
Total	44	

Number of Cars 615

Distribution of Employees

Source: P:\Projects\230\034\01\Work\STN OD 12 Months to 201512 SLW_workings 2.xls

Residence	Car Driver	Car Passenger
Inner London	0	0
Outer London NE	25	6
Outer London SE	0	0
Outer London SW	0	0
Outer London NW	8	0
Outer South East NE	459	62
Outer South East NW	8	0
Outer South East SW	5	3
Outer South East SE	3	0
Southwest & Wales	0	0
West Midlands	2	0
East Midlands	5	0
East Anglia	56	0
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	570	71

Distribution of Vehicles (Daily)

Apply Occupancy Factors

Residence	Car Driver	Car Passenger
Inner London	0	0
Outer London NE	25	4
Outer London SE	0	0
Outer London SW	0	0
Outer London NW	8	0
Outer South East NE	459	39
Outer South East NW	8	0
Outer South East SW	5	2
Outer South East SE	3	0
Southwest & Wales	0	0
West Midlands	2	0
East Midlands	5	0
East Anglia	56	0
Rest of UK	0	0
Residence not reported	0	0
Foreign	0	0
Total	570	44

615

Check

Distribution of Vehicles on the Road Network

Source: Employee Forecasts - Travel Planning\2015 Staff Travel Survey Data SLW Analysis 20032017.xlsx

Area	Vehicles	North		East			M11 S	A120 W	Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Roa	A1250			
Central London	0					100%			
London North East	29					100%			
London North West	0					100%			
London South East	0					100%			
London South West	8					100%			
London Sub-total	37								
SE England - NE	498								
Essex	387								
Uttlesford	131		40%	25%	5%			30%	
Braintree	121			100%					
Harlow	43					50%	50%		
Chelmsford	28			75%		25%			
Colchester	19			100%					
Epping Forest	13				25%	75%			
Basildon	7					100%			
Tendring	5			100%					
Maldon	5			100%					
Brentwood	4					100%			
Castle Point	2			50%		50%			
Rochford	2			50%		50%			
Southend-on-Sea	3					100%			
Thurrock	4					100%			
Hertfordshire	111								
East Hertfordshire	90		25%			25%	50%		
Broxbourne	10						100%		
North Hertfordshire	5						100%		
Welwyn Hatfield	2						100%		
St. Albans	1						100%		
Hertsmere	1						100%		
Stevenage	1						100%		
Watford	1						100%		
Dacorum	0						100%		
Three Rivers	0						100%		
SE England - NW	8								
Bedfordshire	5	100%							
Berkshire	1					100%			
Buckinghamshire	1					100%			
Oxfordshire	0					100%			
SE England - SE	3								
East Sussex	0					100%			
Kent	3					100%			
SE England - SW	7								
Hampshire	2					100%			
Surrey	2					100%			
West Sussex	3					100%			
Rest of South East Sub-total	0					100%			
East Anglia	56								
Cambridgeshire	27	80%						20%	
Norfolk	5	100%							
Suffolk	25	50%	50%						
East Midlands	5	100%							
South West England and Wales	0					100%			
West Midlands	2	100%							

Rest of UK	0	100%							
Sub-total Rest of Country	0								
Total All Areas	615								

Area	Vehicles	North		East			South/East		Bury Lodge Road
		M11 N	Church Road	A120 E	Parsonage Roa	A1250	M11 S	A120 W	
Central London	0	0	0	0	0	0	0	0	0
London North East	29	0	0	0	0	0	29	0	0
London North West	0	0	0	0	0	0	0	0	0
London South East	0	0	0	0	0	0	0	0	0
London South West	8	0	0	0	0	0	8	0	0
London Sub-total	37								
SE England - NE	498								
Essex	387								
Uttlesford	131	0	52	33	7	0	0	0	39
Braintree	121	0	0	121	0	0	0	0	0
Harlow	43	0	0	0	0	0	21	21	0
Chelmsford	28	0	0	21	0	0	7	0	0
Colchester	19	0	0	19	0	0	0	0	0
Epping Forest	13	0	0	0	3	0	10	0	0
Basildon	7	0	0	0	0	0	7	0	0
Tendring	5	0	0	5	0	0	0	0	0
Maldon	5	0	0	5	0	0	0	0	0
Brentwood	4	0	0	0	0	0	4	0	0
Castle Point	2	0	0	1	0	0	1	0	0
Rochford	2	0	0	1	0	0	1	0	0
Southend-on-Sea	3	0	0	0	0	0	3	0	0
Thurrock	4	0	0	0	0	0	4	0	0
Hertfordshire	111								
East Hertfordshire	90	0	22	0	0	22	0	45	0
Broxbourne	10	0	0	0	0	0	0	10	0
North Hertfordshire	5	0	0	0	0	0	0	5	0
Welwyn Hatfield	2	0	0	0	0	0	0	2	0
St. Albans	1	0	0	0	0	0	0	1	0
Hertsmere	1	0	0	0	0	0	0	1	0
Stevenage	1	0	0	0	0	0	0	1	0
Watford	1	0	0	0	0	0	0	1	0
Dacorum	0	0	0	0	0	0	0	0	0
Three Rivers	0	0	0	0	0	0	0	0	0
SE England - NW	8								
Bedfordshire	5	5	0	0	0	0	0	0	0
Berkshire	1	0	0	0	0	0	1	0	0
Buckinghamshire	1	0	0	0	0	0	1	0	0
Oxfordshire	0	0	0	0	0	0	0	0	0
SE England - SE	3								
East Sussex	0	0	0	0	0	0	0	0	0
Kent	3	0	0	0	0	0	3	0	0
SE England - SW	7								
Hampshire	2	0	0	0	0	0	2	0	0
Surrey	2	0	0	0	0	0	2	0	0
West Sussex	3	0	0	0	0	0	3	0	0
Rest of South East Sub-total	0	0	0	0	0	0	0	0	0
East Anglia	56								
Cambridgeshire	27	22	0	0	0	0	0	0	5
Norfolk	5	5	0	0	0	0	0	0	0
Suffolk	25	12	12	0	0	0	0	0	0
East Midlands	5	5	0	0	0	0	0	0	0
South West England and Wales	0	0	0	0	0	0	0	0	0
West Midlands	2	2	0	0	0	0	0	0	0
Rest of UK	0	0	0	0	0	0	0	0	0
Sub-total Rest of Country	0								
Total All Areas	615								

Total	50	87	205	10	22	108	88	45
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M11 N	50	8%
Church Road	87	14%
A120 E	205	33%
Parsonage Road	10	2%
A1250	22	4%
M11 S	108	18%
A120 W	88	14%
Bury Lodge Road	45	7%

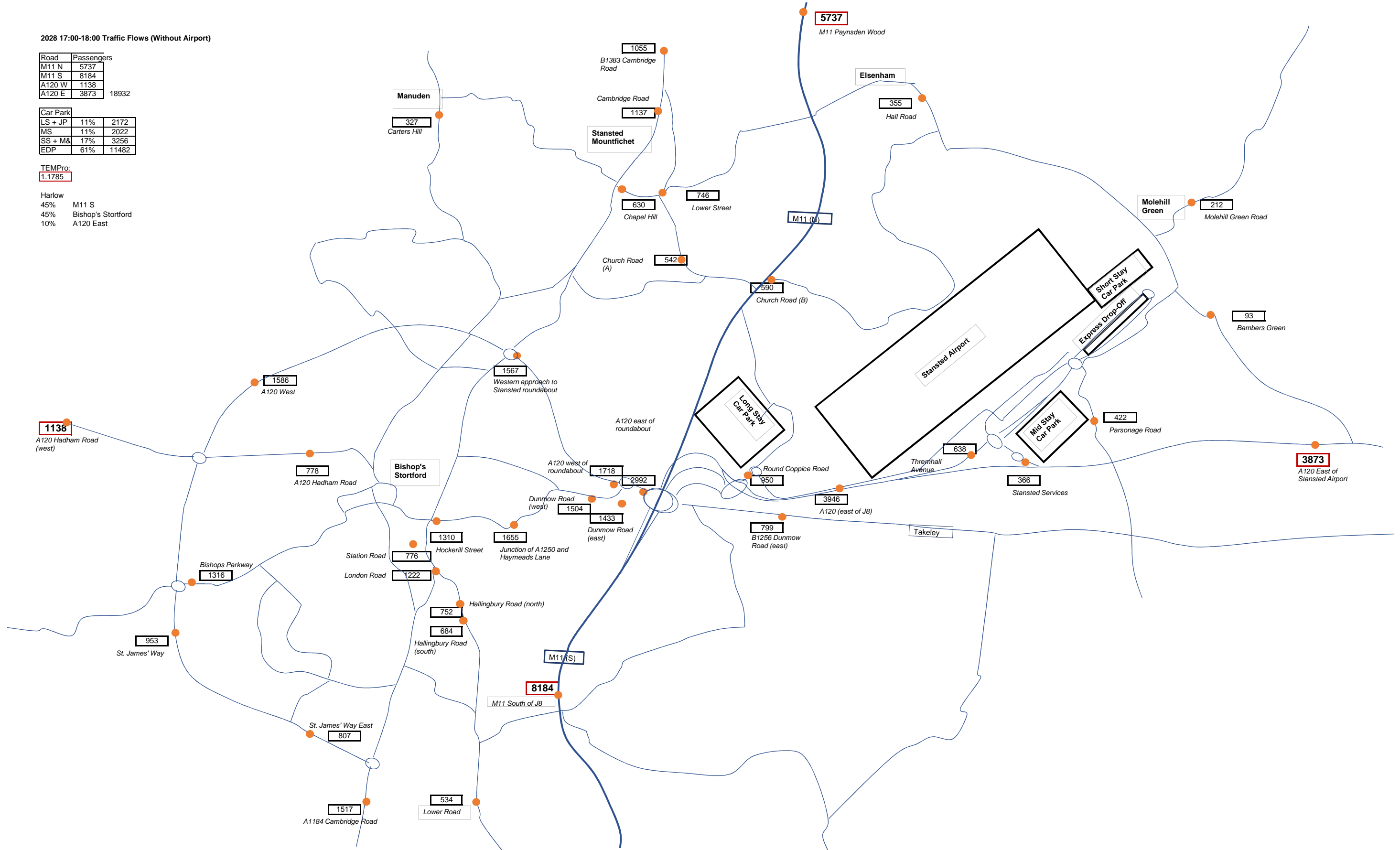
2028 17:00-18:00 Traffic Flows (Without Airport)

Road	Passengers
M11 N	5737
M11 S	8184
A120 W	1138
A120 E	3873
18932	

Car Park		
LS + JP	11%	2172
MS	11%	2022
SS + M&	17%	3256
EDP	61%	11482

TEMPro:
1.1785

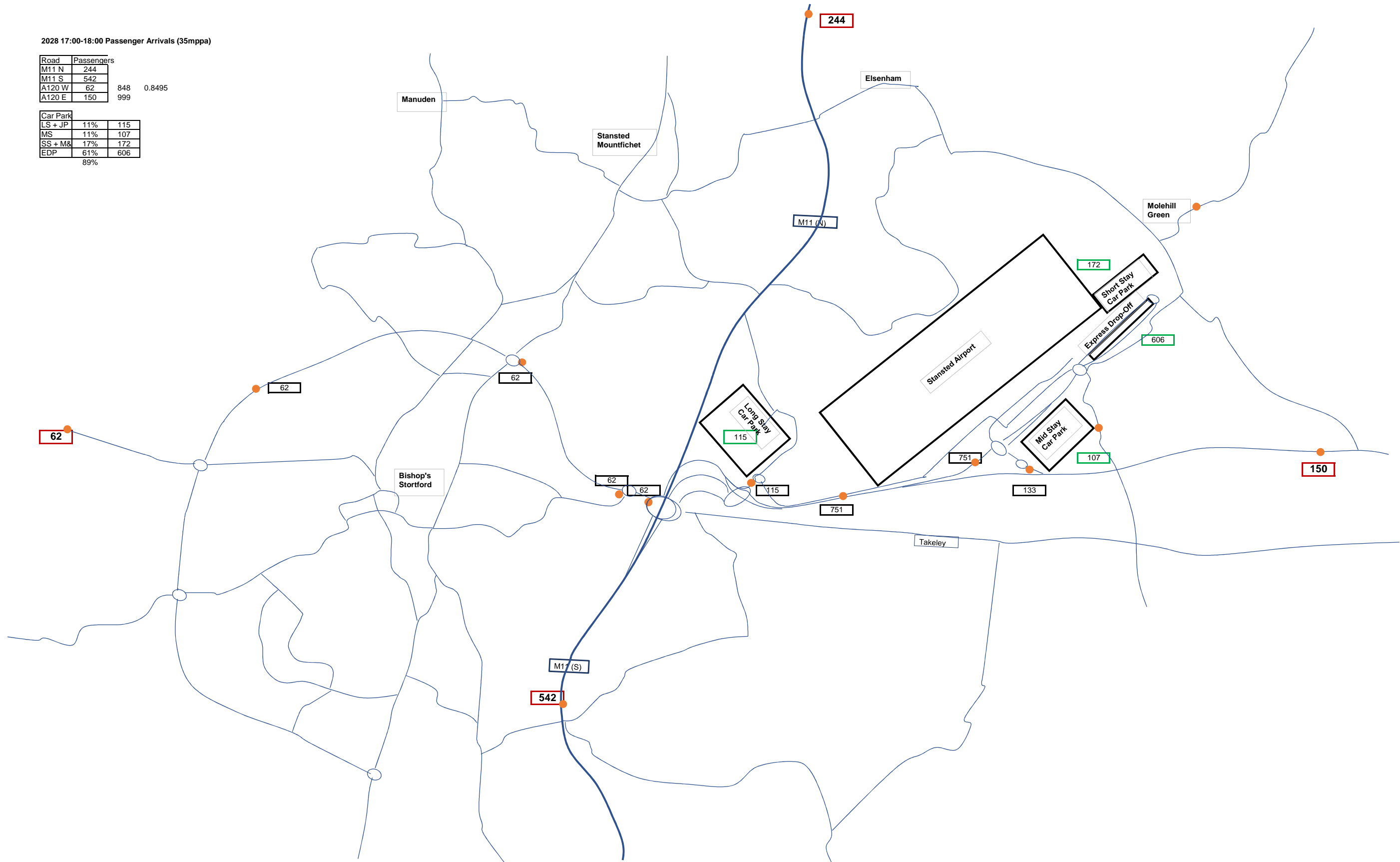
Harlow
45% M11 S
45% Bishop's Stortford
10% A120 East



2028 17:00-18:00 Passenger Arrivals (35mppa)

Road	Passengers		
M11 N	244		
M11 S	542		
A120 W	62	848	0.8495
A120 E	150	999	

Car Park		
LS + JP	11%	115
MS	11%	107
SS + M&	17%	172
EDP	61%	606
	89%	



2028 17:00-18:00 Passenger Departures (35mppa)

Road	Passengers		
M11 N	229		
M11 S	507		
A120 W	58	794	0.8495
A120 E	141	934	

Car Park		
LS + JP	11%	107
MS	11%	100
SS + M&	17%	161
EDP	61%	567
	89%	

