



Uttlesford District Council

Statement of Common Ground

With

National Highways

February 2025

Statement of Common Ground December 2024

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1. List of Parties involved:

National Highways

Uttlesford District Council

2. Signatories:

National Highways

Name: Mark Norman

Position: Spatial Planner

Signature:



Date: Feb 2025

Uttlesford District Council

Name: Andrew Maxted

Position: Planning Policy Manager

Signature:



Date: Feb 2025

3. Introduction:

Uttlesford District Council is currently developing a new Local Plan for the District, which will replace the existing Adopted Local Plan 2005. We are at the Regulation 19 Publication stage, which sets out the Council's Spatial Strategy and planning framework for Uttlesford District between 2021-2041. Consultation on the Regulation 18 Draft Local Plan was undertaken between October and December 2023. The outcomes of that consultation have fed into the preparation of the Regulation 19 Publication version of the Local Plan, in addition to updated evidence base. Consultation on the Regulation 19 Publication version of the Local Plan was undertaken between August and October 2024.

The Plan makes provision for at least 14,741 new homes to be delivered during the Plan period (2021 to 2041). This reflects the Objectively Assessed Need for Housing for Uttlesford District up to 2041 as identified in the updated Local Housing Need Assessment (JG Consulting, May 2024), which is 13,500 new homes. Therefore, we are meeting the requirement in full, with extra headroom (8.4%), to provide greater plan resilience and flexibility, and to help ensure the Plan can achieve and maintain a five-year housing land supply, as required by national policy. Uttlesford has engaged with its neighbouring authorities, however they are at different stages of plan making and do not require the Council to assist them and Uttlesford do not need to ask any of its neighbouring authorities to take any of its housing requirements, as it can meet its own needs.

Over the Plan period, the land requirement for office development is 21.7ha and industrial development, 52.2ha. To meet this requirement a further 14.6ha is needed for office development and 31.5ha is needed for industrial development beyond known completions and commitments (figures correct as of July 2024). 57.5ha of employment land is identified for future development in the Local Plan on proposed strategic allocations.

SOCG set out how strategic matters or issues of a common nature between a local authority and a statutory body or organisation are being addressed and progressed throughout the plan-making process to provide transparency, and wherever possible, show where parties are working towards areas of agreement.

4. Strategic Matters

National Highways are the government company which plans, designs, builds, operates and maintains England's motorways and major A roads, known as the Strategic Road Network (SRN).

There is general agreement from National Highways on the Spatial Strategy and policy approach contained in the Local Plan.

The strategic matters of interest to National Highways are how Local Plan proposals impact on the SRN.

The SRN in Uttlesford comprises the M11, the A120 and the A11:

- **M11** – The M11 forms a nationally important north-south link between London and Cambridge. There are two junctions in Uttlesford. Junction 8 provides access to Stansted Airport and connects onto the A120, whilst Junction 9 is a limited access junction, only allowing movement to/from the A11.
- **A120** – The A120 links the M11 and Bishop's Stortford in the west with Stansted Airport, Great Dunmow and Braintree in the east before heading on to Colchester and the Haven ports.
- **A11** – Finally, the A11 links the M11 with Norwich in the north-east. However, the limited turning movements permitted at the junction restrict the level of access it can provide to communities in the north of the district.

Transport matters are being addressed by working collaboratively with National Highways (and Essex County Council as the local highways authority), to ensure that appropriate and proportionate assessments are undertaken to consider the cumulative impact of new development on the strategic and local highway network in the district. No further other strategic issues have been identified between National Highways and UDC.

The strategic issues that have been considered during the SOCG/Duty to Cooperate process are detailed at Appendix A.

These strategic issues have been sub-divided into more detail so that progress on these issues can more readily be monitored and progressed through further discussions and meetings between National Highways and the Council. These are detailed at Appendix B.

5. Governance and ongoing cooperation

The Council and National Highways have cooperated extensively and successfully in the preparation of the transport evidence that supports the Local Plan. National Highways have been consulted during the preparation of this SoCG and the Local Plan up until Regulation 19 Publication version at an Officer, Policy Manager and Director level.

The Council will keep National Highways up to date throughout the Examination in Public process, as may be necessary, and inform them of the outcome of the Inspectors decision and the Council's decision on the Adoption of the Plan.

Following the adoption of the Local Plan, the Council will continue regular on-going engagement with National Highways (at least annually) in connection with the Plan's 5-year review.

Appendix A
National Highways SOCG Strategic Issues

Issue	Raised by and date	NH Comment	UDC Comment	Next Steps	Resolution
Local Plan Allocations	Mark Norman (NH) 14/10/2024	<p>The plan commits to the delivery of a total of 14741 homes approximately 8,600 already benefit from permission or have been completed, this leaves 6,200 homes to be allocated over the course of the plan period.</p> <p>Where allocations are close to or adjacent to our network, there could be issues of noise and or air quality to consider, we do not allow noise barriers or bunds on our network. Suitable noise mitigation solutions must be considered during the early stages of design as this achieves better outcomes.</p> <p>For the avoidance of doubt, we will not accept third party run off into our drainage systems. Surface water drainage needs to be considered early in the design process to ensure the most appropriate solution is found.</p> <p>We note that the move to fully electric vehicles is under way and that the Council have appropriate policy in the plan to facilitate charging.</p> <p>We support a number of policies within the plan which seek to promote, active and sustainable travel. These will hopefully suppress the demand for car trips over the district and further afield also reducing some of the burden on an already stressed SRN.</p>	Comments are noted and the support is welcomed.	No further action.	Resolved
Collaborative working	Mark Norman (NH) 14/10/2024	We have worked closely with yourselves on transport and highways matters during the preparation of the new local plan, we have met regularly since 2020 and responded to the preferred options consultation (Reg 18) in Oct 22.	Comments are welcome and agree there has been a successful and productive working relationship.	No further action.	Resolved
Evidence gathering work carried out to date	Mark Norman (NH) 14/10/2024	The assessments carried out so far have been carried out using the A120 VISUM model forecast year 2040 representing the end of the local plan period has been used. NH require A more detailed assessment to understand the scale and nature of the impacts at key junctions.	The comments are noted and the detailed submission has been considered. The Council will continue to work with National Highways on the technical matters raised throughout the duty to co-operate process.	Continued dialogue through-out the DtC process.	On-going
National Highways current position	Mark Norman (NH) 14/10/2024	<p>We have worked with the Council during the evolution of the proposed local plan, we are generally content with the preferred options, we do have some concern that the A120 main line and its junctions will come under increasing pressure and congestion, delay and safety issues may arise. The exact impacts of the proposed growth are yet to be fully identified. Once know we will work with the council to develop an appropriate mitigation strategy.</p> <p>The sites allocations at NE Takeley and Great Dunmow, may need to mitigate impacts on the junctions on the A120 and M11 J8 this is currently being assessed by the council as part of the ongoing discussion regarding the evidence base.</p>	The comments are noted and the detailed submission has been considered. The Council will continue to work with National Highways on the technical matters raised throughout the duty to co-operate process.	Continued dialogue through-out the DtC process.	On-going

Appendix B

National Highways SOCG Technical Issues for consideration following Regulation 19

Issue	Raised by and date	NH Comment	UDC Comment	Next Steps	Resolution
Local Traffic Modelling and Forecasts: Details of Local Plan Allocations	NH, Briefing Note 15, 17/7/24 and Briefing Note 17 18/7/24	<p>Clarification is required whether the local plan allocations outside of the A120 corridor have been included in the model forecasts for Reg 19, presented in TN409 – Review of Reg 19 Model outputs and whether those from within the A120 corridor have been included in TN411 – Review of Stump Cross Traffic Impact Assessment.</p> <p>19/12/24 - Since the ULP allocations located beyond the A120 model study area have not been included in the model, how has the traffic generated by the allocations in the 'other' corridor been accounted for in the forecasting? Could UDC confirm whether growth from the LP allocations is implicit in the growth factors used, or has an assessment been made using the strategic model? If LP growth in the 'other' corridor has not been included, then the models under-represent the total traffic flows generated by the LP. Similarly, LP growth in the A120 corridor is not accounted for at M11 J9a Stump Cross.</p> <p>Could UDC provide details of the volumes of traffic concerned.</p> <p>10/2/25 While NH accept that the LP growth beyond the study area will have been captured by NRTP22, it requests that details of the LP development outside the study area be provided.</p>	This matter has been addressed in the updated Note from Tetra Tech of Feb 25	<p>Further information has been provided Feb 25 by UDC and Tetra Tech.</p> <p>11/2/25 Tetra Tech to provide details of the Local Plan developments outside the A120 Study area</p> <p>UDC will continue to work with NH towards the resolution of this matter.</p>	On-going
Local Traffic Modelling and Forecasts: Comparison of A120 Model Flows with West Essex Model	NH, Briefing Note 16, 18/7/24	<p>NH request that details of flows from the A120 Local VISUM model and the West Essex Model (WEM) be provided for A120 between M11 J8 and Dunmow to enable a comparison to be made between the two models.</p> <p>19/12/24 -Flow comparisons along the A120 between M11 and Dunmow are not included in TN410. NH would like to see this comparison.</p> <p>10/2/25 NH has reviewed the flow comparisons provided in the Tetra Tech Note dated Feb 25 and notes there are significant differences between the West Essex and A120 models, particularly for A120 WB where the A120 modelled flows are significantly lower than those from the West Essex Model. NH notes that the A120 model is based on data collected in November 2021 and has previously requested further information to determine the extent to which the Nov 21 data was affected by COVID. This could help explain the differences in flows between the two models. NH requests that a further explanation of the differences between the two models be further examined to enable this issue to be closed out.</p>	<p>Traffic flow comparisons at M11 Junction 8 between the A120 VISUM Model and the West Essex Model have been provided in TN 410: West Essex Model Comparison Technical Note.</p> <p>This matter has been addressed in the updated Note from Tetra Tech of Feb 25</p>	<p>Further information has been provided Feb 25 by UDC and Tetra Tech.</p> <p>11/2/25 Tetra Tech to provide an explanation of the differences in flows on the A120 between M11 and Great Dunmow between the West Essex and A120 VISUM model.</p> <p>UDC will continue to work with NH towards the resolution of this matter.</p>	On-going
Local Traffic Modelling and Forecasts: Junction Modelling.	NH, Briefing Note 15, 17/7/24	<p>Detailed junction modelling should be carried out to provide a detailed operational assessment of the proposed highway capacity based interventions at M11 J8 and Great Dunmow South and West interchanges. This should include the development of junction capacity models of the Great Dunmow junctions and runs of the Essex CC VISSIM model of M11 J8 to assess the interventions proposed at this location.</p> <p>19/12/24 – Detailed modelling is necessary to determine whether the mitigation is sufficient to accommodate the impact of additional traffic generated by the LP. NH therefore requests that the detailed modelling is carried out as recommended in BN15.</p>	<p>Detailed junction modelling is not considered to be proportionate for the needs of the Local Plan.</p> <p>Circulatory widening, from three lanes to four lanes, is proposed between the B1256 and the M11 Southbound onslip. This is being developer funded and forms part of the mitigation strategy associated with the development at Northside. The proposals have been summarised in section 3.8 of TN353: A120 VISUM Model Forecasting Report.</p> <p>The improvements proposed at both M11 Junction 8 and the Priory Wood roundabout provide alleviation for not only the Northside development but also for the Local Plan allocation sites at Takeley and</p>	<p>Further information has been provided Feb 25 by UDC and Tetra Tech.</p> <p>11/2/25 UDC/Tetra Tech to set out proposals for modelling the next iteration of the local Plan for discussion/agreement with NH.</p> <p>UDC will continue to work with NH towards the resolution of this matter.</p>	On-going

		<p>The interventions described by UDC (shown in TN353 Figures 3-7 and 3-8) have already been secured in support of developments coming forward in advance of the proposed LP. Table 2-4 of TN409 describes some very minor additional measures that go beyond those described here. NH request that these measures are subject to detailed modelling to determine whether these are sufficient to accommodate the cumulative impact of the proposed LP.</p> <p>In light of recent statements to the effect that Government may move towards a position in which LP-compliant planning applications should be approved without further scrutiny, the opportunity to identify and assess the adequacy of mitigation proposals at planning application stage may be curtailed. This makes it all the more important that proposals are assessed at LP adoption stage. Circular 01/2022 paras 29 & 31 refer.</p> <p>BN15 para 3.36 identifies some areas within the wider group of junctions associated with M11 J8 where there are more significant increases in flows that would warrant more detailed modelling. Furthermore, M11 J8 and Priory Wood have been modelled using the A120-corridor VISUM model, which as noted in (BN15 para 3.21) does not support detailed junction modelling. NH recommends that the M11 J8 VISSIM model should be adopted to provide a detailed assessment.</p> <p>10/2/25 NH notes that the next iteration of the local plan will contain significantly more growth than the LP currently being consulted on. As a consequence, there will be a requirement to model the impacts of these additional sites that would include M11 J8. NH accept that this modelling will be undertaken before the substantial delivery of sites to be allocated in the LP currently being consulted on. However, NH is concerned that the cumulative impacts of all development should be included in any future modelling i.e. the sites currently proposed for allocation should not be included within the Reference Case. To enable this issue to be closed out, clarification is required relating to the quantum of development that will be modelled as part of the LP and that the Essex CC VISSIM model (or any similarly detailed successor model) would be adopted to assess M11 J8.</p>	<p>Takeley Street. It has been demonstrated through the modelling work undertaken that the Uttlesford Local Plan allocation sites are not having an adverse impact upon the operational performance of M11 Junction 8. This is demonstrated through the M11 Junction 8 delay plots provided in Appendix D of TN 409: Traffic Impacts of the Uttlesford Local Plan Site Allocations: A120 Corridor.</p>		
<p>Local Traffic Modelling and forecasts: Assessment of the effects of measures to reduce car based demand on the need for capacity based interventions</p>	<p>NH, Briefing Note 15, 17/7/24 and Briefing Note 17 18/7/24</p>	<p>By not accounting for any mode shift away from the private car, the latest forecasts potentially over-state the need for highway capacity-based interventions. This no longer complies with the requirements of Circular 01/2022 para 33, which states that <i>'A robust evidence base will be required, including demand forecasting models, which inform analysis of alternatives by accounting for the effects of possible mitigation scenarios that shift demand into less carbon-intensive forms of travel.'</i></p> <p>19/12/24 - While Technical Note 14 welcomed the emergence of a scenario which excluded mode share reductions, NH still require more detail and justification for the mode share targets adopted in the main scenario. (See paras 4.1.6 and 4.1.7 of the TN14). NH was not proposing that the mode share targets be completely abandoned but proposed there should be an alternative scenario without them. With the targets now being dropped, we are unable to gauge the potential effect of a realistic set of mode share targets on the need or otherwise for highway capacity based interventions.</p> <p>10/02/25 NH understand that UDC intend that the mode shift targets are ambitious and that UDC accept that the mitigation proposed is required would be required whether or not the mode shift targets are met. On that basis, this issue can be considered</p>	<p>An initial assessment of forecast network conditions along the A120 corridor was undertaken using three future scenarios, the second of which was called 'Mitigation Package 1' and presented model outputs based on mode shift assumptions without the introduction of highway capacity schemes. In a meeting held with National Highways called for this scenario to be dropped in favour of modelling two forecast scenarios (Local Plan growth with and without highway capacity mitigation) that modelled the full vehicular traffic demand without accounting for any modal shift. Tetra Tech accepted National Highways' feedback and proceeded to undertake the final Regulation 19 modelling without accounting for modal shift as requested by National Highways. This was acknowledged by National Highways in Technical Note 14: Uttlesford Local Plan – Review of Tetra Tech Response to NH Comments on Reg 128 Transport Evidence Base paragraph 4.1.8 which states: <i>"Noted that Mitigation Package 2 has now been reassessed excluding mode share changes for the latest round of modelling, in line with</i></p>	<p>No further action.</p>	<p>Resolved</p>

		resolved.	NH/AECOM recommendations." – AECOM on behalf of National Highways (issued 04/06/2024). UDC has made every effort to consult National Highways and be proactive in responding to and incorporating their feedback throughout the model building and forecasting process.		
Local Traffic Modelling and Forecasts: Delays on the local road network	NH, Briefing Note 15, 17/7/24	The predicted delays resulting from increases in traffic through the Four Ashes junction in Takeley should be addressed to avoid the potential to impact the SRN. 19/12/24 - Noted. This appears to respond adequately to the recommendation at BN15 para 3.49.	A desktop review of potential solutions at the Four Ashes junction was undertaken and it was determined that there is minimal scope for improvements, as there does not appear to be any highway land available for widening. It is noted that a MOVA scheme is expected to be implemented at the junction, but this alone will not alleviate the congestion forecast from the A120 VISUM model during peak times. Alternative solutions, such as providing a bypass for example, would be disproportionate to the level of development proposed at Takeley within the emerging Local Plan. The focus has instead been on encouraging modal shift and investing in improvements to walking, cycling and public transportation options. With regards to the modelling of the Four Ashes junction, the A120 VISUM model has been calibrated and validated against 2021 observed base data as set out in the LMVR report. The model is therefore in accordance with TAG guidance and provides an accurate representation of typical traffic conditions during the time that the traffic surveys were undertaken. It should be noted then that the model represents a snapshot in time and is not meant to reflect on-the-ground changes in traffic conditions.	No further action.	Resolved
Local Traffic Modelling and Forecasts: Analysis of junction delays	NH, Briefing Note 15, 17/7/24	The delays reported in TN409 only include the worst arm of a junction without identifying which arm is worst. A full analysis of junction delays should be provided. 19/12/24 – As noted in AECOM BN15 (para 3.58) NH would like to see the results tabulated arm-by-arm and not just for the 'worst arm' of a junction. 10/2/25 Following a review of the details of the junction delays provided in the Tech Note dated Feb 25, this issue can now be closed.	The assessment undertaken has provided high-level analysis of the potential transport impacts at junctions across the network in a forecast year. More detailed analysis can be undertaken later in the planning process. Traffic flow matrices are contained within the ARACDY output report provided in Appendix B of TN 411: Stump Cross Traffic Impact Assessment.	No further action.	Resolved.
Local Traffic Modelling and Forecasts: Analysis of junction queue lengths	NH, Briefing Note 15, 17/7/24	Information on queue lengths should be provided for each of the junctions discussed in TN409 so that National Highways can take a more informed view on the potential for a severe impact on the SRN. 19/12/24 As noted in para 3.61 of BN15 NH would like to see details of queue lengths. These are more critical to the assessment of a 'severe impact' since an overcapacity that leads to a queue that can be contained within		Further information has been provided Feb 25 by UDC and Tetra Tech. 11/2/25 Tetra Tech to reassess excessive queues at M11 J8 and identify further mitigation measures. UDC will continue to work with NH towards the resolution of this matter and hold further discussions regarding the	On-going

		<p>the length of a slip road (or a dumb-bell link) can often be considered to be acceptable. By contrast, a queue that tails back to a neighbouring junction and/or on to a high speed main carriageway is almost certain to be considered to be a 'severe impact'.</p> <p>10/2/25 Following a review of the queue lengths provided in the Feb 25 Tech Note, NH notes there are excessive queues on the M11 (N) overbridge at M11 J8 in both the AM and PM peaks, which are significantly worse with the LP compared to the Reference Case and which the mitigation does not solve. NH considers this a severe impact. This needs further investigation with a view to identifying a workable solution. This should be assessed using the ECC M11 J8 VIISIM model.</p>		approach to assessment of J8.	
Local Traffic Modelling: M11 J9a Stump Cross 2040 forecasts	NH, Briefing Note 17, 18/7/24	<p>Further detail is required to explain the derivation of the 2040 base flows including the allowance for committed development from the Uttlesford Strategic Model</p> <p>10/2/25 Following a review of the information provided on the derivation of the 2040 flows for Stump Cross this issue can now be closed</p>		No further action.	Resolved.
Local Traffic Modelling: M11 J9a Stump Cross provision of flow diagrams	NH, Briefing Note 17, 18/7/24	<p>Traffic flow matrices or diagrams should also be provided in order to verify the forecasts and also the ARCADY model.</p> <p>19/12/24 - NH notes that the ARCADY model output files provided within Appendix B of TN411 contain the matrices used in the local junction capacity models. NH requests flow diagrams or matrices showing the results of the forecasting be provided so that NH can verify these against the results of the forecasting process. NH notes that the forecasting for this junction lacks transparency.</p> <p>Para 3.16 of BN17 notes that a view needs to be taken on whether lane simulation should have been used in the ARCADY models and a set of matrices or diagrams independent of those in the models would assist in that process.</p> <p>10/2/25 The additional information provided in Appendix C of the Feb 25 Tech Note, addresses NH request for flow information at Stump Cross.</p> <p>10/2/25 NH considers that lane simulation would be appropriate when assessing a mitigation scheme that added a lane to a roundabout approach, in which a majority of traffic would only use one of the two lanes. This appears to be the case here, where a second lane is proposed to be added to the A11 southbound slip road approach to the roundabout and around 70% of the traffic (AM peak) and 85% (PM peak) would use the nearside lane. Having said this, However, NH accepts that this LP contributes a relatively small proportion of the overall growth and that a 'light touch' mitigation scheme is sufficient at this stage. A more comprehensive solution would be expected in support of any future LP that contains significantly more growth than the current one</p>		No further action.	Resolved.
Local Traffic Modelling: B1383/B184 Junction	NH, Briefing Note 17, 18/7/24	<p>The junction of the B1383 Newmarket Road/B184 Walden Road is situated some 140m to the south-east of the main junction at Stump Cross. This junction should also be modelled to assess the risk of queues of traffic from one junction tailing back to, and interfering with the operation of, the other junction.</p> <p>19/12/24 - BN17 para 3.14 was not a request for a more detailed model but for the third of three closely-associated roundabouts to be</p>	The proposed mitigation addresses the traffic impacts of the Uttlesford Local Plan and the high-level ARCADY modelling undertaken demonstrates this. It is acknowledged that more detailed junction modelling could be required to inform future and more detailed assessments.	<p>Further information has been provided Feb 25 by UDC and Tetra Tech. 11/2/25 UDC/Tetra Tech to set out proposals for modelling the next iteration of the local Plan for discussion/agreement with NH.</p> <p>UDC will continue to work with NH</p>	Resolved, subject to assurances of further modelling at the next iteration of the LP.

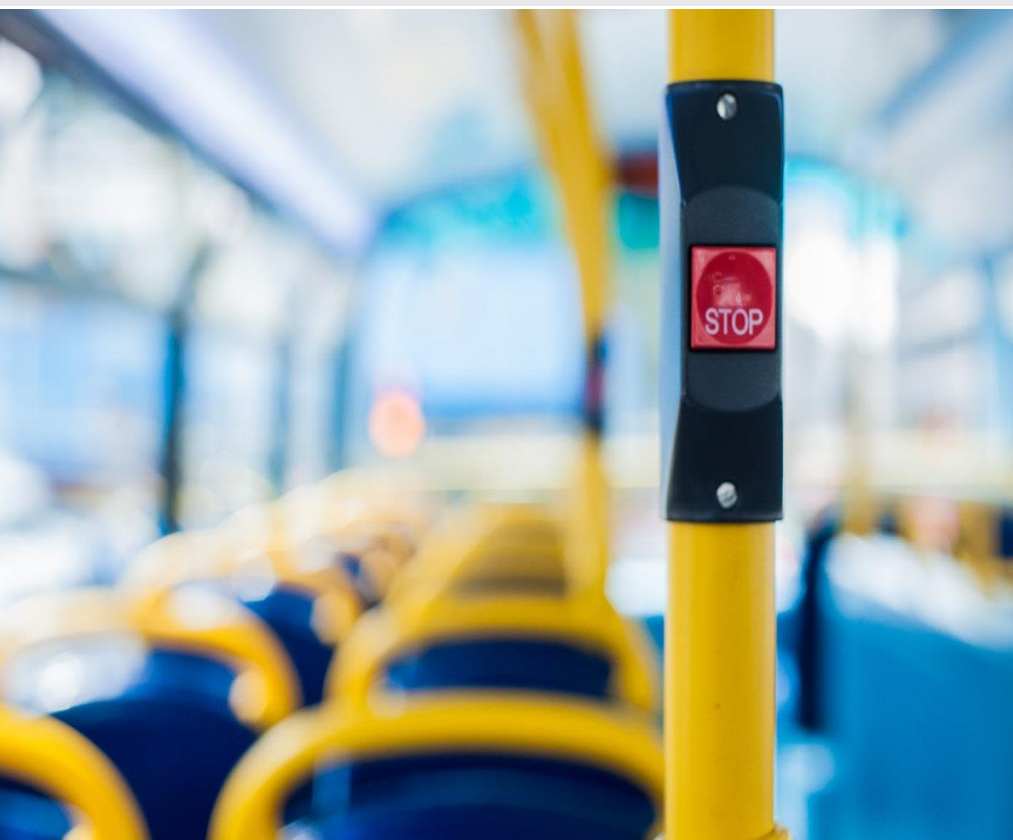
		<p>included in the model already provided, so that any potential interactions between them could be understood.</p> <p>10/2/25 NH notes that the next iteration of the local plan will contain significantly more growth than the LP currently being consulted on. Consequently, there will be a future requirement to model the impacts of these additional sites that would include B1383/B184. NH is concerned that the cumulative impacts of all development should be included in any future modelling.</p>		<p>towards the resolution of this matter and in preparation of the next Local Plan will engage with NH to agree the modelling methodology.</p>	
Local Traffic Modelling: M11 J9a Stump Cross Capacity Assessment	NH, Briefing Note 17, 18/7/24	<p>Further work is required to address the capacity/ queueing issues on the internal dumb-bell link and on the B184 approach to the southern roundabout, at the Stump Cross junction, so as to identify a package of measures to address congestion at the junction as a whole. This should include the third (B1383/B184) roundabout just to the south of the main junction.</p> <p>19/12/24 – NH would welcome further detailed modelling at J9a Stump Cross. As noted in para 3.27 of BN17, the information provided does not fully address the traffic impacts of the LP and the results provided suggest that the LP could give rise to a severe impact. Para 3.28 requests that further work be carried out to assess internal capacity/ queueing issues within the junction before we can determine whether the mitigation is sufficient.</p> <p>10/2/25 NH notes that the next iteration of the local plan will contain significantly more growth than the LP currently being consulted on. Consequently, there will be a future requirement to model the impacts of these additional sites that would include Stump Cross. However, NH is concerned that the cumulative impacts of all development should be included in any future modelling.</p> <p>11/2/25 NH notes the assertion in the February 25 Response that it would be disproportionate to design and fund a solution to this junction in support of this LP when it contributes relatively small proportion of the overall growth. However, a more comprehensive solution would be expected in support of any future LP that contains significantly more growth than the current one.</p>	<p>The proposed mitigation addresses the traffic impacts of the Uttlesford Local Plan and the high-level ARCADY modelling undertaken demonstrates this. It is acknowledged that more detailed junction modelling could be required to inform future and more detailed assessments.</p>	<p>No further action from UDC. Further information has been provided Feb 25 by UDC and Tetra Tech.</p> <p>11/2/25 UDC/Tetra Tech to set out proposals for modelling the next iteration of the local Plan for discussion/agreement with NH.</p> <p>UDC will continue to work with NH towards the resolution of this matter and in preparation of the next Local Plan will engage with NH to agree the modelling methodology.</p>	<p>Resolved, subject to assurances of further modelling at the next iteration of the LP.</p>
Public transport provision	NH, Briefing Note 15, 17/7/24	<p>Details should be provided of the proposed public transport facilities for residents of the allocation site in Great Dunmow to access jobs and train services at Stansted Airport.</p> <p>19/12/24 – The reference to the Transport Evidence Topic Paper is noted.</p>	<p>Details of the public transport interventions are contained in the Transport Evidence Topic paper and in the supporting sustainable transport evidence documents</p>	<p>No further action.</p>	<p>Resolved</p>
Proposed interventions – Engineering Feasibility and Safety	NH, Briefing Note 15, 17/7/24	<p>Further information is required to demonstrate the engineering feasibility and safety of the proposed capacity interventions/improvements.</p> <p>19/12/24 - Noted. However, NH would request that outline design drawings be provided for review.</p> <p>10/2/25 NH would normally expect some form of initial concept-level drawing at this stage.</p>	<p>Feasibility design and additional considerations, such as safety, will be considered further at the appropriate design stage. This assessment provides an indicative and high-level strategy for delivering Local Plan growth across the district.</p>	<p>Further information has been provided Feb 25 by UDC and Tetra Tech.</p> <p>UDC will continue to work with NH towards the resolution of this matter.</p>	<p>On-going</p>

Appendix B: Tetra Tech Responses to National Highways Queries

Uttlesford Transport Study

784-B069775

Local Plan Examination – Responses to National Highways Queries



DOCUMENT CONTROL

Document:	Local Plan Examination – Responses to National Highways Queries
Project:	Uttlesford Local Plan
Client:	Uttlesford District Council
Project Number:	784-B069775

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TETRA TECH

1 | Responses to National Highways Queries

1.0 RESPONSES TO NATIONAL HIGHWAYS QUERIES

1.1 OVERVIEW

- 1.1.1 This paper provides feedback to comments received from National Highways in the representation submitted at the Regulation 19 Consultation. In each instance the comments from National Highways are detailed, followed by the clarifications provided by Tetra Tech.

1.2 NH01 – MODE SHIFT

National Highways:

By not accounting for any mode shift away from the private car, the latest forecasts potentially over-state the need for highway capacity-based interventions. This no longer complies with the requirements of Circular 01/2022 para 33, which states that ‘A robust evidence base will be required, including demand forecasting models, which inform analysis of alternatives by accounting for the effects of possible mitigation scenarios that shift demand into less carbon-intensive forms of travel.’

While Technical Note 14 welcomed the emergence of a scenario which excluded mode share reductions, NH still require more detail and justification for the mode share targets adopted in the main scenario. (See paras 4.1.6 and 4.1.7 of the TN14). NH was not proposing that the mode share targets be completely abandoned but proposed there should be an alternative scenario without them. With the targets now being dropped, we are unable to gauge the potential effect of a realistic set of mode share targets on the need or otherwise for highway capacity-based interventions.

- 1.2.1 In a technical note dated June 2023, issued by National Highways in response to the publication of the Regulation 18 Plan, it was stated: “*Mode Share Assumptions for Mitigation Package 2 - Noted that Mitigation Package 2 has now been reassessed excluding mode share changes for the latest round of modelling, in line with NH/AECOM recommendations*”.
- 1.2.2 Notwithstanding these comments, the modelling results undertaken during the Regulation 18 stage showed that increasing the provision and efficiency of the existing sustainable transport offer in the district had **negligible benefit to the performance of the highway network during peak periods**, despite a generous demand reduction exercise.
- 1.2.3 For reference, the demand reductions applied to trips in the demand matrices at the Regulation 18 stage are set out below:

Table 1-1: Vehicle Trip Reduction Application by O-D Pair Location

Origin & Destination Pairs	Vehicle Trip Reduction Applied
• Site Allocation to Town Centre	• 15% to 25% reduction
• Between Local Plan Allocation Sites	• 25%-50% reduction (up to 80% for
• Takeley to Stansted Airport	• 15% reduction
• Great Dunmow to Stansted Airport	• 10% reduction
• Takeley to Great Dunmow	• 15% reduction

- 1.2.4 The reductions set out in the above table removed 558 trips (2.40% of total trips) from the modelled network in the AM peak and 575 trips (2.39% of total trips) from the modelled network in the PM peak. It should be noted that these demand reductions were ambitious and provided an absolute ‘best-case’ scenario in which sustainable transport take-up would be maximised and the need to travel by car minimised.

- 1.2.5 Whilst there was some benefit observed on the local road network close to the allocation sites, the trip reductions made little difference to overall network performance despite this, as demonstrated by the journey time outputs presented in **Table 1-2** and **Table 1-3** for the AM and PM peak periods respectively. A plan showing the journey time routes assessed has been provided in **Appendix A** for reference.

Table 1-2: AM Peak Journey Time Comparisons

AM						
Route	Base (s)	RC (s)	LP (C) (s)	LP (MP1) (s)	Diff (s)	% Diff
1 – Eastbound	402	428	427	459	32	7.5%
1 – Westbound	367	417	461	501	40	8.7%
2 – Eastbound	320	339	383	345	-38	-9.9%
2 – Westbound	340	383	396	416	20	5.1%
3 – Eastbound	451	458	459	459	0	0.0%
3 – Westbound	460	472	473	474	1	0.2%
4 – Northbound	288	305	305	298	-7	-2.3%
4 – Southbound	333	377	453	457	4	0.9%
5 – Northbound	439	460	477	468	-9	-1.9%
5 – Southbound	459	522	576	554	-22	-3.8%
6 – Eastbound	390	430	457	441	-16	-3.5%
6 – Westbound	413	544	607	599	-8	-1.3%
7 – Northbound	377	409	519	514	-5	-1.0%
7 – Southbound	400	437	501	489	-12	-2.4%
8 – Eastbound	332	362	384	360	-24	-6.3%
8 – Westbound	316	310	316	318	2	0.6%
9 – Eastbound	255	259	279	275	-4	-1.4%
9 – Westbound	308	348	487	454	-33	-6.8%
10 – Northbound	241	447	575	569	-6	-1.0%
10 – Southbound	224	269	355	328	-27	-7.6%
11 – Northbound	225	238	245	241	-4	-1.6%
11 – Southbound	227	245	254	251	-3	-1.2%
12 – Northbound	334	336	359	355	-4	-1.1%
12 – Southbound	343	375	1,064	735	-329	-30.9%
13 – Eastbound	348	358	363	363	0	0.0%
13 – Westbound	363	389	396	391	-5	-1.3%

*Differences shown are between the Local Plan (Core) and Local Plan (Mitigation Package 1) scenarios

- 1.2.6 As shown in **Table 1-2**, there was little observable difference to AM peak journey times between the Local Plan (Core) and Local Plan (Mitigation Package 1) scenarios. The only substantial difference in network performance was forecast along route 12 (Great Dunmow).

1.2.7 However, the journey time expected was still almost twice that modelled in the Reference Case, despite the demand reductions applied to the demand matrices. This indicated that the proposed highway mitigation works were still required at junctions along Route 12 despite the uptick in vehicle journey times compared to a scenario where no demand reduction was applied.

Table 1-3: PM Peak Journey Time Comparisons

PM						
Route	Base (s)	RC (s)	LP (C) (s)	LP (MP1) (s)	Diff (s)	% Diff
1 – Eastbound	345	384	396	495	99	25.0%
1 – Westbound	303	386	387	387	0	0.0%
2 – Eastbound	372	502	508	388	-120	-23.6%
2 – Westbound	318	327	329	337	8	2.4%
3 – Eastbound	502	484	486	488	2	0.4%
3 – Westbound	449	453	454	454	0	0.0%
4 – Northbound	301	346	393	376	-17	-4.3%
4 – Southbound	292	320	343	344	1	0.3%
5 – Northbound	433	467	511	498	-13	-2.5%
5 – Southbound	451	498	543	535	-8	-1.5%
6 – Eastbound	395	479	505	497	-8	-1.6%
6 – Westbound	398	446	486	490	4	0.8%
7 – Northbound	377	389	502	435	-67	-13.3%
7 – Southbound	402	415	456	442	-14	-3.1%
8 – Eastbound	324	362	459	352	-107	-23.3%
8 – Westbound	308	303	305	305	0	0.0%
9 – Eastbound	262	278	306	300	-6	-2.0%
9 – Westbound	292	311	359	338	-21	-5.8%
10 – Northbound	227	266	300	293	-7	-2.3%
10 – Southbound	220	236	245	244	-1	-0.4%
11 – Northbound	226	246	258	253	-5	-1.9%
11 – Southbound	225	234	239	238	-1	-0.4%
12 – Northbound	339	351	453	430	-23	-5.1%
12 – Southbound	336	354	960	401	-559	-58.2%
13 – Eastbound	355	394	414	415	1	0.2%
13 – Westbound	358	367	371	375	4	1.1%

*Differences shown are between the Local Plan (Core) and Local Plan (Mitigation Package 1) scenarios

1.2.8 Similarly, **Table 1-3** shows that in the PM peak, there were only three routes that showed reductions in journey times of over one minute between the Local Plan (Core) and Local Plan (Mitigation Package 1) scenarios, including Route 12, which was discussed previously.

1.2.9 The other routes are Route 2 (A120) and Route 8 (Takeley). No highway mitigation schemes are proposed along these routes.

- 1.2.10 Since the off-site highway mitigation works were deemed to be required regardless of any modal shift reductions, it can be concluded that a mitigation package modelling the effect of off-site highway improvements without demand reductions is sufficient to provide a robust evidence base to support the Local Plan.
- 1.2.11 Notwithstanding this, UDC are committed to reducing car dependency and will provide realistic travel alternatives through enhancements to bus, rail, pedestrian and cycle connectivity. To demonstrate this commitment, UDC have produced a comprehensive sustainable transport evidence base which should be read in parallel to this report and the wider transport evidence base.

1.3 NH02 – MODELLING FORECAST

National Highways:

Clarification is required whether the Local Plan allocations outside of the A120 corridor have been included in the model forecasts for Reg 19, presented in TN409 – Review of Reg 19 Model outputs and whether those from within the A120 corridor have been included in TN411 – Review of Stump Cross Traffic Impact Assessment.

Since the ULP allocations located beyond the A120 model study area have not been included in the model, how has the traffic generated by the allocations in the ‘other’ corridor been accounted for in the forecasting? Could UDC confirm whether growth from the LP allocations is implicit in the growth factors used, or has an assessment been made using the strategic model? If LP growth in the ‘other’ corridor has not been included, then the models under-represent the total traffic flows generated by the LP. Similarly, LP growth in the A120 corridor is not accounted for at M11 J9a Stump Cross.

Could UDC provide details of the volumes of traffic concerned.

- 1.3.1 Traffic flows generated by Local Plan development have been included in the capacity assessment of M11 Junction 9a (Stump Cross). Committed development information was also obtained from neighbouring Local Planning Authorities and the growth from these sites have also been incorporated into the capacity assessment.
- 1.3.2 With regards to the A120 VISUM model, traffic growth on the cordon links (facilitating traffic coming in, and going out of, the modelled area) has been factored using National Road Traffic Projection (NRTP) 22. Sites outside of the study area that might have an impact on traffic flows in the modelled area were considered, but having reviewed the information available no significant development close to the study area was found, including other sites proposed within the Uttlesford Local Plan.
- 1.3.3 NRTP22 considers future Local Plan growth (within the region) within its factors and so traffic generated by allocation sites located beyond the study area are captured within the NRTP22 projections. NRTP22 is therefore sufficient for capturing growth beyond the study area.

1.4 NH03 – MODELLING FOUR ASHES JUNCTION

National Highways:

The predicted delays resulting from increases in traffic through the Four Ashes junction in Takeley should be addressed to avoid the potential to impact the SRN.

- 1.4.1 Comment NH03 has been resolved.

1.5 NH04 – MODELLING (FURTHER INFORMATION)

National Highways:

The delays reported in TN409 only include the worst arm of a junction without identifying which arm is worst. A full analysis of junction delays should be provided.

As noted in AECOM BN15 (para 3.58) NH would like to see the results tabulated arm-by-arm and not just for the ‘worst arm’ of a junction.

- 1.5.1 Delay outputs for all arms of the junctions assessed have been tabulated within **Appendix B**.

1.6 NH05 – MODELLING (FURTHER INFORMATION)

National Highways:

Information on queue lengths should be provided for each of the junctions discussed in TN409 so that National Highways can take a more informed view on the potential for a severe impact on the SRN.

As noted in para 3.61 of BN15 NH would like to see details of queue lengths.

These are more critical to the assessment of a ‘severe impact’ since an overcapacity that leads to a queue that can be contained within the length of a slip road (or a dumb-bell link) can often be considered to be acceptable. By contrast, a queue that tails back to a neighbouring junction and/or on to a high speed main carriageway is almost certain to be considered to be a ‘severe impact’.

- 1.6.1 There are not deemed to be any severe traffic impacts (other than those previously identified) on the highway network as a result of Local Plan growth coming forward.
- 1.6.2 Queue length outputs for all arms of the junctions assessed have been tabulated within **Appendix B**. Because average ‘back-of-queue’ length data was not available at roundabout junctions, the 95th percentile queue has been reported at all priority and roundabout junctions for consistency, with 90th percentile queues reported at signal junctions (the standard metric for VISUM software).
- 1.6.3 The figures provided therefore need to be treated with caution since they reflect an ‘absolute worst-case’ scenario rather than being reflective of typical network conditions during the peak hour.

1.7 NH06 – MODELLING (FURTHER INFORMATION)

National Highways:

Further detail is required to explain the derivation of the 2040 base flows including the allowance for committed development from the Uttlesford Strategic Model.

- 1.7.1 The Uttlesford Strategic Model (USM) has been used to derive 2040 Reference Case (base) flows at Stemp Cross interchange. The USM is not a validated model but is has been used as a highway assignment tool that uses VISUM software to distribute development trips onto the wider network.
- 1.7.2 The spatial extent of the modelled highway network covers motorways, A-roads and B-roads in Uttlesford district (as well as important local roads) plus extensions into neighbouring authorities where there are expected to be significant cross-boundary impacts.
- 1.7.3 Middle Super Output Areas (MSOAs) from the 2011 Census have been used for the main model area within Uttlesford and its surrounding districts. For the more distant areas around the main model area whole districts were used as zones. The remaining remote areas of the country are covered by zones based upon Government Office Regions (GORs). Using a zoning system geographically aligned with the census

simplifies the use of distribution data, which is based on census journey-to-work information. Additional zones were created for the potential development sites.

- 1.7.4 By design there are no base (existing / observed) traffic flows in the USM. The VISUM tool is used solely to assign future development flows onto the study area network (using all-or-nothing assignment). The 2040 Reference Case assigned link flows have then been output to a spreadsheet where these have been added on to the surveyed flows at the junction.
- 1.7.5 The Reference Case was built for the 2040 assessment year (end of Local Plan period). This considers growth in background traffic and committed development trips anticipated at the end of the plan period, before the proposed Local Plan growth within Uttlesford is added.
- 1.7.6 A DfT Transport Analysis Guidance (TAG) compliant Uncertainty Log was compiled in order to build a Core Scenario reference case model. The compilation of the Uncertainty Log is described in more detail in a separate Technical Note (see TN360 – Uttlesford Transport Study Uncertainty Log: note that further updates to the uncertainty log have made since the latest issue of this note). The following local authorities surrounding Uttlesford District were contacted and asked to provide Uncertainty Log data for their respective areas:
- 1.7.7 Residential and employment sites identified as being ‘near certain’ and ‘more than likely’ to occur were included in the matrix building process as per the TAG definition of the Core Scenario. Sites identified as ‘reasonably foreseeable’ and ‘hypothetical’ were excluded.
- 1.7.8 Trip generation for these sites used the methodology detailed in the Trip Generation Technical Note (see TN320 Uttlesford Transport Study Trip Generation).
- 1.7.9 The latest available version of the Department for Transport trip-end model (TEMPro v7.2) was used to uplift development levels in each surrounding district individually. Districts with development in excess of the TEMPRO predictions were left unchanged.
- 1.7.10 To reconcile TEMPRO and the uncertainty log, the committed development Gross Floor Areas (GFAs) were converted to the number of Full Time Equivalent (FTE) jobs using factors sourced from the Homes and Communities Agency’s Employment Density Guide 3rd Edition, 2015.
- 1.7.11 New trips were distributed using Census Journey to Work data from the 2011 Census using Middle Super Output Areas (MSOAs). Modal split was dealt with at the trip generation level (since the USM is a highway only tool). The Census Journey to Work distribution matrix used the car-mode only.
- 1.7.12 Trips associated with the future expansion of Stansted Airport to 43 million passengers per annum (mppa) were taken from the 2018 Transport Assessment produced by Steer and used to forecast the increase in peak hour traffic flows associated with the airport at the assessment year. A separate trip distribution was also provided by ECC for these airport-related trips. This data was incorporated into the VISUM model as part of the Reference Case.
- 1.7.13 Trips have been assigned to the highway network with an ‘All-or-Nothing’ assignment. This means that between any origin-destination pair, all the trips for that pair are assigned to the lowest cost route, with the costs calculated from an empty network.
- 1.7.14 The network speeds have been set as the existing mandatory speed limits on links for simplicity and to encourage routing on to major highway links.
- 1.7.15 The reasons for using an ‘All-or-Nothing’ assignment are two-fold. Firstly, without base traffic flows it is not possible to find a meaningful equilibrium of route choice as existing congestion is not modelled. Secondly, the ‘All-or-Nothing’ assignment tells us where drivers would prefer to route in the absence of network congestion or delays.

- 1.7.16 The Reference Case flows derived at Stump Cross therefore factor in all the above processes. Trips generated by committed development sites, both within Uttlesford (and including the proposed expansion at Stansted Airport) and neighbouring authorities, as well as general background growth (calculated with TEMPro) have been assigned to the wider USM network. Reference Case traffic turning movements at Stump Cross have then been extracted using flow bundles at the interchange.

1.8 NH07 – MODELLING (FURTHER INFORMATION)

National Highways:

Traffic flow matrices or diagrams should also be provided in order to verify the forecasts and also the ARCADY model.

NH notes that the ARCADY model output files provided within Appendix B of TN411 contain the matrices used in the local junction capacity models. NH requests flow diagrams or matrices showing the results of the forecasting be provided so that NH can verify these against the results of the forecasting process. NH notes that the forecasting for this junction lacks transparency.

Para 3.16 of BN17 notes that a view needs to be taken on whether lane simulation should have been used in the ARCADY models and a set of matrices or diagrams independent of those in the models would assist in that process.

- 1.8.1 The demand matrices for all modelled scenarios have been set out in traffic flow diagrams and provided in **Appendix C**. They show that in the AM peak hour, it is expected that the Uttlesford Local Plan sites (mainly those at Chesterford Research Park and Saffron Walden) will generate 126 PCU travelling north and exiting the district via Stump Cross interchange along the B184 Walden Road, whilst 157 PCU will be entering the district from the A1301 corridor. 78 and 219 PCU are expected to enter Uttlesford district via the M11 and A11 respectively, with a total volume of 451 PCU travelling southbound along the B184 Walden Road.
- 1.8.2 It would not be appropriate to run the model in lane simulation because, although the entries to the interchange are likely wide enough for two light vehicles to queue side-by-side, the absence of any lane markings provides uncertainty as to how the junction operates. Video footage of the junction would be required to observe how the approaches are used by queuing vehicles for lane simulation to be modelled accurately and effectively.

1.9 NH08 – MODELLING SRN JUNCTIONS

National Highways:

Detailed junction modelling should be carried out to provide a detailed operational assessment of the proposed highway capacity based interventions at M11 J8 and Great Dunmow South and West interchanges. This should include the development of junction capacity models of the Great Dunmow junctions and runs of the Essex CC VISSIM model of M11 J8 to assess the interventions proposed at this location.

Detailed modelling is necessary to determine whether the mitigation is sufficient to accommodate the impact of additional traffic generated by the LP. NH therefore requests that the detailed modelling is carried out as recommended in BN15.

The interventions described by UDC (shown in TN353 Figures 3-7 and 3-8) have already been secured in support of developments coming forward in advance of the proposed LP. Table 2-4 of TN409 describes some very minor additional measures that go beyond those described here. NH request that these measures are subject to detailed modelling to determine whether these are sufficient to accommodate the cumulative impact of the proposed LP.

In light of recent statements to the effect that Government may move towards a position in which LP-compliant planning applications should be approved without further scrutiny, the opportunity to identify and assess the adequacy of mitigation proposals at planning application stage may be curtailed. This makes it all the more important that proposals are assessed at LP adoption stage. Circular 01/2022 paras 29 & 31 refer.

BN15 para 3.36 identifies some areas within the wider group of junctions associated with M11 J8 where there are more significant increases in flows that would warrant more detailed modelling. Furthermore, M11 J8 and Priory Wood have been modelled using the A120-corridor VISUM model, which as noted in (BN15 para 3.21) does not support detailed junction modelling. NH recommends that the M11 J8 VISSIM model should be adopted to provide a detailed assessment.

- 1.9.1 The modelling work undertaken has demonstrated that much of the additional traffic impact caused at M11 Junction 8 is attributable to growth in the Reference Case scenario. Practically, this includes notable background traffic growth as well as significant development at Stansted Airport and at the proposed Northside employment site.
- 1.9.2 By contrast, UDC’s allocation sites have been shown to have a much lesser impact on M11 Junction 8. Therefore, the modelling work undertaken to date is deemed to be proportionate with regards to informing the production of the Local Plan.
- 1.9.3 Notwithstanding this, due to the expected reorganisation of local government in the imminent future, work will commence on generating a further local plan, with the expectation that this subsequent local plan will contain significantly more growth, together with infrastructural investment, than the current emerging local plan. The timescales for delivering the subsequent local plan will be for approximately 2030.
- 1.9.4 There will be a requirement at the subsequent local plan stage for further modelling work to be undertaken to ensure that all of the impacts generated by the strategic sites can be mitigated. Further modelling of M11 Junction 8 should therefore be undertaken during the development of the evidence base to support the subsequent local plan to avoid abortive work.
- 1.9.5 Furthermore, UDC’s housing trajectory estimates that timescale for the delivery of Uttlesford’s largest sites in the current emerging local plan (Takeley and Great Dunmow - circa 2,500 homes between them) would mean that construction would start on site beyond 2030 as set out below:
- Prior to 2030: 0 completions
 - 2030 to 2031: 316 completions
 - 2031 to 2032: 425 completions
 - 2032 to 2033: 423 completions
 - 2033 to 2034: 396 completions
 - 2034 to 2035: 380 completions
 - 2035 to 2036: 366 completions
 - 2036 to 2037: 308 completions
 - 2037 to 2038: 298 completions
 - 2038 to 2039: 298 completions
 - 2039 to 2040: 298 completions
 - 2040 to 2041: 230 completions
- 1.9.6 The above schedule demonstrates that construction of the strategic sites proposed within the current emerging plan are unlikely to start before the subsequent plan is adopted. The traffic impact generated from the modest growth set out in the current emerging plan can therefore be accommodated within a new reference case when modelling the traffic impacts of the subsequent plan.
- 1.9.7 By combining these workstreams, NH can have greater assurance that a solution can be provided at M11 Junction 8 that accommodates all future growth and not simply the relatively small levels of growth set out in this plan period.

1.10 NH09 – MODELLING (STUMP CROSS)

National Highways:

The junction of the B1383 Newmarket Road/B184 Walden Road is situated some 140m to the south-east of the main junction at Stump Cross. This junction should also be modelled to assess the risk of queues of traffic from one junction tailing back to, and interfering with the operation of, the other junction.

BN17 para 3.14 was not a request for a more detailed model but for the third of three closely-associated roundabouts to be included in the model already provided, so that any potential interactions between them could be understood.

- 1.10.1 Further junction capacity assessments at Stump Cross, to include the B1838 Newmarket Road / B184 Walden Road roundabout junction to the immediate southeast, could be undertaken at a later stage. However, the purposes of the transport evidence base to support the Local Plan, it is deemed that the assessment undertaken at Stump Cross is proportionately sufficient to determine the high-level impacts on the Strategic Road Network.

1.11 NH10 – MODELLING (STUMP CROSS)

National Highways:

Further work is required to address the capacity/ queueing issues on the internal dumb-bell link and on the B184 approach to the southern roundabout, at the Stump Cross junction, so as to identify a package of measures to address congestion at the junction as a whole. This should include the third (B1383/B184) roundabout just to the south of the main junction.

19/12/24 – NH would welcome further detailed modelling at J9a Stump Cross. As noted in para 3.27 of BN17, the information provided does not fully address the traffic impacts of the LP and the results provided suggest that the LP could give rise to a severe impact. Para 3.28 requests that further work be carried out to assess internal capacity/ queueing issues within the junction before we can determine whether the mitigation is sufficient.

- 1.11.1 There are not deemed to be any severe traffic impacts (other than those previously identified) on the highway network as a result of Local Plan growth coming forward. The traffic flow diagrams provided in **Appendix C** demonstrate that (except for the southbound offslip) the Local Plan allocation sites only contribute to slight increases in traffic flows at Stump Cross.
- 1.11.2 The Local Plan sites contribute to a 7% increase in traffic levels northbound along the internal dumbbell link in the AM peak. Committed and background growth is expected to generate an additional flow of over 740 PCU along this link during the AM peak, which equates to a circa 71% increase from the base year (with flows adjusted to account for the COVID-19 pandemic).
- 1.11.3 Whilst the ARCADY model does report increased queueing on the northbound dumbbell link following the proposed mitigation at the junction (entry widening at the southbound offslip), this should not be surprising given that the approach to the northern dumbbell is already expected to be over capacity in the Reference Case. The minor impact that the local plan traffic is having on this approach is demonstrated through the change in Ratio of Flow to Capacity (RFC) from 1.06 in the Reference Case to 1.07 in the Local Plan with Mitigation scenario.

- 1.11.4 In total, AM peak traffic flow along the internal dumbbell link is expected to be almost 1,800 PCU and is therefore considered to be operating at link capacity for a single lane road. Given that the two sets supporting columns for the M11 overbridge located close to the kerblines on both sides of the carriageway, there is very little scope for widening without major infrastructural works to the existing bridge.
- 1.11.5 However, given the substantial infrastructural investment required to deliver a solution for the junction, it would be disproportionate for UDC to design and fund a solution when the problems at the junction occur as a result of background and committed traffic growth, most notably significant employment development at Granta Park and the Welcome Genome Campus.
- 1.11.6 It is acknowledged that Local Plan traffic may have an impact at the southbound offslip, with an additional 219 PCU expected to turn left onto the B184 Walden Road. However, it has been demonstrated that this impact can be mitigated through ‘light-touch’ improvements to provide additional junction capacity. Such mitigation is proportionate to the level of development proposed within the plan.
- 1.11.7 A more detailed assessment of Stump Cross and the B184 / B1383 roundabout could be carried out at the planning application stage, or indeed during the development of the subsequent Local Plan, where more detailed work could also identify a suitable mitigation scheme at the interchange.

1.12 NH11 – MODELLING (WEST ESSEX MODEL)

National Highways:

NH request that details of flows from the A120 Local VISUM model and the West Essex Model be provided for A120 between M11 J8 and Dunmow to enable a comparison to be made between the two models.

19/12/24 -Flow comparisons along the A120 between M11 and Dunmow are not included in TN410. NH would like to see this comparison.

- 1.12.1 Further flow comparisons between the West Essex Model and the A120 VISUM Model have been provided in **Appendix D**. The total difference in the volume of traffic between the models is -2% in the AM peak and +3% in the PM peak respectively. Therefore, it can be concluded that the A120 VISUM Model accords well with the West Essex Model.

1.13 NH12 – PROPOSED INTERVENTIONS

National Highways:

Further information is required to demonstrate the engineering feasibility and safety of the proposed capacity interventions/ improvements.

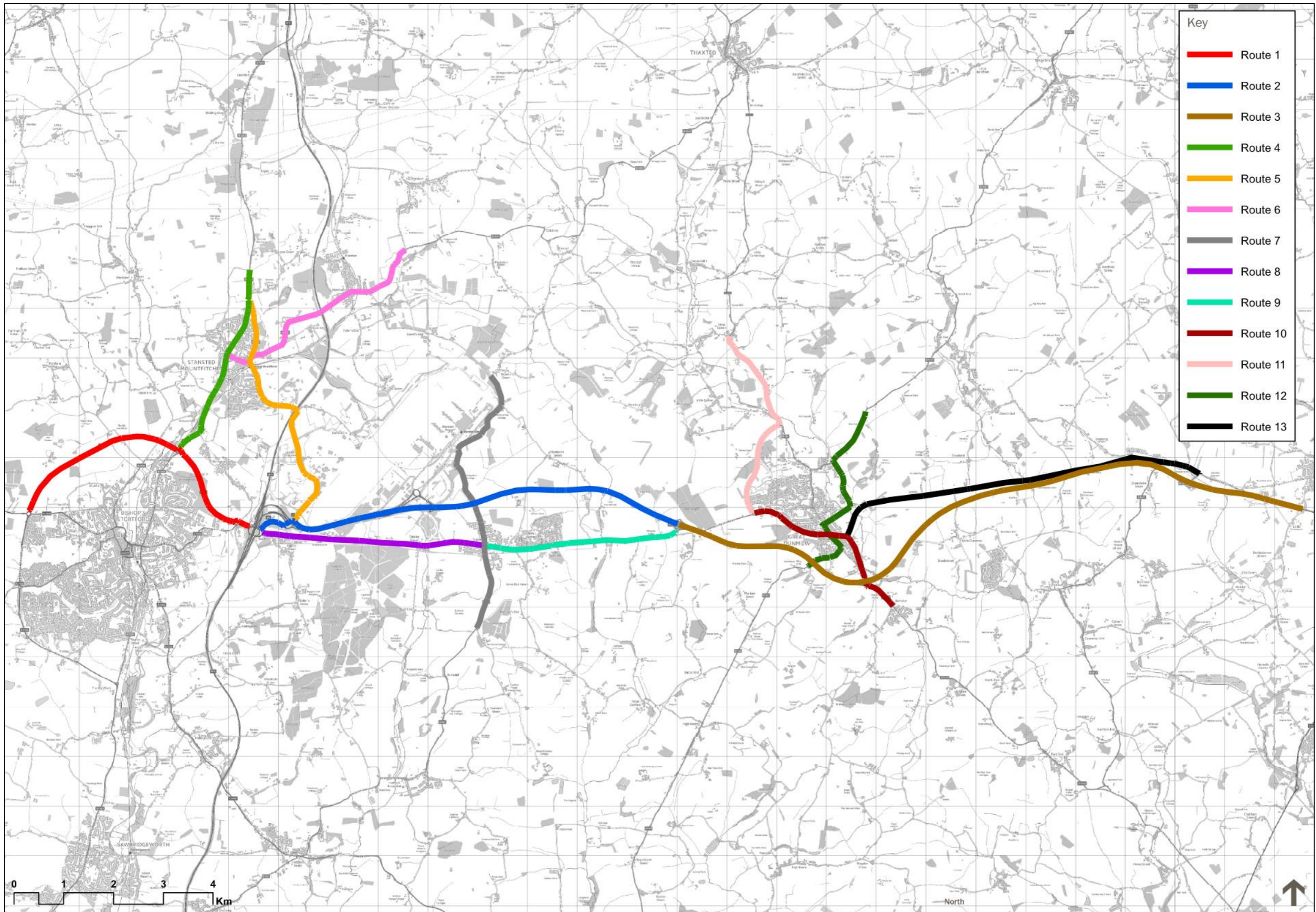
However, NH would request that outline design drawings be provided for review.

- 1.13.1 A desktop review has been undertaken by highways and signals engineers to determine the scope for mitigation at the identified junctions. It has been assumed at this early stage in the process, that all improvements could be delivered within the highway boundary.
- 1.13.2 UDC will commit to providing information with regards to design, safety and feasibility of the proposed capacity interventions as proposals emerge at the relevant planning stage. UDC will include NH in any pre-app discussions as appropriate.



TETRA TECH

Appendix A | Journey Time Routes





TETRA TECH

Appendix B | Junction Delays (all arms)

AM Peak Hour Delay (Seconds)					
Junction	Arm	Base	Ref Case	Local Plan	Mitigation
STANSTED MOUNTFITCHET					
B1383 Cambridge Road / B1351 High Lane / Hornbeam Way	B1383 Cambridge Road (N)	3.6	4.2	4.6	4.7
	B1351 High Lane	4.4	5.9	7.1	7.5
	B1383 Cambridge Road (S)	4.6	4.9	5.0	5.5
	Hornbeam Way	4.3	4.6	4.7	4.9
B1383 Cambridge Road / B1051 Chapel Hill / Bentfield Road	B1383 Cambridge Road	0.4	0.4	0.4	0.7
	B1051 Chapel Hill	26.6	37.7	66.0	90.3
	B1383 Silver Street	5.5	6.6	7.5	6.8
	Bentfield Road	4.8	6.1	7.2	8.1
B1051 Grove Hill Shuttle Signals / Private Access	B1051 Grove Hill (S)	25.4	34.9	29.3	43.3
	Private Access	32.7	33.3	35.2	41.8
	B1051 Grove Hill (N)	36.1	46.0	139.3	40.1
B1051 Lower Street / B1351 Lower Street / B1051 Grove Hill	B1051 Lower Street	0.0	0.0	0.0	0.0
	B1351 Lower Street	13.8	27.0	47.9	60.4
	B1051 Grove Hill	0.2	0.4	0.6	0.8
B1051 Lower Street / Mountfitchet Castle Street / Church Road / B1051 Chapel Hill	B1051 Lower Street	16.2	48.4	69.8	97.3
	Mountfitchet Castle Street	11.1	14.9	16.2	16.9
	Church Road	16.5	35.7	55.6	71.4
	B1051 Chapel Hill	16.5	29.8	60.3	89.7
B1383 Stansted Road / Gipsy Lane / B1383 Pines Hill	B1383 Stansted Road	0.0	0.0	0.0	12.3
	Gipsy Lane	67.2	2109.8	3007.7	38.5
	B1383 Pines Hill	1.9	2.7	2.7	22.7
B1383 Stansted Road / Forest Hall Road	B1383 Stansted Road (N)	0.0	0.0	0.0	0.0
	Forest Hall Road	10.5	27.2	43.0	65.9
	B1383 Stansted Road (S)	2.2	3.3	3.5	4.5

Difference in Delay		
Ref Case - Base	Local Plan - Ref Case	Mitigation - Ref Case
STANSTED MOUNTFITCHET		
0.6	0.4	0.5
1.5	1.2	1.6
0.3	0.1	0.6
0.3	0.1	0.3
0.0	0.0	0.3
11.1	28.3	52.6
1.1	0.9	0.2
1.3	1.1	2.0
9.5	-5.6	8.4
0.6	1.9	8.5
9.9	93.3	-5.9
0.0	0.0	0.0
13.2	20.9	33.4
0.2	0.2	0.4
32.2	21.4	48.9
3.8	1.3	2.0
19.2	19.9	35.7
13.3	30.5	59.9
0.0	0.0	12.3
2042.6	897.9	-2071.3
0.8	0.0	20.0
0.0	0.0	0.0
16.7	15.8	38.7
1.1	0.2	1.2

PM Peak Hour Delay (Seconds)					
Junction	Arm	Base	Ref Case	Local Plan	Mitigation
STANSTED MOUNTFITCHET					
B1383 Cambridge Road / B1351 High Lane / Hornbeam Way	B1383 Cambridge Road (N)	3.3	3.7	3.8	3.8
	B1351 High Lane	4.2	5.0	6.1	6.3
	B1383 Cambridge Road (S)	4.7	5.5	6.1	6.0
	Hornbeam Way	4.1	4.6	5.0	4.9
B1383 Cambridge Road / B1051 Chapel Hill / Bentfield Road	B1383 Cambridge Road	0.7	0.5	0.6	0.6
	B1051 Chapel Hill	19.4	32.0	37.5	38.7
	B1383 Silver Street	4.8	4.6	5.3	4.8
	Bentfield Road	5.2	6.9	7.9	7.9
B1051 Grove Hill Shuttle Signals / Private Access	B1051 Grove Hill (S)	21.2	32.8	32.7	51.3
	Private Access	33.5	34.3	33.4	33.4
	B1051 Grove Hill (N)	36.4	57.3	92.2	44.5
B1051 Lower Street / B1351 Lower Street / B1051 Grove Hill	B1051 Lower Street	0.0	0.0	0.0	0.0
	B1351 Lower Street	11.1	28.5	50.8	69.9
	B1051 Grove Hill	0.5	0.8	1.1	1.2
B1051 Lower Street / Mountfitchet Castle Street / Church Road / B1051 Chapel Hill	B1051 Lower Street	10.1	13.0	14.0	16.8
	Mountfitchet Castle Street	9.6	11.5	11.8	13.0
	Church Road	12.5	48.4	75.5	77.7
	B1051 Chapel Hill	25.4	72.2	92.1	96.7
B1383 Stansted Road / Gipsy Lane / B1383 Pines Hill	B1383 Stansted Road	0.0	0.0	0.0	13.5
	Gipsy Lane	28.9	174.4	331.2	44.1
	B1383 Pines Hill	1.0	1.1	1.2	17.1
B1383 Stansted Road / Forest Hall Road	B1383 Stansted Road (N)	0.0	0.0	0.0	0.0
	Forest Hall Road	8.3	21.3	28.5	43.4
	B1383 Stansted Road (S)	2.0	4.5	4.4	6.5

Difference in Delay		
Ref Case - Base	Local Plan - Ref Case	Mitigation - Ref Case
STANSTED MOUNTFITCHET		
0.4	0.1	0.1
0.8	1.1	1.3
0.8	0.6	0.5
0.5	0.4	0.3
-0.2	0.1	0.1
12.6	5.5	6.7
-0.2	0.7	0.2
1.7	1.0	1.0
11.6	-0.1	18.5
0.8	-0.9	-0.9
20.9	34.9	-12.8
0.0	0.0	0.0
17.4	22.3	41.4
0.3	0.3	0.4
2.9	1.0	3.8
1.9	0.3	1.5
35.9	27.1	29.3
46.8	19.9	24.5
0.0	0.0	13.5
145.5	156.8	-130.3
0.1	0.1	16.0
0.0	0.0	0.0
13.0	7.2	22.1
2.5	-0.1	2.0

B1383 Stansted Road / Birchanger Lane	B1383 Stansted Road (N)	0.0	0.0	0.0	0.0
	Birchanger Lane	23.5	37.4	51.6	74.6
	B1383 Stansted Road (S)	0.3	0.4	0.4	0.4
A120 / B1383 Stansted Road	B1383 Stansted Road (N)	16.9	15.9	18.6	22.6
	A120 (E)	70.0	78.2	127.5	108.2
	B1383 Stansted Road (S)	9.3	8.3	8.5	8.6
	A120 (W)	106.3	106.0	110.2	108.3
Church Road / Walson Way	Church Road (S)	1.8	2.2	2.4	2.4
	Walson Way	11.1	17.8	28.9	33.9
	Church Road (N)	6.6	8.7	11.4	13.1
Church Road / Forest Hall Road	Church Road (S)	0.0	0.0	0.0	0.0
	Forest Hall Road	13.7	17.8	28.0	31.9
	Church Road (N)	0.6	0.6	0.4	0.5
Bury Lodge Lane / Church Road	Bury Lodge Lane (S)	0.0	0.0	0.0	0.0
	Church Road	5.9	10.1	33.9	32.4
	Bury Lodge Lane (N)	2.9	5.8	8.0	7.4
M11 JUNCTION 8 COMPLEX					
A120 / A1250 Dunmow Road / Birchanger Lane	A120 (E)	32.1	60.9	57.9	145.3
	A1250 Dunmow Road	6.2	92.9	164.8	135.9
	A120 (W)	4.3	73.1	83.0	134.2
	Birchanger Lane	7.1	114.0	138.5	153.1

0.0	0.0	0.0
13.9	14.2	37.2
0.1	0.0	0.0
-1.0	2.7	6.7
8.2	49.3	30.0
-1.0	0.2	0.3
-0.3	4.2	2.3
0.4	0.2	0.2
6.7	11.1	16.1
2.1	2.7	4.4
0.0	0.0	0.0
4.1	10.2	14.1
0.0	-0.2	-0.1
0.0	0.0	0.0
4.2	23.8	22.3
2.9	2.2	1.6

28.8	-3.0	84.4
86.7	71.9	43.0
68.8	9.9	61.1
106.9	24.5	39.1

B1383 Stansted Road / Birchanger Lane	B1383 Stansted Road (N)	0.0	0.0	0.0	0.0
	Birchanger Lane	14.7	21.4	25.3	30.9
	B1383 Stansted Road (S)	0.4	0.6	0.9	0.7
A120 / B1383 Stansted Road	B1383 Stansted Road (N)	10.1	9.8	10.2	10.2
	A120 (E)	12.4	56.6	73.5	131.7
	B1383 Stansted Road (S)	8.8	6.7	6.9	6.8
	A120 (W)	32.6	52.5	46.9	41.4
Church Road / Walson Way	Church Road (S)	1.8	2.0	2.2	2.2
	Walson Way	11.0	22.4	33.9	44.6
	Church Road (N)	5.8	6.7	7.6	8.1
Church Road / Forest Hall Road	Church Road (S)	0.0	0.0	0.0	0.0
	Forest Hall Road	13.9	24.4	39.3	56.7
	Church Road (N)	0.3	0.2	0.1	0.1
Bury Lodge Lane / Church Road	Bury Lodge Lane (S)	0.0	0.0	0.0	0.0
	Church Road	5.6	8.0	10.8	11.2
	Bury Lodge Lane (N)	4.1	4.4	4.6	4.3
M11 JUNCTION 8 COMPLEX					
A120 / A1250 Dunmow Road / Birchanger Lane	A120 (E)	14.9	45.1	42.9	42.0
	A1250 Dunmow Road	8.0	87.0	148.4	98.6
	A120 (W)	4.1	89.9	99.2	115.1
	Birchanger Lane	6.1	88.5	127.2	106.7

0.0	0.0	0.0
6.7	3.9	9.5
0.2	0.3	0.1
-0.3	0.4	0.4
44.2	16.9	75.1
-2.1	0.2	0.1
19.9	-5.6	-11.1
0.2	0.2	0.2
11.4	11.5	22.2
0.9	0.9	1.4
0.0	0.0	0.0
10.5	14.9	32.3
-0.1	-0.1	-0.1
0.0	0.0	0.0
2.4	2.8	3.2
0.3	0.2	-0.1

30.2	-2.2	-3.1
79.0	61.4	11.6
85.8	9.3	25.2
82.4	38.7	18.2

M11 Junction 8	M11 Southbound Offslip	19.0	19.7	51.8	21.4
	M11 Overbridge (N)	22.8	26.3	62.4	48.8
	A120 (E)	21.4	46.0	71.7	40.4
	Circulatory North East	14.9	15.2	26.4	20.6
	B1256 Dunmow Road	28.3	15.5	15.4	15.5
	Circulatory East	7.2	16.2	22.4	17.7
	Circulatory South	10.7	13.6	8.5	12.4
	Circulatory Cut-through	35.0	34.2	75.9	45.5
	M11 Northbound Offslip	27.1	25.8	26.4	26.1
	M11 Overbridge (S)	12.9	15.4	16.9	18.9
	Birchangher Services	27.2	52.9	54.0	54.0
	Circulatory West	8.1	6.4	6.7	6.8
	A120 (W)	27.8	12.6	15.0	13.9
	Circulatory North West	14.3	35.4	39.3	60.0
B1256 Dunmow Road / Tilekiln Green	B1256 Dunmow Road (E)	0.0	0.0	0.0	14.9
	Tilekiln Green	33.2	234.5	1690.9	41.9
	B1256 Dunmow Road (W)	2.8	4.4	3.2	9.9
Priory Wood Roundabout	M11 Offslip	0.0	0.0	0.0	0.0
	Circulatory North	0.0	0.0	0.0	0.0
	Round Coppice Way	5.0	21.4	23.2	24.0
	Circulatory East	0.0	10.8	10.7	11.3
	A120 Westbound Offslip	2.7	19.1	33.6	33.7
	Circulatory South	0.0	18.1	18.1	19.2
	A120 (W)	3.8	14.1	10.4	11.3
Circulatory West	0.0	19.8	24.3	25.2	
Round Coppice Road / Long Border Road	Round Coppice Road (N)	4.3	4.8	5.4	5.7
	Long Border Road	2.9	3.7	4.8	5.1
	Round Coppice Road (S)	3.0	4.4	4.6	4.8

0.7	32.1	1.7
3.5	36.1	22.5
24.6	25.7	-5.6
0.3	11.2	5.4
-12.8	-0.1	0.0
9.0	6.2	1.5
2.9	-5.1	-1.2
-0.8	41.7	11.3
-1.3	0.6	0.3
2.5	1.5	3.5
25.7	1.1	1.1
-1.7	0.3	0.4
-15.2	2.4	1.3
21.1	3.9	24.6
0.0	0.0	14.9
201.3	1456.4	-192.6
1.6	-1.2	5.5
0.0	0.0	0.0
0.0	0.0	0.0
16.4	1.8	2.6
10.8	-0.1	0.5
16.4	14.5	14.6
18.1	0.0	1.1
10.3	-3.7	-2.8
19.8	4.5	5.4
0.5	0.6	0.9
0.8	1.1	1.4
1.4	0.2	0.4

M11 Junction 8	M11 Southbound Offslip	16.3	119.8	123.5	137.0
	M11 Overbridge (N)	41.9	74.9	112.2	114.1
	A120 (E)	7.3	12.2	13.1	13.0
	Circulatory North East	29.6	20.9	21.8	21.9
	B1256 Dunmow Road	26.1	20.9	25.6	25.6
	Circulatory East	6.7	9.0	9.3	9.2
	Circulatory South	8.9	10.2	9.7	9.6
	Circulatory Cut-through	47.7	37.9	54.6	53.6
	M11 Northbound Offslip	27.2	24.0	22.6	22.6
	M11 Overbridge (S)	11.5	13.6	17.9	17.2
	Birchangher Services	25.9	48.8	49.3	49.3
	Circulatory West	7.5	5.4	5.6	5.6
	A120 (W)	36.2	19.4	21.8	20.6
	Circulatory North West	13.8	25.3	25.5	25.8
B1256 Dunmow Road / Tilekiln Green	B1256 Dunmow Road (E)	0.0	0.0	0.0	16.8
	Tilekiln Green	18.8	39.6	153.6	39.8
	B1256 Dunmow Road (W)	1.8	2.4	2.6	8.8
Priory Wood Roundabout	M11 Offslip	1.7	0.0	2.1	2.1
	Circulatory North	0.0	0.0	0.0	0.0
	Round Coppice Way	7.8	25.1	34.9	30.2
	Circulatory East	0.0	25.1	23.8	34.8
	A120 Westbound Offslip	2.3	10.4	11.5	10.7
	Circulatory South	0.0	18.9	18.9	19.5
	A120 (W)	4.0	13.9	14.9	14.6
Circulatory West	0.0	20.9	21.4	21.4	
Round Coppice Road / Long Border Road	Round Coppice Road (N)	4.8	5.2	5.5	5.8
	Long Border Road	3.5	4.2	3.8	4.5
	Round Coppice Road (S)	2.7	3.6	3.9	3.8

103.5	3.7	17.2
33.0	37.3	39.2
4.9	0.9	0.8
-8.7	0.9	1.0
-5.2	4.7	4.7
2.3	0.3	0.2
1.3	-0.5	-0.6
-9.8	16.7	15.7
-3.2	-1.4	-1.4
2.1	4.3	3.6
22.9	0.5	0.5
-2.1	0.2	0.2
-16.8	2.4	1.2
11.5	0.2	0.5
0.0	0.0	16.8
20.8	114.0	0.2
0.6	0.2	6.4
-1.7	2.1	2.1
0.0	0.0	0.0
17.3	9.8	5.1
25.1	-1.3	9.7
8.1	1.1	0.3
18.9	0.0	0.6
9.9	1.0	0.7
20.9	0.5	0.5
0.4	0.3	0.6
0.7	-0.4	0.3
0.9	0.3	0.2

ELSENHAM					
Station Road / New Road / Old / Mead Road	Station Road	0.0	0.0	0.0	0.0
	New Road	11.7	14.7	16.7	16.7
	Old Mead Road	1.5	1.4	1.2	1.2
B1051 Stansted Road / Station Road / B1051 High Street / Robin Hood Road	B1051 Stansted Road	7.6	9.0	10.2	11.1
	Station Road	9.4	12.2	15.8	17.2
	B1051 High Street	7.7	14.0	15.1	18.3
	Robin Hood Road	5.9	7.2	7.2	7.7
B1051 Henham Road / Hall Road	B1051 Henham Road (E)	0.0	0.0	0.0	0.0
	Hall Road	9.4	16.0	19.2	19.8
	B1051 Henham Road (W)	5.3	7.5	14.5	16.6
TAKLEY AND STANSTED AIRPORT					
Hall Road / Mole Hill Green	Hall Road (N)	0.0	0.0	0.0	0.0
	Mole Hill Green	7.7	12.9	44.2	23.6
	Hall Road (S)	0.7	0.7	0.6	0.5
Hall Road / Bambers Green Road	Hall Road (N)	0.0	0.0	0.0	0.0
	Bamber Green Road	8.4	13.6	26.6	32.6
	Hall Road (S)	0.1	0.1	0.1	0.1
Parsonage Road RBt	N	11.3	23.9	87.9	35.1
	S	11.7	6.6	7.6	24.6
	W	7.8	5.4	7.5	42.3
Coopers End Roundabout	Terminal Road South	2.8	3.4	3.7	3.8
	Parsonage Road	7.3	16.7	25.3	34.8
	Thremhall Avenue	4.6	7.0	10.4	11.4
	Coopers End Road	2.4	2.7	2.9	2.9

0.0	0.0	0.0
3.0	2.0	2.0
-0.1	-0.2	-0.2
1.4	1.2	2.1
2.8	3.6	5.0
6.3	1.1	4.3
1.3	0.0	0.5
0.0	0.0	0.0
6.6	3.2	3.8
2.2	7.0	9.1

0.0	0.0	0.0
5.2	31.3	10.7
0.0	-0.1	-0.2
0.0	0.0	0.0
5.2	13.0	19.0
0.0	0.0	0.0
12.6	64.0	11.2
-5.1	1.0	18.0
-2.4	2.1	36.9
0.6	0.3	0.4
9.4	8.6	18.1
2.4	3.4	4.4
0.3	0.2	0.2

ELSENHAM					
Station Road / New Road / Old / Mead Road	Station Road	0.0	0.0	0.0	0.0
	New Road	10.2	13.3	14.0	14.0
	Old Mead Road	0.6	0.5	0.5	0.5
B1051 Stansted Road / Station Road / B1051 High Street / Robin Hood Road	B1051 Stansted Road	7.7	12.9	13.0	12.6
	Station Road	7.5	12.7	13.6	13.0
	B1051 High Street	6.6	9.1	10.8	12.0
	Robin Hood Road	5.2	5.9	6.2	6.5
B1051 Henham Road / Hall Road	B1051 Henham Road (E)	0.0	0.0	0.0	0.0
	Hall Road	9.0	18.0	25.0	25.9
	B1051 Henham Road (W)	3.3	5.4	5.1	4.7
TAKLEY AND STANSTED AIRPORT					
Hall Road / Mole Hill Green	Hall Road (N)	0.0	0.0	0.0	0.0
	Mole Hill Green	6.7	12.0	17.5	17.6
	Hall Road (S)	1.2	0.9	1.0	0.8
Hall Road / Bambers Green Road	Hall Road (N)	0.0	0.0	0.0	0.0
	Bamber Green Road	7.5	11.1	15.3	15.8
	Hall Road (S)	0.0	0.0	0.0	0.1
Parsonage Road RBt	N	8.2	10.3	13.2	33.4
	S	11.0	6.2	7.1	25.0
	W	7.8	6.0	7.2	38.8
Coopers End Roundabout	Terminal Road South	3.2	4.9	5.2	5.0
	Parsonage Road	7.2	19.4	38.3	38.8
	Thremhall Avenue	4.4	6.8	7.7	7.1
	Coopers End Road	2.5	2.9	3.1	3.0

0.0	0.0	0.0
3.1	0.7	0.7
-0.1	0.0	0.0
5.2	0.1	-0.3
5.2	0.9	0.3
2.5	1.7	2.9
0.7	0.3	0.6
0.0	0.0	0.0
9.0	7.0	7.9
2.1	-0.3	-0.7

0.0	0.0	0.0
5.3	5.5	5.6
-0.3	0.1	-0.1
0.0	0.0	0.0
3.6	4.2	4.7
0.0	0.0	0.1
2.1	2.9	23.1
-4.8	0.9	18.8
-1.8	1.2	32.8
1.7	0.3	0.1
12.2	18.9	19.4
2.4	0.9	0.3
0.4	0.2	0.1

Bassingbourn Road / Coopers End Road / Long Border Road	Bassingbourn Road (N)	29.3	21.0	30.7	30.8
	Coopers End Road	15.0	21.8	17.6	17.8
	Bassingbourn Road (S)	29.4	24.7	40.1	40.1
	Long Border Road	15.3	24.1	16.8	17.1
Bassingbourn Roundabout	Thremhall Avenue	2.6	3.3	3.1	3.2
		2.2	2.7	2.7	2.7
	A120	2.4	3.5	3.6	3.7
	Bassingbourn Road	2.7	3.3	3.6	3.7
Car Park Roundabout		1.9	2.1	2.2	2.3
		2.0	2.2	2.2	2.3
		3.4	4.4	5.2	5.3
	Southgate Road	3.6	4.2	4.6	4.6
A120	A120 Westbound Offslip	2.4	3.0	3.4	3.5
	Access Road	0.0	0.0	0.0	0.0
B1256 Dunmow Road / Bush End	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	Bush End	11.3	13.8	17.8	15.7
	B1256 Dunmow Road (W)	2.2	2.5	2.1	2.5
Four Ashes Junction	Parsonage Road	75.0	92.6	106.8	192.5
	B1256 Dunmow Road (E)	52.4	92.3	250.4	204.8
	Station Road	49.4	78.5	218.2	135.0
	B1256 Dunmow Road (W)	38.3	58.2	65.7	244.5
B1256 Dunmow Road / Smiths Green	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Smiths Green	12.8	16.7	24.3	0.0
	B1256 Dunmow Road (E)	0.3	0.3	0.2	0.0
B1256 Dunmow Road / Bambers Green Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Bambers Green Road	7.5	9.0	132.3	189.3
	B1256 Dunmow Road (E)	0.1	0.2	0.1	0.1

-8.3	9.7	9.8
6.8	-4.2	-4.0
-4.7	15.4	15.4
8.8	-7.3	-7.0
0.7	-0.2	-0.1
0.5	0.0	0.0
1.1	0.1	0.2
0.6	0.3	0.4
0.2	0.1	0.2
0.2	0.0	0.1
1.0	0.8	0.9
0.6	0.4	0.4
0.6	0.4	0.5
0.0	0.0	0.0
0.0	0.0	0.0
2.5	4.0	1.9
0.3	-0.4	0.0
17.6	14.2	99.9
39.9	158.1	112.5
29.1	139.7	56.5
19.9	7.5	186.3
0.0	0.0	0.0
3.9	7.6	-16.7
0.0	-0.1	-0.3
0.0	0.0	0.0
1.5	123.3	180.3
0.1	-0.1	-0.1

Bassingbourn Road / Coopers End Road / Long Border Road	Bassingbourn Road (N)	26.5	29.7	29.8	29.7
	Coopers End Road	18.4	19.1	19.0	19.0
	Bassingbourn Road (S)	27.3	26.7	27.3	27.5
	Long Border Road	19.0	20.8	23.7	22.0
Bassingbourn Roundabout	Thremhall Avenue	3.0	4.4	4.8	4.7
		2.1	2.8	3.0	2.9
	A120	2.2	3.0	3.1	3.0
	Bassingbourn Road	3.3	4.9	5.7	5.0
Car Park Roundabout		2.1	2.5	2.8	2.8
		2.2	2.5	2.7	2.7
		2.7	3.5	3.9	3.8
	Southgate Road	3.4	3.9	4.2	4.1
A120	A120 Westbound Offslip	2.0	2.4	2.6	2.6
	Access Road	0.0	0.0	0.0	0.0
B1256 Dunmow Road / Bush End	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	Bush End	12.0	15.0	21.9	22.0
	B1256 Dunmow Road (W)	1.0	0.8	0.6	0.6
Four Ashes Junction	Parsonage Road	84.2	81.6	117.2	103.4
	B1256 Dunmow Road (E)	41.7	55.0	76.9	80.1
	Station Road	48.5	68.0	158.1	108.3
	B1256 Dunmow Road (W)	34.5	52.2	112.8	126.9
B1256 Dunmow Road / Smiths Green	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Smiths Green	12.3	17.7	20.3	0.0
	B1256 Dunmow Road (E)	0.3	0.5	0.2	0.0
B1256 Dunmow Road / Bambers Green Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Bambers Green Road	8.4	10.7	27.9	28.4
	B1256 Dunmow Road (E)	0.3	0.0	0.1	0.1

3.2	0.1	0.0
0.7	-0.1	-0.1
-0.6	0.6	0.8
1.8	2.9	1.2
1.4	0.4	0.3
0.7	0.2	0.1
0.8	0.1	0.0
1.6	0.8	0.1
0.4	0.3	0.3
0.3	0.2	0.2
0.8	0.4	0.3
0.5	0.3	0.2
0.4	0.2	0.2
0.0	0.0	0.0
0.0	0.0	0.0
3.0	6.9	7.0
-0.2	-0.2	-0.2
-2.6	35.6	21.8
13.3	21.9	25.1
19.5	90.1	40.3
17.7	60.6	74.7
0.0	0.0	0.0
5.4	2.6	-17.7
0.2	-0.3	-0.5
0.0	0.0	0.0
2.3	17.2	17.7
-0.3	0.1	0.1

GREAT DUNMOW					
Dunmow West Interchange	B1256 Overbridge (SB)	2.4	4.0	4.0	4.3
	A120 Westbound Offslip	3.6	5.8	6.8	8.8
	B1256 Stortford Road	4.5	8.0	36.1	48.8
	A120 Eastbound Offslip	3.7	21.8	19.3	21.7
	Highwood Quarry Access Road	4.0	6.5	9.2	9.8
	B1256 (E)	5.3	5.9	6.4	7.0
	B1256 Overbridge (NB)	3.4	10.9	17.1	16.8
	B1256 (EB)	5.1	8.0	11.5	12.3
	B1256 (WB)	5.8	31.3	188.8	19.2
B1256 Stortford Road / Blackwater Drive	B1256 Stortford Road (W)	41.1	8.5	13.6	11.0
	Blackwater Drive	-	17.4	70.8	26.1
	B1256 Stortford Road (E)	171.0	29.3	92.0	11.2
B1256 Stortford Road / B184 Woodside Way	B1256 Stortford Road (W)	7.8	33.0	103.4	11.9
	B184 Woodside Way	3.9	6.6	7.7	8.3
	B1256 Stortford Road (E)	4.6	9.0	10.4	11.0
	Development Access	-	39.2	55.3	62.1
B184 Woodside Way / Woodlands Park Drive (S)	B184 Woodside Way (N)	4.3	8.0	9.2	9.8
	Woodlands Park Drive	5.6	8.2	9.2	9.5
	Tesco Access	8.4	15.0	18.5	19.4
	B184 Woodside Way (S)	2.3	3.1	3.3	3.2
B184 Woodside Way / Woodlands Park Drive (N)	B184 Woodside Way (N)	0.0	0.0	0.0	0.0
	Woodlands Park Drive	9.7	30.9	48.3	45.5
	B184 Woodside Way (S)	0.8	2.1	2.0	2.4
B184 Woodside Way / Loverose Way	B184 Woodside Way (N)	0.0	0.0	0.0	0.0
	Loverose Way	6.1	22.9	41.8	34.7
	B184 Woodside Way (S)	0.1	0.1	0.1	0.1

1.6	0.0	0.3
2.2	1.0	3.0
3.5	28.1	40.8
18.1	-2.5	-0.1
2.5	2.7	3.3
0.6	0.5	1.1
7.5	6.2	5.9
2.9	3.5	4.3
25.5	157.5	-12.1
-32.6	5.1	2.5
-	53.4	8.7
-141.7	62.7	-18.1
25.2	70.4	-21.1
2.7	1.1	1.7
4.4	1.4	2.0
-	16.1	22.9
3.7	1.2	1.8
2.6	1.0	1.3
6.6	3.5	4.4
0.8	0.2	0.1
0.0	0.0	0.0
21.2	17.4	14.6
1.3	-0.1	0.3
0.0	0.0	0.0
16.8	18.9	11.8
0.0	0.0	0.0

GREAT DUNMOW					
Dunmow West Interchange	B1256 Overbridge (SB)	2.0	2.7	2.9	3.0
	A120 Westbound Offslip	2.7	3.6	4.3	4.4
	B1256 Stortford Road	3.8	6.1	8.7	8.7
	A120 Eastbound Offslip	4.9	22.2	44.5	24.1
	Highwood Quarry Access Road	4.4	7.0	8.2	9.5
	B1256 (E)	4.2	4.8	2.6	6.1
	B1256 Overbridge (NB)	3.3	15.4	16.2	25.9
	B1256 (EB)	6.6	14.6	19.2	40.5
	B1256 (WB)	5.1	11.5	16.0	8.7
B1256 Stortford Road / Blackwater Drive	B1256 Stortford Road (W)	78.4	15.5	15.6	36.7
	Blackwater Drive	-	14.4	13.8	27.3
	B1256 Stortford Road (E)	54.2	9.5	10.4	7.1
B1256 Stortford Road / B184 Woodside Way	B1256 Stortford Road (W)	11.7	152.0	182.0	17.3
	B184 Woodside Way	3.7	5.9	6.6	9.9
	B1256 Stortford Road (E)	4.3	8.7	5.6	10.4
	Development Access	-	19.9	22.4	22.3
B184 Woodside Way / Woodlands Park Drive (S)	B184 Woodside Way (N)	3.9	6.3	7.1	6.9
	Woodlands Park Drive	4.7	6.3	6.9	6.7
	Tesco Access	9.4	29.0	54.0	48.4
	B184 Woodside Way (S)	2.6	3.6	3.7	3.8
B184 Woodside Way / Woodlands Park Drive (N)	B184 Woodside Way (N)	0.0	0.0	0.0	0.0
	Woodlands Park Drive	8.9	20.7	31.4	28.5
	B184 Woodside Way (S)	1.3	6.1	7.0	6.5
B184 Woodside Way / Loverose Way	B184 Woodside Way (N)	0.0	0.0	0.0	0.0
	Loverose Way	5.8	14.8	19.9	19.6
	B184 Woodside Way (S)	0.1	0.1	0.1	0.1

0.7	0.2	0.3
0.9	0.7	0.8
2.3	2.6	2.6
17.3	22.3	1.9
2.6	1.2	2.5
0.6	-2.2	1.3
12.1	0.8	10.5
8.0	4.6	25.9
6.4	4.5	-2.8
-62.9	0.1	21.2
-	-0.6	12.9
-44.7	0.9	-2.4
140.3	30.0	-134.7
2.2	0.7	4.0
4.4	-3.1	1.7
-	2.5	2.4
2.4	0.8	0.6
1.6	0.6	0.4
19.6	25.0	19.4
1.0	0.1	0.2
0.0	0.0	0.0
11.8	10.7	7.8
4.8	0.9	0.4
0.0	0.0	0.0
9.0	5.1	4.8
0.0	0.0	0.0

B184 Dunmow Road / B1008 Dunmow Road / B184 Woodside Way	B184 Dunmow Road	4.3	5.6	5.9	6.0
	B1008 Dunmow Road	3.6	4.5	5.4	5.8
	B184 Woodside Way	7.7	15.2	22.6	18.1
B184 Dunmow Road / Mill End	B184 Dunmow Road (S)	0.0	0.0	0.0	0.0
	Mill End	13.6	31.5	40.6	36.2
	B184 Dunmow Road (N)	0.0	0.1	0.1	0.1
B1008 Beaumont Hill / B1057 Lime Tree Hill / B1008 The Causeway	B1008 Beaumont Hill	0.0	0.0	0.0	29.7
	B1057 Lime Tree Hill	32.9	81.8	286.4	30.0
	B1008 The Causeway	2.3	3.0	2.7	26.5
B1008 The Causeway / B1008 North Street / The Downs	B1008 The Causeway	6.8	8.9	9.9	12.7
	B1008 North Street	8.9	12.8	13.7	13.0
	The Downs	8.7	11.9	15.6	13.5
Stortford Road / Rosemary Lane	Stortford Road (W)	7.3	10.8	15.5	12.9
	Rosemary Lane	11.1	19.0	31.7	36.0
	Stortford Road (E)	8.1	8.4	13.7	10.4
B1256 Stortford Road / Stortford Road / B1256 Dunmow Bypass	B1256 Stortford Road	4.6	7.0	8.3	8.2
	Stortford Road	5.9	7.4	10.8	9.7
	B1256 Dunmow Bypass	4.3	7.7	8.7	7.6
	Development Access	-	13.4	16.5	14.9
Stortford Road / B1008 Market Place / B1008 High Street	Stortford Road	0.0	0.0	0.0	0.0
	B1008 Market Place	15.1	15.8	23.6	20.7
	B1008 High Street	5.5	9.0	6.6	7.1
B1008 High Street / White Hart Way	B1008 High Street (N)	19.0	38.6	27.4	38.7
	White Hart Way	62.2	60.7	101.8	59.1
	B1008 High Street (S)	45.5	21.9	42.0	31.9
B1008 High Street / Braintree Road	B1008 High Street (N)	5.3	6.0	6.1	6.6
	Braintree Road	11.8	30.3	87.3	22.1
	B1008 High Street (S)	5.9	5.6	6.4	5.9

1.3	0.3	0.4
0.9	0.9	1.3
7.5	7.4	2.9
0.0	0.0	0.0
17.9	9.1	4.7
0.1	0.0	0.0
0.0	0.0	29.7
48.9	204.6	-51.8
0.7	-0.3	23.5
2.1	1.0	3.8
3.9	0.9	0.2
3.2	3.7	1.6
3.5	4.7	2.1
7.9	12.7	17.0
0.3	5.3	2.0
2.4	1.3	1.2
1.5	3.4	2.3
3.4	1.0	-0.1
-	3.1	1.5
0.0	0.0	0.0
0.7	7.8	4.9
3.5	-2.4	-1.9
19.6	-11.2	0.1
-1.5	41.1	-1.6
-23.6	20.1	10.0
0.7	0.1	0.6
18.5	57.0	-8.2
-0.3	0.8	0.3

B184 Dunmow Road / B1008 Dunmow Road / B184 Woodside Way	B184 Dunmow Road	3.9	5.3	5.6	5.7
	B1008 Dunmow Road	3.2	4.3	4.6	4.7
	B184 Woodside Way	7.7	11.9	12.8	15.2
B184 Dunmow Road / Mill End	B184 Dunmow Road (S)	0.0	0.0	0.0	0.0
	Mill End	10.4	20.8	25.5	23.4
	B184 Dunmow Road (N)	0.1	0.1	0.1	0.1
B1008 Beaumont Hill / B1057 Lime Tree Hill / B1008 The Causeway	B1008 Beaumont Hill	0.0	0.0	0.0	25.9
	B1057 Lime Tree Hill	18.6	33.3	103.8	30.6
	B1008 The Causeway	3.9	2.5	4.1	21.4
B1008 The Causeway / B1008 North Street / The Downs	B1008 The Causeway	5.6	6.7	6.7	7.6
	B1008 North Street	7.9	10.9	16.4	13.9
	The Downs	9.5	11.3	16.0	14.9
Stortford Road / Rosemary Lane	Stortford Road (W)	7.7	8.5	10.6	10.5
	Rosemary Lane	9.5	12.8	24.8	24.1
	Stortford Road (E)	6.9	8.1	11.0	9.1
B1256 Stortford Road / Stortford Road / B1256 Dunmow Bypass	B1256 Stortford Road	5.0	6.2	7.3	7.7
	Stortford Road	5.2	7.1	9.3	8.6
	B1256 Dunmow Bypass	4.3	7.8	9.5	8.2
	Development Access	-	9.5	11.2	10.2
Stortford Road / B1008 Market Place / B1008 High Street	Stortford Road	0.0	0.0	0.0	0.0
	B1008 Market Place	14.5	12.4	59.3	32.1
	B1008 High Street	5.4	7.2	10.4	7.9
B1008 High Street / White Hart Way	B1008 High Street (N)	20.8	29.5	24.5	37.0
	White Hart Way	57.4	69.0	135.0	59.2
	B1008 High Street (S)	24.5	26.8	34.7	26.1
B1008 High Street / Braintree Road	B1008 High Street (N)	5.8	7.0	6.7	7.4
	Braintree Road	8.9	12.3	15.6	12.3
	B1008 High Street (S)	5.4	6.3	7.0	6.3

1.4	0.3	0.4
1.1	0.3	0.4
4.2	0.9	3.3
0.0	0.0	0.0
10.4	4.7	2.6
0.0	0.0	0.0
0.0	0.0	25.9
14.7	70.5	-2.7
-1.4	1.6	18.9
1.1	0.0	0.9
3.0	5.5	3.0
1.8	4.7	3.6
0.8	2.1	2.0
3.3	12.0	11.3
1.2	2.9	1.0
1.2	1.1	1.5
1.9	2.2	1.5
3.5	1.7	0.4
-	1.7	0.7
0.0	0.0	0.0
-2.1	46.9	19.7
1.8	3.2	0.7
8.7	-5.0	7.5
11.6	66.0	-9.8
2.3	7.9	-0.7
1.2	-0.3	0.4
3.4	3.3	0.0
0.9	0.7	0.0

B1057 The Broadway / St Edmunds Lane	B1057 The Broadway (E)	0.0	0.0	0.0	0.0
	St Edmunds Lane	9.2	8.9	14.4	14.4
	B1057 The Broadway (W)	7.1	8.6	3.7	8.0
Braintree Road / St Edmunds Lane	Braintree Road (W)	0.0	0.0	0.0	0.0
	St Edmunds Lane	14.4	17.8	92.7	79.5
	Braintree Road (E)	6.5	3.8	5.0	10.7
B1256 Braintree Road / Braintree Road	B1256 Braintree Road (S)	5.6	6.7	6.8	8.2
	Braintree Road	58.3	52.0	173.6	26.4
	B1256 Braintree Road (N)	4.0	5.4	3.2	20.8
B1256 Braintree Road / B1256 Chelmsford Road / B1256 Dunmow Bypass	B1256 Braintree Road	5.3	4.9	5.6	5.7
	B1256 Chelmsford Road	5.7	10.3	12.8	8.9
	B1256 Dunmow Bypass	4.1	5.2	5.8	5.1
B1008 Chelmsford Road / B184 Ongar Road	B1008 Chelmsford Road (S)	14.2	29.0	36.0	30.0
	B184 Ongar Road	5.9	7.0	7.4	7.2
	B1008 Chelmsford Road (N)	5.8	11.8	13.0	11.0
B1256 Chelmsford Road / B1008 Chelmsford Road	B1256 Chelmsford Road (S)	0.0	0.0	0.0	0.0
	B1008 Chelmsford Road	175.2	12.3	88.2	16.3
	B1256 Chelmsford Road (N)	1.5	7.1	76.1	8.6
Dunmow South Interchnage	B1256 Chelmsford Road	12.6	51.5	211.6	9.0
	Access Road	7.6	10.3	10.7	12.1
	A120 Westbound Offslip	14.4	37.3	53.7	39.1
	B1008 Chelmsford Road	24.1	225.8	383.7	31.0
	A120 Eastbound Offslip	3.5	4.9	5.6	5.5
B1256 Braintree Road / Station Road	B1256 Braintree Road (E)	0.0	0.0	0.0	28.6
	Station Road	19.4	100.7	221.7	32.3
	B1256 Braintree Road (W)	2.3	3.2	3.3	23.1

0.0	0.0	0.0
-0.3	5.5	5.5
1.5	-4.9	-0.6
0.0	0.0	0.0
3.4	74.9	61.7
-2.7	1.2	6.9
1.1	0.1	1.5
-6.3	121.6	-25.6
1.4	-2.2	15.4
-0.4	0.7	0.8
4.6	2.5	-1.4
1.1	0.6	-0.1
14.8	7.0	1.0
1.1	0.4	0.2
6.0	1.2	-0.8
0.0	0.0	0.0
-162.9	75.9	4.0
5.6	69.0	1.5
38.9	160.1	-42.5
2.7	0.4	1.8
22.9	16.4	1.8
201.7	157.9	-194.8
1.4	0.7	0.6
0.0	0.0	28.6
81.3	121.0	-68.4
0.9	0.1	19.9

B1057 The Broadway / St Edmunds Lane	B1057 The Broadway (E)	0.0	0.0	0.0	0.0
	St Edmunds Lane	8.9	11.5	25.9	23.8
	B1057 The Broadway (W)	6.3	8.4	3.7	4.1
Braintree Road / St Edmunds Lane	Braintree Road (W)	0.0	0.0	0.0	0.0
	St Edmunds Lane	12.0	23.4	40.7	90.8
	Braintree Road (E)	7.6	11.3	10.2	18.3
B1256 Braintree Road / Braintree Road	B1256 Braintree Road (S)	4.6	6.4	6.9	7.0
	Braintree Road	13.7	32.5	77.4	29.1
	B1256 Braintree Road (N)	4.2	7.0	9.1	19.8
B1256 Braintree Road / B1256 Chelmsford Road / B1256 Dunmow Bypass	B1256 Braintree Road	3.3	3.7	3.9	3.7
	B1256 Chelmsford Road	7.6	15.6	26.0	17.8
	B1256 Dunmow Bypass	4.5	6.1	7.2	6.4
B1008 Chelmsford Road / B184 Ongar Road	B1008 Chelmsford Road (S)	12.3	21.6	24.9	22.5
	B184 Ongar Road	6.3	8.4	8.8	8.6
	B1008 Chelmsford Road (N)	4.9	7.0	7.0	7.0
B1256 Chelmsford Road / B1008 Chelmsford Road	B1256 Chelmsford Road (S)	0.0	0.0	0.0	0.0
	B1008 Chelmsford Road	65.1	15.2	95.1	15.6
	B1256 Chelmsford Road (N)	1.9	5.9	6.7	6.2
Dunmow South Interchnage	B1256 Chelmsford Road	7.7	11.7	14.9	6.9
	Access Road	6.4	8.4	8.8	8.7
	A120 Westbound Offslip	8.1	13.2	14.2	14.4
	B1008 Chelmsford Road	10.1	20.2	24.8	10.0
	A120 Eastbound Offslip	4.3	7.8	11.1	8.6
B1256 Braintree Road / Station Road	B1256 Braintree Road (E)	0.0	0.0	0.0	28.0
	Station Road	13.9	42.5	41.5	20.0
	B1256 Braintree Road (W)	1.7	2.5	2.7	28.6

0.0	0.0	0.0
2.6	14.4	12.3
2.1	-4.7	-4.3
0.0	0.0	0.0
11.4	17.3	67.4
3.7	-1.1	7.0
1.8	0.5	0.6
18.8	44.9	-3.4
2.8	2.1	12.8
0.4	0.2	0.0
8.0	10.4	2.2
1.6	1.1	0.3
9.3	3.3	0.9
2.1	0.4	0.2
2.1	0.0	0.0
0.0	0.0	0.0
-49.9	79.9	0.4
4.0	0.8	0.3
4.0	3.2	-4.8
2.0	0.4	0.3
5.1	1.0	1.2
10.1	4.6	-10.2
3.5	3.3	0.8
0.0	0.0	28.0
28.6	-1.0	-22.5
0.8	0.2	26.1

A120 EAST					
B1256 Dunmow Road / Stebbing Road	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	Stebbing Road	12.3	14.9	15.0	15.2
	B1256 Dunmow Road (W)	0.7	0.8	0.8	0.8
B1256 Dunmow Road / Warehouse Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Warehouse Road	14.3	18.3	18.7	19.0
	B1256 Dunmow Road (E)	0.4	0.3	0.3	0.3
B1256 Dunmow Road / Stebbing Green	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Stebbing Green	38.3	64.5	65.8	68.8
	B1256 Dunmow Road (E)	0.9	0.9	0.9	0.9
B1256 Dunmow Road / Bardfield Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Bardfield Road	12.9	15.7	15.9	16.0
	B1256 Dunmow Road (E)	2.6	2.7	2.7	2.7
B1256 Dunmow Road / B1417 Braintree Road	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	B1417 Braintree Road	57.7	284.3	296.6	304.3
	B1256 Dunmow Road (W)	2.1	2.2	2.2	2.2
A120 (E) Interchange	B1417 Braintree Road (N)	2.9	3.0	3.0	3.0
	A120 Westbound Offslip	2.8	2.9	2.9	2.9
	B1417 Braintree Road (W)	4.3	4.7	4.7	4.7
	B1256 Dunmow Road (W)	3.5	3.8	3.8	3.9
	B1256 Dunmow Road (E)	3.6	3.9	3.9	3.9

0.0	0.0	0.0
2.6	0.1	0.3
0.1	0.0	0.0
0.0	0.0	0.0
4.0	0.4	0.7
-0.1	0.0	0.0
0.0	0.0	0.0
26.2	1.3	4.3
0.0	0.0	0.0
0.0	0.0	0.0
2.8	0.2	0.3
0.1	0.0	0.0
0.0	0.0	0.0
226.6	12.3	20.0
0.1	0.0	0.0
0.1	0.0	0.0
0.4	0.0	0.0
0.3	0.0	0.1
0.3	0.0	0.0

A120 EAST					
B1256 Dunmow Road / Stebbing Road	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	Stebbing Road	12.0	14.9	15.5	15.0
	B1256 Dunmow Road (W)	0.3	0.3	0.3	0.3
B1256 Dunmow Road / Warehouse Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Warehouse Road	13.2	16.7	17.5	16.9
	B1256 Dunmow Road (E)	1.5	1.4	1.3	1.5
B1256 Dunmow Road / Stebbing Green	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Stebbing Green	42.1	67.8	73.5	72.5
	B1256 Dunmow Road (E)	1.0	1.0	0.9	1.0
B1256 Dunmow Road / Bardfield Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Bardfield Road	10.6	12.6	13.0	12.6
	B1256 Dunmow Road (E)	4.7	5.3	5.0	5.6
B1256 Dunmow Road / B1417 Braintree Road	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	B1417 Braintree Road	24.3	53.4	65.8	50.1
	B1256 Dunmow Road (W)	1.4	1.5	1.5	1.5
A120 (E) Interchange	B1417 Braintree Road (N)	2.8	2.9	2.9	2.9
	A120 Westbound Offslip	2.7	2.9	3.0	2.9
	B1417 Braintree Road (W)	3.9	4.2	4.3	4.2
	B1256 Dunmow Road (W)	3.4	3.8	3.8	3.8
	B1256 Dunmow Road (E)	3.2	3.5	3.5	3.5

0.0	0.0	0.0
2.9	0.6	0.1
0.0	0.0	0.0
0.0	0.0	0.0
3.5	0.8	0.2
-0.1	-0.1	0.1
0.0	0.0	0.0
25.7	5.7	4.7
0.0	-0.1	0.0
0.0	0.0	0.0
2.0	0.4	0.0
0.6	-0.3	0.3
0.0	0.0	0.0
29.1	12.4	-3.3
0.1	0.0	0.0
0.2	0.1	0.0
0.3	0.1	0.0
0.4	0.0	0.0
0.3	0.0	0.0

Approach Delay Banding		
< 15s	30s to 45s	60s to 90s
15s to 30s	45s to 60s	> 90s

Difference in Approach Delay Banding		
< -60s	-15s to 15s	45s to 60s
-60s to -45s	15s to 30s	60s to 90s
-45s to -30s	30s to 45s	> 90s
-30s to -15s		

Approach Delay Banding		
< 15s	30s to 45s	60s to 90s
15s to 30s	45s to 60s	> 90s

Difference in Approach Delay Banding		
< -60s	-15s to 15s	45s to 60s
-60s to -45s	15s to 30s	60s to 90s
-45s to -30s	30s to 45s	> 90s
-30s to -15s		

AM Peak Hour Queue Length (95th Percentile PCU)					
Junction	Arm	Base	Ref Case	Local Plan	Mitigation
STANSTED MOUNTFITCHET					
B1383 Cambridge Road / B1351 High Lane / Hornbeam Way	B1383 Cambridge Road (N)	1.0	1.4	1.7	1.8
	B1351 High Lane	0.3	0.8	1.3	1.5
	B1383 Cambridge Road (S)	1.0	1.0	1.1	1.3
	Hornbeam Way	0.1	0.1	0.1	0.1
B1383 Cambridge Road / B1051 Chapel Hill / Bentfield Road	B1383 Cambridge Road	0.2	0.2	0.2	0.4
	B1051 Chapel Hill	2.5	4.4	5.5	6.0
	B1383 Silver Street	2.4	2.9	3.5	3.5
	Bentfield Road	0.5	0.7	0.9	1.0
B1051 Grove Hill Shuttle Signals / Private Access	B1051 Grove Hill (S)	7.1	9.7	9.8	13.8
	Private Access	0.0	0.0	0.0	0.0
	B1051 Grove Hill (N)	10.0	16.6	26.2	17.8
B1051 Lower Street / B1351 Lower Street / B1051 Grove Hill	B1051 Lower Street	0.0	0.0	0.0	0.0
	B1351 Lower Street	1.8	4.1	8.4	9.6
	B1051 Grove Hill	0.1	0.1	0.2	0.3
B1051 Lower Street / Mountfitchet Castle Street / Church Road / B1051 Chapel Hill	B1051 Lower Street	5.0	18.3	23.1	28.4
	Mountfitchet Castle Street	0.5	0.7	0.8	0.9
	Church Road	3.6	18.3	15.9	20.1
	B1051 Chapel Hill	3.5	8.0	16.4	21.9
B1383 Stansted Road / Gipsy Lane / B1383 Pines Hill	B1383 Stansted Road	0.0	0.0	0.0	12.1
	Gipsy Lane	10.6	14.5	11.3	6.5
	B1383 Pines Hill	1.2	2.1	2.2	21.5
B1383 Stansted Road / Forest Hall Road	B1383 Stansted Road (N)	0.0	0.0	0.0	0.0
	Forest Hall Road	2.6	9.0	13.8	18.3
	B1383 Stansted Road (S)	1.1	2.0	2.1	2.6

Difference in Queue Length		
Ref Case - Base	Local Plan - Ref Case	Mitigation - Ref Case
0.4	0.3	0.4
0.5	0.5	0.7
0.0	0.1	0.3
0.0	0.0	0.0
0.0	0.0	0.2
1.9	1.1	1.6
0.5	0.6	0.6
0.2	0.2	0.3
2.6	0.1	4.1
0.0	0.0	0.0
6.6	9.6	1.2
0.0	0.0	0.0
2.3	4.3	5.5
0.0	0.1	0.2
13.3	4.8	10.1
0.2	0.1	0.2
14.7	-2.4	1.8
4.5	8.4	13.9
0.0	0.0	12.1
3.9	-3.2	-8.0
0.9	0.1	19.4
0.0	0.0	0.0
6.4	4.8	9.3
0.9	0.1	0.6

PM Peak Hour Queue Length (95th Percentile PCU)					
Junction	Arm	Base	Ref Case	Local Plan	Mitigation
STANSTED MOUNTFITCHET					
B1383 Cambridge Road / B1351 High Lane / Hornbeam Way	B1383 Cambridge Road (N)	0.7	1.0	1.1	1.1
	B1351 High Lane	0.4	0.6	1.1	1.2
	B1383 Cambridge Road (S)	1.0	1.4	1.7	1.6
	Hornbeam Way	0.0	0.1	0.1	0.1
B1383 Cambridge Road / B1051 Chapel Hill / Bentfield Road	B1383 Cambridge Road	0.2	0.2	0.3	0.3
	B1051 Chapel Hill	1.2	2.1	2.5	2.6
	B1383 Silver Street	2.7	2.8	3.4	3.0
	Bentfield Road	0.6	1.0	1.2	1.1
B1051 Grove Hill Shuttle Signals / Private Access	B1051 Grove Hill (S)	8.0	15.9	15.9	19.0
	Private Access	0.0	0.0	0.0	0.0
	B1051 Grove Hill (N)	6.1	10.8	15.4	11.9
B1051 Lower Street / B1351 Lower Street / B1051 Grove Hill	B1051 Lower Street	0.0	0.0	0.0	0.0
	B1351 Lower Street	1.3	4.5	9.0	11.3
	B1051 Grove Hill	0.1	0.2	0.3	0.3
B1051 Lower Street / Mountfitchet Castle Street / Church Road / B1051 Chapel Hill	B1051 Lower Street	1.9	3.3	3.9	5.1
	Mountfitchet Castle Street	0.6	0.8	0.9	0.9
	Church Road	2.5	15.5	22.0	22.9
	B1051 Chapel Hill	6.7	17.1	19.8	20.7
B1383 Stansted Road / Gipsy Lane / B1383 Pines Hill	B1383 Stansted Road	0.0	0.0	0.0	14.0
	Gipsy Lane	6.1	26.4	40.4	10.9
	B1383 Pines Hill	0.5	0.7	0.8	17.0
B1383 Stansted Road / Forest Hall Road	B1383 Stansted Road (N)	0.0	0.0	0.0	0.0
	Forest Hall Road	1.7	5.9	7.6	8.2
	B1383 Stansted Road (S)	1.2	3.1	3.2	4.5

Difference in Queue Length		
Ref Case - Base	Local Plan - Ref Case	Mitigation - Ref Case
0.3	0.1	0.1
0.2	0.5	0.6
0.4	0.3	0.2
0.0	0.0	0.1
0.0	0.0	0.1
0.9	0.4	0.5
0.0	0.6	0.3
0.4	0.2	0.1
7.9	0.0	3.1
0.0	0.0	0.0
4.7	4.6	1.1
0.0	0.0	0.0
3.1	4.6	6.9
0.1	0.1	0.1
1.4	0.6	1.8
0.2	0.0	0.1
13.1	6.5	7.4
10.4	2.7	3.6
0.0	0.0	14.0
20.3	14.1	-15.5
0.2	0.1	16.3
0.0	0.0	0.0
4.2	1.7	2.3
1.9	0.0	1.4

B1383 Stansted Road / Birchanger Lane	B1383 Stansted Road (N)	0.0	0.0	0.0	0.0
	Birchanger Lane	1.2	2.4	4.0	6.5
	B1383 Stansted Road (S)	0.2	0.3	0.3	0.3
A120 / B1383 Stansted Road	B1383 Stansted Road (N)	10.5	6.9	8.6	11.0
	A120 (E)	34.2	33.2	32.7	32.0
	B1383 Stansted Road (S)	4.5	4.5	5.0	5.1
	A120 (W)	38.0	33.1	32.8	32.7
Church Road / Walson Way	Church Road (S)	0.3	0.5	0.6	0.6
	Walson Way	1.3	3.1	6.2	7.7
	Church Road (N)	1.4	2.4	3.8	4.7
Church Road / Forest Hall Road	Church Road (S)	0.0	0.0	0.0	0.0
	Forest Hall Road	0.7	0.9	1.5	1.7
	Church Road (N)	0.1	0.2	0.2	0.3
Bury Lodge Lane / Church Road	Bury Lodge Lane (S)	0.0	0.0	0.0	0.0
	Church Road	1.2	2.9	13.4	13.7
	Bury Lodge Lane (N)	0.1	0.4	0.7	0.6
M11 JUNCTION 8 COMPLEX					
A120 / A1250 Dunmow Road / Birchanger Lane	A120 (E)	19.0	34.6	38.9	36.2
	A1250 Dunmow Road	2.1	41.3	62.1	55.9
	A120 (W)	1.6	41.8	50.1	53.7
	Birchanger Lane	0.5	9.6	10.1	14.3

0.0	0.0	0.0
1.2	1.6	4.1
0.1	0.0	0.0
-3.6	1.7	4.1
-1.0	-0.5	-1.2
0.0	0.5	0.6
-4.9	-0.3	-0.4
0.2	0.1	0.1
1.8	3.1	4.6
1.0	1.4	2.3
0.0	0.0	0.0
0.2	0.6	0.8
0.1	0.0	0.1
0.0	0.0	0.0
1.7	10.5	10.8
0.3	0.3	0.2

15.6	4.3	1.6
39.2	20.8	14.6
40.2	8.3	11.9
9.1	0.5	4.7

B1383 Stansted Road / Birchanger Lane	B1383 Stansted Road (N)	0.0	0.0	0.0	0.0
	Birchanger Lane	0.4	0.6	1.1	2.1
	B1383 Stansted Road (S)	0.3	0.7	0.9	0.7
A120 / B1383 Stansted Road	B1383 Stansted Road (N)	4.7	2.8	3.1	3.1
	A120 (E)	6.4	33.5	35.4	35.3
	B1383 Stansted Road (S)	4.2	2.1	2.3	2.2
	A120 (W)	14.3	29.4	26.9	24.2
Church Road / Walson Way	Church Road (S)	1.1	0.4	0.6	0.5
	Walson Way	1.1	4.4	6.7	9.7
	Church Road (N)	1.1	1.4	1.7	2.1
Church Road / Forest Hall Road	Church Road (S)	0.0	0.0	0.0	0.0
	Forest Hall Road	0.7	2.1	3.8	6.5
	Church Road (N)	0.1	0.1	0.1	0.1
Bury Lodge Lane / Church Road	Bury Lodge Lane (S)	0.0	0.0	0.0	0.0
	Church Road	1.1	2.2	3.9	4.3
	Bury Lodge Lane (N)	0.1	0.1	0.2	0.1
M11 JUNCTION 8 COMPLEX					
A120 / A1250 Dunmow Road / Birchanger Lane	A120 (E)	9.7	25.9	25.6	26.6
	A1250 Dunmow Road	3.6	50.2	65.9	56.4
	A120 (W)	1.3	55.8	55.1	55.4
	Birchanger Lane	0.2	5.3	5.3	6.3

0.0	0.0	0.0
0.3	0.5	1.5
0.4	0.3	0.0
-1.9	0.2	0.3
27.1	1.9	1.8
-2.1	0.2	0.1
15.1	-2.5	-5.2
-0.6	0.1	0.1
3.3	2.3	5.3
0.3	0.3	0.7
0.0	0.0	0.0
1.4	1.7	4.4
0.0	0.0	0.1
0.0	0.0	0.0
1.1	1.6	2.1
0.0	0.1	0.0

16.2	-0.3	0.7
46.6	15.7	6.2
54.5	-0.7	-0.4
5.1	0.0	1.0

M11 Junction 8	M11 Southbound Offslip	5.2	4.7	6.8	5.2
	M11 Overbridge (N)	26.9	28.9	60.4	49.8
	A120 (E)	9.1	16.2	19.7	17.1
	Circulatory North East	5.3	4.2	10.7	6.5
	B1256 Dunmow Road	5.4	4.1	4.0	4.1
	Circulatory East	5.0	8.8	12.2	9.8
	Circulatory South	10.7	10.0	7.5	9.7
	Circulatory Cut-through	10.8	18.9	23.0	21.0
	M11 Northbound Offslip	5.5	4.1	4.3	4.2
	M11 Overbridge (S)	10.0	11.8	12.7	13.7
	Birchangher Services	4.6	6.0	6.1	6.1
	Circulatory West	6.6	5.5	5.7	5.9
	A120 (W)	11.5	6.7	7.9	7.4
	Circulatory North West	4.5	7.8	8.4	11.2
B1256 Dunmow Road / Tilekiln Green	B1256 Dunmow Road (E)	0.0	0.0	0.0	13.7
	Tilekiln Green	3.6	18.8	20.1	5.7
	B1256 Dunmow Road (W)	1.1	2.0	2.3	10.1
Priory Wood Roundabout	M11 Offslip	0.0	0.0	0.0	0.0
	Circulatory North	0.0	0.0	0.0	0.0
	Round Coppice Way	1.2	4.0	5.0	5.3
	Circulatory East	0.0	8.7	8.6	9.3
	A120 Westbound Offslip	0.7	10.5	15.2	15.4
	Circulatory South	0.0	1.6	1.6	1.9
	A120 (W)	0.9	7.5	5.9	6.5
	Circulatory West	0.0	6.0	6.6	7.0
Round Coppice Road / Long Border Road	Round Coppice Road (N)	1.0	1.2	1.7	1.8
	Long Border Road	0.2	0.5	0.9	1.0
	Round Coppice Road (S)	0.9	2.1	2.1	2.3

-0.5	2.1	0.5
2.0	31.5	20.9
7.1	3.5	0.9
-1.1	6.5	2.3
-1.3	-0.1	0.0
3.8	3.4	1.0
-0.7	-2.5	-0.3
8.1	4.1	2.1
-1.4	0.2	0.1
1.8	0.9	1.9
1.4	0.1	0.1
-1.1	0.2	0.4
-4.8	1.2	0.7
3.3	0.6	3.4
0.0	0.0	13.7
15.2	1.3	-13.1
0.9	0.3	8.1
0.0	0.0	0.0
0.0	0.0	0.0
2.8	1.0	1.3
8.7	-0.1	0.6
9.8	4.7	4.9
1.6	0.0	0.3
6.6	-1.6	-1.0
6.0	0.6	1.0
0.2	0.5	0.6
0.3	0.4	0.5
1.2	0.0	0.2

M11 Junction 8	M11 Southbound Offslip	5.3	5.4	6.0	5.9
	M11 Overbridge (N)	39.0	68.2	96.2	99.8
	A120 (E)	3.9	6.5	7.2	7.1
	Circulatory North East	6.3	5.1	5.6	5.6
	B1256 Dunmow Road	4.0	3.6	5.9	5.8
	Circulatory East	4.0	5.6	5.9	5.8
	Circulatory South	8.2	7.3	7.7	7.5
	Circulatory Cut-through	15.2	19.3	22.5	22.2
	M11 Northbound Offslip	5.5	4.5	3.8	3.8
	M11 Overbridge (S)	8.3	10.1	12.7	12.3
	Birchangher Services	3.6	5.0	5.1	5.1
	Circulatory West	5.6	4.3	4.7	4.6
	A120 (W)	13.8	9.7	10.5	10.1
	Circulatory North West	3.6	5.9	6.0	6.1
B1256 Dunmow Road / Tilekiln Green	B1256 Dunmow Road (E)	0.0	0.0	0.0	16.5
	Tilekiln Green	1.7	4.6	13.4	4.7
	B1256 Dunmow Road (W)	0.6	1.0	1.2	7.1
Priory Wood Roundabout	M11 Offslip	0.0	0.0	0.1	0.0
	Circulatory North	0.0	0.0	0.0	0.0
	Round Coppice Way	2.8	6.7	8.8	8.1
	Circulatory East	0.0	16.9	17.1	20.6
	A120 Westbound Offslip	0.5	5.9	6.6	6.0
	Circulatory South	0.0	2.6	2.7	3.4
	A120 (W)	1.1	8.1	8.7	8.6
	Circulatory West	0.0	4.6	4.9	5.0
Round Coppice Road / Long Border Road	Round Coppice Road (N)	1.4	1.6	1.9	2.1
	Long Border Road	0.4	0.5	0.3	0.5
	Round Coppice Road (S)	0.6	1.2	1.4	1.4

0.1	0.6	0.5
29.2	28.0	31.6
2.6	0.7	0.6
-1.2	0.5	0.5
-0.4	2.3	2.2
1.6	0.3	0.2
-0.9	0.4	0.2
4.1	3.2	2.9
-1.0	-0.7	-0.7
1.8	2.6	2.2
1.4	0.1	0.1
-1.3	0.4	0.3
-4.1	0.8	0.4
2.3	0.1	0.2
0.0	0.0	16.5
3.0	8.8	0.1
0.4	0.3	6.1
0.0	0.1	0.0
0.0	0.0	0.0
3.9	2.1	1.4
16.9	0.2	3.7
5.4	0.7	0.1
2.6	0.1	0.8
7.0	0.6	0.5
4.6	0.3	0.4
0.3	0.3	0.5
0.1	-0.2	0.0
0.6	0.2	0.2

ELSENHAM					
Station Road / New Road / Old / Mead Road	Station Road	0.0	0.0	0.0	0.0
	New Road	0.9	1.6	2.1	2.1
	Old Mead Road	0.1	0.0	0.1	0.1
B1051 Stansted Road / Station Road / B1051 High Street / Robin Hood Road	B1051 Stansted Road	1.5	2.1	2.8	3.3
	Station Road	1.2	2.1	3.2	3.4
	B1051 High Street	1.5	4.9	5.5	7.5
	Robin Hood Road	0.1	0.2	0.2	0.2
B1051 Henham Road / Hall Road	B1051 Henham Road (E)	0.0	0.0	0.0	0.0
	Hall Road	0.7	1.6	2.2	2.8
	B1051 Henham Road (W)	1.0	2.1	5.1	6.2
TAKLEY AND STANSTED AIRPORT					
Hall Road / Mole Hill Green	Hall Road (N)	0.0	0.0	0.0	0.0
	Mole Hill Green	0.8	1.6	7.9	3.3
	Hall Road (S)	0.1	0.2	0.2	0.2
Hall Road / Bammers Green Road	Hall Road (N)	0.0	0.0	0.0	0.0
	Bamber Green Road	0.2	0.5	2.5	3.2
	Hall Road (S)	0.0	0.0	0.0	0.0
Parsonage Road RBt	N	2.4	8.3	25.2	13.9
	S	2.4	1.2	1.7	7.4
	W	1.6	1.0	2.3	16.7
Coopers End Roundabout	Terminal Road South	0.7	1.0	1.1	1.2
	Parsonage Road	1.8	6.7	11.9	16.8
	Thremhall Avenue	1.3	3.0	5.8	6.8
	Coopers End Road	0.0	0.0	0.0	0.0

0.0	0.0	0.0
0.7	0.5	0.5
-0.1	0.1	0.1
0.6	0.7	1.2
0.9	1.1	1.3
3.4	0.6	2.6
0.1	0.0	0.0
0.0	0.0	0.0
0.9	0.6	1.2
1.1	3.0	4.1

0.0	0.0	0.0
0.8	6.3	1.7
0.1	0.0	0.0
0.0	0.0	0.0
0.3	2.0	2.7
0.0	0.0	0.0
5.9	16.9	5.6
-1.2	0.5	6.2
-0.6	1.3	15.7
0.3	0.1	0.2
4.9	5.2	10.1
1.7	2.8	3.8
0.0	0.0	0.0

ELSENHAM					
Station Road / New Road / Old / Mead Road	Station Road	0.0	0.0	0.0	0.0
	New Road	0.6	1.4	1.5	1.5
	Old Mead Road	0.0	0.0	0.0	0.0
B1051 Stansted Road / Station Road / B1051 High Street / Robin Hood Road	B1051 Stansted Road	1.5	4.4	4.5	4.1
	Station Road	0.7	1.8	2.1	2.0
	B1051 High Street	1.1	2.2	3.2	3.8
	Robin Hood Road	0.1	0.1	0.1	0.1
B1051 Henham Road / Hall Road	B1051 Henham Road (E)	0.1	1.9	0.8	0.0
	Hall Road	0.8	1.1	3.4	3.8
	B1051 Henham Road (W)	0.5	1.8	1.9	1.6
TAKLEY AND STANSTED AIRPORT					
Hall Road / Mole Hill Green	Hall Road (N)	0.0	0.0	0.0	0.0
	Mole Hill Green	0.4	0.8	1.4	1.4
	Hall Road (S)	0.2	0.4	0.5	0.4
Hall Road / Bammers Green Road	Hall Road (N)	0.0	0.0	0.0	0.0
	Bamber Green Road	0.2	0.3	0.8	0.8
	Hall Road (S)	0.0	0.0	0.0	0.1
Parsonage Road RBt	N	1.2	1.9	2.7	7.2
	S	2.2	1.0	1.4	6.1
	W	1.6	1.1	1.8	11.0
Coopers End Roundabout	Terminal Road South	0.9	2.1	2.3	2.2
	Parsonage Road	1.6	6.1	14.3	14.4
	Thremhall Avenue	1.2	2.9	3.8	3.3
	Coopers End Road	0.1	0.1	0.1	0.1

0.0	0.0	0.0
0.7	0.2	0.1
0.0	0.0	0.0
2.9	0.1	-0.3
1.1	0.3	0.2
1.2	0.9	1.6
0.0	0.0	0.0
1.7	-1.1	-1.9
0.3	2.4	2.8
1.3	0.0	-0.2

0.0	0.0	0.0
0.5	0.5	0.6
0.1	0.1	0.0
0.0	0.0	0.0
0.2	0.4	0.5
0.0	0.0	0.1
0.7	0.9	5.4
-1.2	0.4	5.2
-0.5	0.7	9.9
1.2	0.2	0.1
4.5	8.2	8.3
1.8	0.8	0.4
0.0	0.0	0.0

Bassingbourn Road / Coopers End Road / Long Border Road	Bassingbourn Road (N)	1.4	1.3	1.8	1.8
	Coopers End Road	3.2	4.0	7.6	8.0
	Bassingbourn Road (S)	9.2	15.6	20.7	20.3
	Long Border Road	2.5	5.8	5.4	5.8
Bassingbourn Roundabout	Thremhall Avenue	0.6	1.0	0.9	0.9
		0.5	0.7	0.7	0.7
	A120	0.5	1.2	1.2	1.3
	Bassingbourn Road	0.1	0.2	0.2	0.2
Car Park Roundabout		0.3	0.4	0.5	0.5
		0.1	0.1	0.1	0.1
		0.7	1.3	1.8	1.9
	Southgate Road	0.6	0.7	0.9	0.9
A120	A120 Westbound Offslip	0.5	0.8	1.1	1.2
	Access Road	0.0	0.0	0.0	0.0
B1256 Dunmow Road / Bush End	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	Bush End	0.6	6.0	1.3	1.1
	B1256 Dunmow Road (W)	0.5	0.6	0.7	0.7
Four Ashes Junction	Parsonage Road	16.5	24.5	30.6	48.8
	B1256 Dunmow Road (E)	16.9	27.2	63.4	58.4
	Station Road	9.4	15.1	33.7	24.4
	B1256 Dunmow Road (W)	9.9	12.3	17.9	13.0
B1256 Dunmow Road / Smiths Green	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Smiths Green	0.4	0.8	1.8	0.0
	B1256 Dunmow Road (E)	0.1	0.2	0.2	0.0
B1256 Dunmow Road / Bambers Green Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Bambers Green Road	0.1	0.1	7.2	8.5
	B1256 Dunmow Road (E)	0.1	0.2	0.2	0.2

-0.1	0.5	0.5
0.8	3.6	4.0
6.4	5.1	4.7
3.3	-0.4	0.0
0.4	-0.1	-0.1
0.2	0.0	0.0
0.7	0.0	0.1
0.1	0.0	0.0
0.1	0.1	0.1
0.0	0.0	0.0
0.6	0.5	0.6
0.1	0.2	0.2
0.3	0.3	0.4
0.0	0.0	0.0
0.0	0.0	0.0
5.4	-4.7	-4.9
0.1	0.1	0.1
8.0	6.1	24.3
10.3	36.2	31.2
5.7	18.6	9.3
2.4	5.6	0.7
0.0	0.0	0.0
0.4	1.0	-0.8
0.1	0.0	-0.2
0.0	0.0	0.0
0.0	7.1	8.4
0.1	0.0	0.0

Bassingbourn Road / Coopers End Road / Long Border Road	Bassingbourn Road (N)	5.5	8.7	8.8	8.8
	Coopers End Road	2.6	3.7	3.6	3.7
	Bassingbourn Road (S)	4.5	5.8	5.9	5.1
	Long Border Road	2.7	5.4	7.8	6.5
Bassingbourn Roundabout	Thremhall Avenue	0.8	1.6	1.9	1.8
		0.4	0.5	0.6	0.6
	A120	0.4	0.9	0.9	0.9
	Bassingbourn Road	0.3	0.9	1.4	1.0
Car Park Roundabout		0.4	0.7	0.9	1.0
		0.1	0.2	0.2	0.2
		0.3	0.7	0.9	0.8
	Southgate Road	0.6	0.7	0.8	0.8
A120	A120 Westbound Offslip	0.2	0.4	0.6	0.6
	Access Road	0.0	0.0	0.0	0.0
B1256 Dunmow Road / Bush End	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	Bush End	1.0	1.4	2.1	2.2
	B1256 Dunmow Road (W)	0.3	0.3	0.4	0.4
Four Ashes Junction	Parsonage Road	14.7	17.2	19.1	17.4
	B1256 Dunmow Road (E)	11.2	13.7	18.9	18.3
	Station Road	10.2	15.1	26.1	25.5
	B1256 Dunmow Road (W)	9.3	16.1	34.7	38.2
B1256 Dunmow Road / Smiths Green	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Smiths Green	0.5	1.0	0.9	0.0
	B1256 Dunmow Road (E)	0.1	0.2	0.1	0.0
B1256 Dunmow Road / Bambers Green Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Bambers Green Road	0.0	0.4	1.9	2.2
	B1256 Dunmow Road (E)	0.1	0.0	0.1	0.1

3.2	0.1	0.1
1.1	-0.1	0.0
1.3	0.1	-0.7
2.7	2.4	1.1
0.8	0.3	0.3
0.2	0.1	0.1
0.5	0.1	0.0
0.6	0.5	0.1
0.3	0.2	0.3
0.0	0.0	0.0
0.4	0.3	0.1
0.2	0.1	0.1
0.2	0.2	0.2
0.0	0.0	0.0
0.0	0.0	0.0
0.4	0.8	0.8
0.1	0.0	0.1
2.5	1.9	0.2
2.5	5.2	4.6
4.9	11.0	10.4
6.8	18.6	22.1
0.0	0.0	0.0
0.5	-0.1	-1.0
0.1	-0.1	-0.2
0.0	0.0	0.0
0.4	1.5	1.8
0.0	0.0	0.1

GREAT DUNMOW					
Dunmow West Interchange	B1256 Overbridge (SB)	0.7	2.2	1.3	2.5
	A120 Westbound Offslip	0.6	1.1	1.3	2.0
	B1256 Stortford Road	1.2	2.8	24.5	29.5
	A120 Eastbound Offslip	0.6	4.6	5.2	6.2
	Highwood Quarry Access Road	0.3	1.3	1.7	2.3
	B1256 (E)	1.7	1.9	2.2	2.6
	B1256 Overbridge (NB)	0.9	3.7	7.0	6.8
	B1256 (EB)	1.8	4.6	8.5	9.6
	B1256 (WB)	1.9	24.3	65.7	9.4
B1256 Stortford Road / Blackwater Drive	B1256 Stortford Road (W)	17.7	3.6	7.1	5.9
	Blackwater Drive	-	4.9	21.7	7.2
	B1256 Stortford Road (E)	36.9	20.3	38.5	4.5
B1256 Stortford Road / B184 Woodside Way	B1256 Stortford Road (W)	2.1	17.0	41.2	4.5
	B184 Woodside Way	1.3	3.5	4.6	4.4
	B1256 Stortford Road (E)	1.6	5.0	6.2	6.7
	Development Access	-	3.4	5.1	5.7
B184 Woodside Way / Woodlands Park Drive (S)	B184 Woodside Way (N)	1.0	3.6	4.8	5.3
	Woodlands Park Drive	0.5	0.9	1.0	1.1
	Tesco Access	1.4	3.2	4.2	4.4
	B184 Woodside Way (S)	0.5	1.1	1.3	1.2
B184 Woodside Way / Woodlands Park Drive (N)	B184 Woodside Way (N)	0.0	0.0	0.0	0.0
	Woodlands Park Drive	0.8	7.4	11.5	10.4
	B184 Woodside Way (S)	0.2	0.9	1.0	1.1
B184 Woodside Way / Loverose Way	B184 Woodside Way (N)	0.0	0.0	0.0	0.0
	Loverose Way	0.1	1.7	3.4	3.3
	B184 Woodside Way (S)	0.0	0.0	0.0	0.0

1.5	-0.9	0.3
0.5	0.2	0.9
1.6	21.7	26.7
4.0	0.6	1.6
1.0	0.4	1.0
0.2	0.3	0.7
2.8	3.3	3.1
2.8	3.9	5.0
22.4	41.4	-14.9
-14.1	3.5	2.3
-	16.8	2.3
-16.6	18.2	-15.8
14.9	24.2	-12.5
2.2	1.1	0.9
3.4	1.2	1.7
-	1.7	2.3
2.6	1.2	1.7
0.4	0.1	0.2
1.8	1.0	1.2
0.6	0.2	0.1
0.0	0.0	0.0
6.6	4.1	3.0
0.7	0.1	0.2
0.0	0.0	0.0
1.6	1.7	1.6
0.0	0.0	0.0

GREAT DUNMOW					
Dunmow West Interchange	B1256 Overbridge (SB)	0.3	0.9	1.0	0.9
	A120 Westbound Offslip	0.3	0.5	0.7	0.7
	B1256 Stortford Road	1.0	2.2	4.3	4.2
	A120 Eastbound Offslip	1.4	6.9	11.8	10.1
	Highwood Quarry Access Road	0.3	0.9	1.1	1.2
	B1256 (E)	1.0	1.1	0.2	2.6
	B1256 Overbridge (NB)	0.8	5.2	7.2	9.3
	B1256 (EB)	3.2	12.7	16.1	38.1
	B1256 (WB)	1.3	6.4	9.2	2.8
B1256 Stortford Road / Blackwater Drive	B1256 Stortford Road (W)	34.7	10.4	10.3	27.1
	Blackwater Drive	-	2.3	2.2	5.2
	B1256 Stortford Road (E)	18.7	5.1	6.1	2.3
B1256 Stortford Road / B184 Woodside Way	B1256 Stortford Road (W)	4.6	52.8	60.2	8.5
	B184 Woodside Way	1.1	2.9	3.6	5.2
	B1256 Stortford Road (E)	1.4	4.9	5.7	6.1
	Development Access	-	0.7	0.8	0.8
B184 Woodside Way / Woodlands Park Drive (S)	B184 Woodside Way (N)	0.6	2.0	2.7	2.4
	Woodlands Park Drive	0.3	0.4	0.5	0.5
	Tesco Access	2.2	10.9	19.1	17.3
	B184 Woodside Way (S)	0.7	1.5	1.6	1.7
B184 Woodside Way / Woodlands Park Drive (N)	B184 Woodside Way (N)	0.0	0.0	0.0	0.0
	Woodlands Park Drive	0.4	2.7	4.3	3.8
	B184 Woodside Way (S)	0.4	3.2	3.9	3.7
B184 Woodside Way / Loverose Way	B184 Woodside Way (N)	0.0	0.0	0.0	0.0
	Loverose Way	0.0	0.5	0.8	0.8
	B184 Woodside Way (S)	0.0	0.0	0.0	0.0

0.6	0.1	0.0
0.2	0.2	0.2
1.2	2.2	2.1
5.5	4.9	3.2
0.6	0.2	0.3
0.0	-0.8	1.5
4.4	2.0	4.1
9.5	3.5	25.4
5.0	2.8	-3.6
-24.3	-0.2	16.7
-	-0.1	2.9
-13.6	1.0	-2.8
48.2	7.4	-44.3
1.8	0.7	2.3
3.5	0.8	1.2
-	0.1	0.1
1.3	0.7	0.4
0.2	0.1	0.1
8.7	8.2	6.4
0.8	0.2	0.2
0.0	0.0	0.0
2.3	1.6	1.1
2.8	0.7	0.5
0.0	0.0	0.0
0.5	0.3	0.3
0.0	0.0	0.0

B184 Dunmow Road / B1008 Dunmow Road / B184 Woodside Way	B184 Dunmow Road	1.1	1.9	2.0	2.1
	B1008 Dunmow Road	0.7	1.1	1.6	2.0
	B184 Woodside Way	1.6	5.9	10.3	7.4
B184 Dunmow Road / Mill End	B184 Dunmow Road (S)	0.0	0.0	0.0	0.0
	Mill End	0.7	2.4	3.2	2.9
	B184 Dunmow Road (N)	0.0	0.0	0.1	0.0
B1008 Beaumont Hill / B1057 Lime Tree Hill / B1008 The Causeway	B1008 Beaumont Hill	0.0	0.0	0.0	9.3
	B1057 Lime Tree Hill	5.8	11.8	26.6	11.6
	B1008 The Causeway	0.5	0.9	0.9	8.1
B1008 The Causeway / B1008 North Street / The Downs	B1008 The Causeway	1.5	2.7	3.3	5.2
	B1008 North Street	1.4	2.7	2.9	2.3
	The Downs	0.8	1.5	2.8	2.3
Stortford Road / Rosemary Lane	Stortford Road (W)	1.6	3.6	6.7	5.0
	Rosemary Lane	1.8	4.1	8.0	10.1
	Stortford Road (E)	1.5	1.4	3.6	1.9
B1256 Stortford Road / Stortford Road / B1256 Dunmow Bypass	B1256 Stortford Road	1.8	3.2	4.3	4.3
	Stortford Road	0.8	2.6	5.1	4.2
	B1256 Dunmow Bypass	1.5	3.0	3.4	2.5
	Development Access	-	1.2	1.6	1.4
Stortford Road / B1008 Market Place / B1008 High Street	Stortford Road	0.0	0.0	0.0	0.0
	B1008 Market Place	2.4	2.9	4.5	4.7
	B1008 High Street	1.8	3.4	3.4	2.5
B1008 High Street / White Hart Way	B1008 High Street (N)	9.3	17.0	16.4	20.1
	White Hart Way	7.2	8.0	11.5	8.8
	B1008 High Street (S)	10.1	8.0	14.8	10.0
B1008 High Street / Braintree Road	B1008 High Street (N)	1.0	1.5	1.6	1.8
	Braintree Road	2.1	8.7	22.9	5.6
	B1008 High Street (S)	2.1	1.7	2.1	2.0

0.8	0.1	0.2
0.4	0.5	0.9
4.3	4.4	1.5
0.0	0.0	0.0
1.7	0.8	0.5
0.0	0.1	0.0
0.0	0.0	9.3
6.0	14.8	-0.2
0.4	0.0	7.2
1.2	0.6	2.5
1.3	0.2	-0.4
0.7	1.3	0.8
2.0	3.1	1.4
2.3	3.9	6.0
-0.1	2.2	0.5
1.4	1.1	1.1
1.8	2.5	1.6
1.5	0.4	-0.5
-	0.4	0.2
0.0	0.0	0.0
0.5	1.6	1.8
1.6	0.0	-0.9
7.7	-0.6	3.1
0.8	3.5	0.8
-2.1	6.8	2.0
0.5	0.1	0.3
6.6	14.2	-3.1
-0.4	0.4	0.3

B184 Dunmow Road / B1008 Dunmow Road / B184 Woodside Way	B184 Dunmow Road	0.9	1.7	1.8	1.8
	B1008 Dunmow Road	0.5	1.0	1.1	1.2
	B184 Woodside Way	1.7	3.9	4.8	5.8
B184 Dunmow Road / Mill End	B184 Dunmow Road (S)	0.0	0.0	0.0	0.0
	Mill End	0.4	4.5	2.3	1.8
	B184 Dunmow Road (N)	0.0	0.0	0.0	0.0
B1008 Beaumont Hill / B1057 Lime Tree Hill / B1008 The Causeway	B1008 Beaumont Hill	0.0	0.0	0.0	7.8
	B1057 Lime Tree Hill	2.0	4.7	11.4	7.0
	B1008 The Causeway	0.9	0.7	1.5	7.7
B1008 The Causeway / B1008 North Street / The Downs	B1008 The Causeway	0.9	1.4	1.6	2.1
	B1008 North Street	1.1	2.2	3.9	2.6
	The Downs	1.1	1.4	2.7	2.5
Stortford Road / Rosemary Lane	Stortford Road (W)	1.8	2.2	3.4	3.4
	Rosemary Lane	1.2	2.3	4.7	3.5
	Stortford Road (E)	1.1	1.4	2.7	1.7
B1256 Stortford Road / Stortford Road / B1256 Dunmow Bypass	B1256 Stortford Road	1.8	2.7	3.4	4.0
	Stortford Road	1.3	2.4	4.0	3.2
	B1256 Dunmow Bypass	0.9	3.1	4.2	3.3
	Development Access	-	0.3	0.4	0.4
Stortford Road / B1008 Market Place / B1008 High Street	Stortford Road	0.0	0.0	0.0	0.0
	B1008 Market Place	1.8	1.7	3.6	2.2
	B1008 High Street	1.5	2.7	4.8	2.7
B1008 High Street / White Hart Way	B1008 High Street (N)	7.7	11.1	10.5	13.6
	White Hart Way	10.0	14.2	20.5	14.0
	B1008 High Street (S)	6.2	8.0	11.7	7.9
B1008 High Street / Braintree Road	B1008 High Street (N)	1.2	1.9	1.7	2.1
	Braintree Road	1.0	2.1	3.3	2.0
	B1008 High Street (S)	1.7	2.4	2.9	2.4

0.8	0.2	0.1
0.5	0.1	0.2
2.2	0.8	1.9
0.0	0.0	0.0
4.1	-2.2	-2.7
0.0	0.0	0.0
0.0	0.0	7.8
2.7	6.7	2.3
-0.3	0.8	7.1
0.6	0.2	0.7
1.1	1.8	0.4
0.3	1.4	1.1
0.4	1.2	1.2
1.1	2.4	1.2
0.3	1.3	0.3
0.9	0.8	1.3
1.0	1.6	0.9
2.2	1.2	0.2
-	0.1	0.1
0.0	0.0	0.0
-0.2	1.9	0.5
1.2	2.1	0.0
3.4	-0.6	2.5
4.2	6.3	-0.2
1.8	3.7	-0.1
0.7	-0.2	0.2
1.1	1.3	0.0
0.6	0.5	0.0

B1057 The Broadway / St Edmunds Lane	B1057 The Broadway (E)	0.0	0.0	0.0	0.0
	St Edmunds Lane	1.2	1.6	1.2	2.5
	B1057 The Broadway (W)	0.9	0.8	0.6	1.8
Braintree Road / St Edmunds Lane	Braintree Road (W)	0.0	0.0	0.0	0.0
	St Edmunds Lane	2.6	3.7	21.3	15.3
	Braintree Road (E)	1.7	1.3	1.5	3.9
B1256 Braintree Road / Braintree Road	B1256 Braintree Road (S)	0.2	0.5	0.8	6.8
	Braintree Road	13.5	10.2	19.8	8.3
	B1256 Braintree Road (N)	2.4	4.3	2.8	11.4
B1256 Braintree Road / B1256 Chelmsford Road / B1256 Dunmow Bypass	B1256 Braintree Road	1.8	1.2	1.8	2.0
	B1256 Chelmsford Road	0.7	2.7	4.7	2.1
	B1256 Dunmow Bypass	0.8	1.3	1.3	1.2
B1008 Chelmsford Road / B184 Ongar Road	B1008 Chelmsford Road (S)	4.3	10.9	13.7	11.3
	B184 Ongar Road	1.5	2.1	2.3	2.2
	B1008 Chelmsford Road (N)	1.3	4.9	5.9	4.5
B1256 Chelmsford Road / B1008 Chelmsford Road	B1256 Chelmsford Road (S)	0.0	0.0	0.0	0.0
	B1008 Chelmsford Road	19.1	2.8	2.9	2.9
	B1256 Chelmsford Road (N)	0.9	1.7	2.1	2.4
Dunmow South Interchnage	B1256 Chelmsford Road	7.6	32.2	55.2	4.3
	Access Road	0.1	0.2	0.2	0.2
	A120 Westbound Offslip	3.7	12.0	16.2	12.4
	B1008 Chelmsford Road	9.6	55.0	79.8	10.3
	A120 Eastbound Offslip	0.6	1.2	1.7	1.6
B1256 Braintree Road / Station Road	B1256 Braintree Road (E)	0.0	0.0	0.0	13.9
	Station Road	4.9	22.9	23.0	18.5
	B1256 Braintree Road (W)	0.7	1.3	1.4	12.6

0.0	0.0	0.0
0.4	-0.4	0.9
-0.1	-0.2	1.0
0.0	0.0	0.0
1.1	17.6	11.6
-0.4	0.2	2.6
0.3	0.3	6.3
-3.3	9.6	-1.9
1.9	-1.5	7.1
-0.6	0.6	0.8
2.0	2.0	-0.6
0.5	0.0	-0.1
6.6	2.8	0.4
0.6	0.2	0.1
3.6	1.0	-0.4
0.0	0.0	0.0
-16.3	0.1	0.1
0.8	0.4	0.7
24.6	23.0	-27.9
0.1	0.0	0.0
8.3	4.2	0.4
45.4	24.8	-44.7
0.6	0.5	0.4
0.0	0.0	13.9
18.0	0.1	-4.4
0.6	0.1	11.3

B1057 The Broadway / St Edmunds Lane	B1057 The Broadway (E)	0.0	0.0	0.0	0.0
	St Edmunds Lane	0.6	1.2	4.7	4.0
	B1057 The Broadway (W)	1.1	1.5	1.0	1.2
Braintree Road / St Edmunds Lane	Braintree Road (W)	0.0	0.0	0.0	0.0
	St Edmunds Lane	1.8	4.4	7.6	11.1
	Braintree Road (E)	1.2	2.8	2.8	5.3
B1256 Braintree Road / Braintree Road	B1256 Braintree Road (S)	0.2	0.7	0.9	17.1
	Braintree Road	3.7	10.0	15.6	11.1
	B1256 Braintree Road (N)	1.2	2.9	4.1	5.4
B1256 Braintree Road / B1256 Chelmsford Road / B1256 Dunmow Bypass	B1256 Braintree Road	0.5	0.6	0.7	0.8
	B1256 Chelmsford Road	1.0	8.0	16.8	8.9
	B1256 Dunmow Bypass	0.8	1.4	1.7	1.4
B1008 Chelmsford Road / B184 Ongar Road	B1008 Chelmsford Road (S)	3.7	8.4	9.9	8.7
	B184 Ongar Road	1.8	3.1	3.3	3.2
	B1008 Chelmsford Road (N)	0.9	1.8	1.8	1.9
B1256 Chelmsford Road / B1008 Chelmsford Road	B1256 Chelmsford Road (S)	0.0	0.0	0.0	0.0
	B1008 Chelmsford Road	13.8	2.8	2.9	2.9
	B1256 Chelmsford Road (N)	0.7	1.0	1.3	1.1
Dunmow South Interchnage	B1256 Chelmsford Road	3.0	6.1	8.4	1.8
	Access Road	0.1	0.2	0.2	0.2
	A120 Westbound Offslip	1.3	3.1	3.3	3.6
	B1008 Chelmsford Road	3.2	9.2	11.8	2.5
	A120 Eastbound Offslip	1.5	4.4	8.5	4.7
B1256 Braintree Road / Station Road	B1256 Braintree Road (E)	0.0	0.0	0.0	6.7
	Station Road	1.8	7.5	7.5	8.2
	B1256 Braintree Road (W)	0.9	1.7	1.8	20.0

0.0	0.0	0.0
0.6	3.5	2.8
0.4	-0.5	-0.3
0.0	0.0	0.0
2.5	3.2	6.8
1.7	-0.1	2.5
0.5	0.2	16.4
6.3	5.6	1.1
1.7	1.2	2.5
0.1	0.0	0.2
7.1	8.8	0.9
0.6	0.3	0.0
4.7	1.5	0.3
1.2	0.2	0.2
1.0	0.0	0.1
0.0	0.0	0.0
-11.0	0.1	0.1
0.3	0.3	0.1
3.0	2.3	-4.3
0.1	0.0	0.0
1.7	0.2	0.5
5.9	2.6	-6.7
2.9	4.1	0.3
0.0	0.0	6.7
5.7	0.0	0.7
0.8	0.2	18.4

A120 EAST					
B1256 Dunmow Road / Stebbing Road	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	Stebbing Road	0.7	1.0	1.0	1.0
	B1256 Dunmow Road (W)	0.1	0.2	0.2	0.2
B1256 Dunmow Road / Warehouse Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Warehouse Road	1.1	1.7	1.8	1.8
	B1256 Dunmow Road (E)	0.1	0.1	0.1	0.1
B1256 Dunmow Road / Stebbing Green	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Stebbing Green	1.6	3.1	3.2	3.3
	B1256 Dunmow Road (E)	0.2	0.3	0.3	0.3
B1256 Dunmow Road / Bardfield Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Bardfield Road	0.8	1.3	1.3	1.3
	B1256 Dunmow Road (E)	0.8	1.0	1.0	1.0
B1256 Dunmow Road / B1417 Braintree Road	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	B1417 Braintree Road	14.5	42.1	43.5	44.2
	B1256 Dunmow Road (W)	0.6	0.8	0.8	0.8
A120 (E) Interchange	B1417 Braintree Road (N)	0.3	0.3	0.3	0.3
	A120 Westbound Offslip	0.4	0.4	0.4	0.4
	B1417 Braintree Road (W)	0.5	0.7	0.7	0.7
	B1256 Dunmow Road (W)	0.9	1.1	1.1	1.1
	B1256 Dunmow Road (E)	0.4	0.5	0.5	0.5

0.0	0.0	0.0
0.3	0.0	0.0
0.1	0.0	0.0
0.0	0.0	0.0
0.6	0.1	0.1
0.0	0.0	0.0
0.0	0.0	0.0
1.5	0.1	0.2
0.1	0.0	0.0
0.0	0.0	0.0
0.5	0.0	0.0
0.2	0.0	0.0
0.0	0.0	0.0
27.6	1.4	2.1
0.2	0.0	0.0
0.0	0.0	0.0
0.0	0.0	0.0
0.2	0.0	0.0
0.2	0.0	0.0
0.1	0.0	0.0

A120 EAST					
B1256 Dunmow Road / Stebbing Road	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	Stebbing Road	0.4	0.6	0.6	0.6
	B1256 Dunmow Road (W)	0.1	0.1	0.1	0.1
B1256 Dunmow Road / Warehouse Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Warehouse Road	0.4	0.7	0.8	0.7
	B1256 Dunmow Road (E)	0.2	0.3	0.3	0.3
B1256 Dunmow Road / Stebbing Green	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Stebbing Green	1.3	2.3	2.5	2.5
	B1256 Dunmow Road (E)	0.2	0.2	0.2	0.2
B1256 Dunmow Road / Bardfield Road	B1256 Dunmow Road (W)	0.0	0.0	0.0	0.0
	Bardfield Road	0.5	0.7	0.7	0.4
	B1256 Dunmow Road (E)	1.1	1.5	1.6	1.6
B1256 Dunmow Road / B1417 Braintree Road	B1256 Dunmow Road (E)	0.0	0.0	0.0	0.0
	B1417 Braintree Road	6.0	14.1	17.0	13.0
	B1256 Dunmow Road (W)	0.5	0.7	0.7	0.7
A120 (E) Interchange	B1417 Braintree Road (N)	9.2	0.3	0.3	0.3
	A120 Westbound Offslip	0.4	0.5	0.5	0.4
	B1417 Braintree Road (W)	0.4	0.5	0.5	0.5
	B1256 Dunmow Road (W)	0.8	1.1	1.1	1.1
	B1256 Dunmow Road (E)	0.2	0.3	0.3	0.3

0.0	0.0	0.0
0.2	0.0	0.0
0.0	0.0	0.0
0.0	0.0	0.0
0.3	0.0	0.0
0.0	0.0	0.1
0.0	0.0	0.0
1.0	0.2	0.2
0.0	0.0	0.0
0.0	0.0	0.0
0.2	0.0	-0.3
0.4	0.0	0.1
0.0	0.0	0.0
8.1	2.9	-1.1
0.1	0.0	0.0
-9.0	0.0	0.0
0.1	0.0	-0.1
0.1	0.0	0.0
0.3	0.0	0.0
0.1	0.0	0.0

*Residual queueing on upstream links

Difference in Queue Banding		
< -15	-2.5 to 2.5	10 to 15
-15 to -10	2.5 to 5	15 to 20
-10 to -5	5 to 10	> 20
-5 to -2.5		

*Residual queueing on upstream links

M11 Southbound Offslip	0.0	76.0	80.0	90.0
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76.0	4.0	10.0
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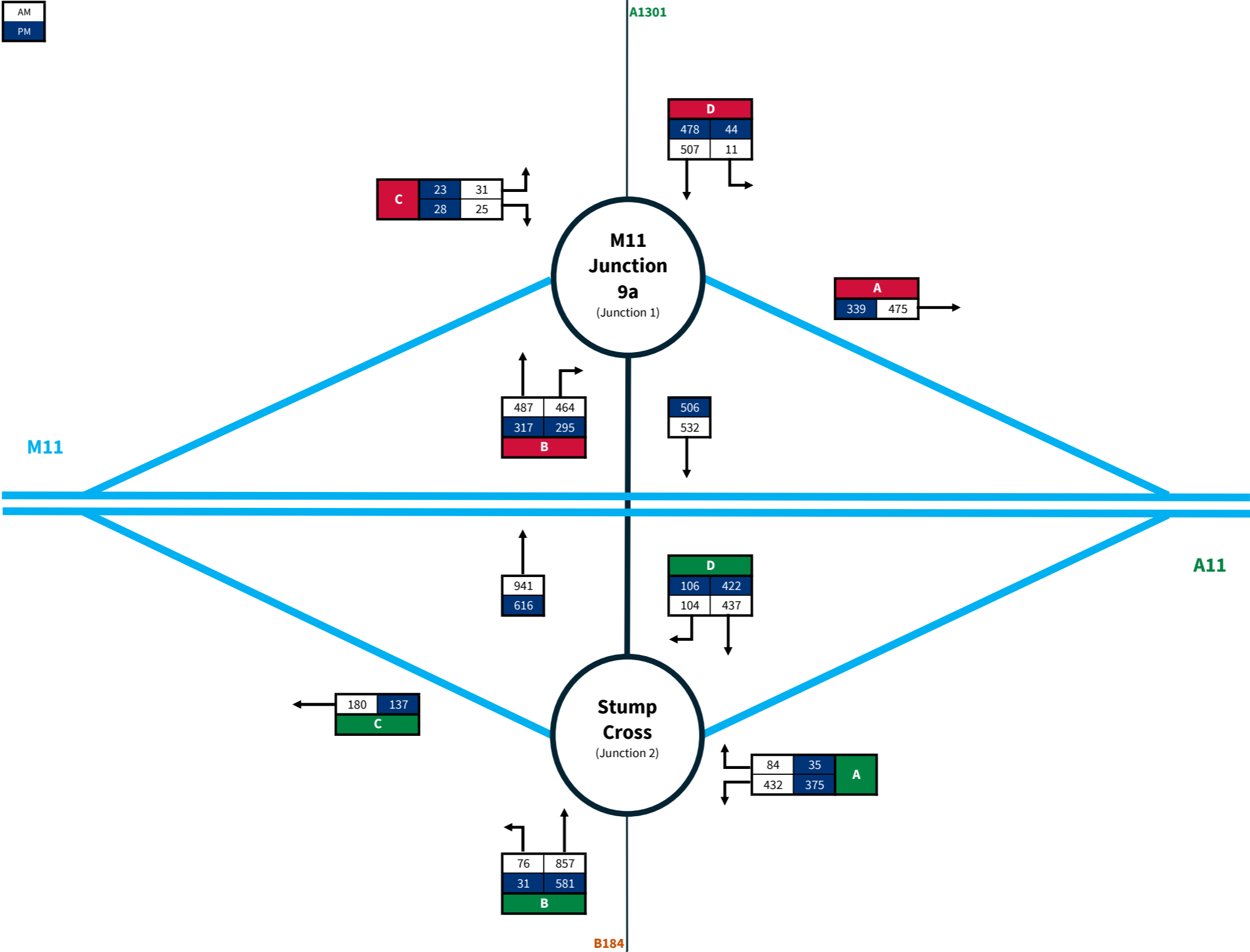
Appendix C | Stump Cross Traffic Flow Diagrams

Uttlesford Local Plan

2021 Observed Traffic Flows (PCU)



AM
PM

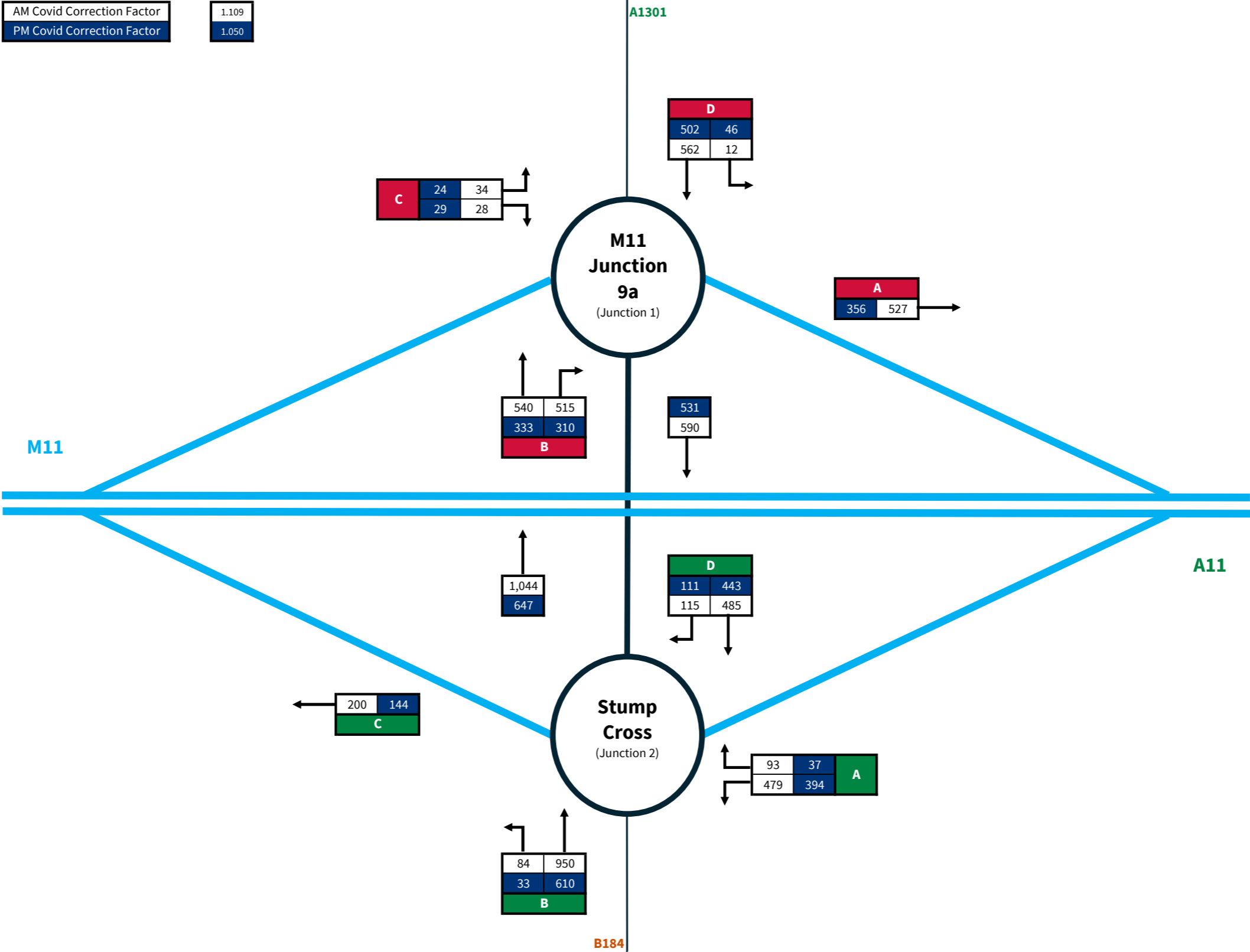


Uttlesford Local Plan

2021 Base Scenario (COVID-Corrected) Traffic Flows (PCU)



AM Covid Correction Factor	1.109
PM Covid Correction Factor	1.050



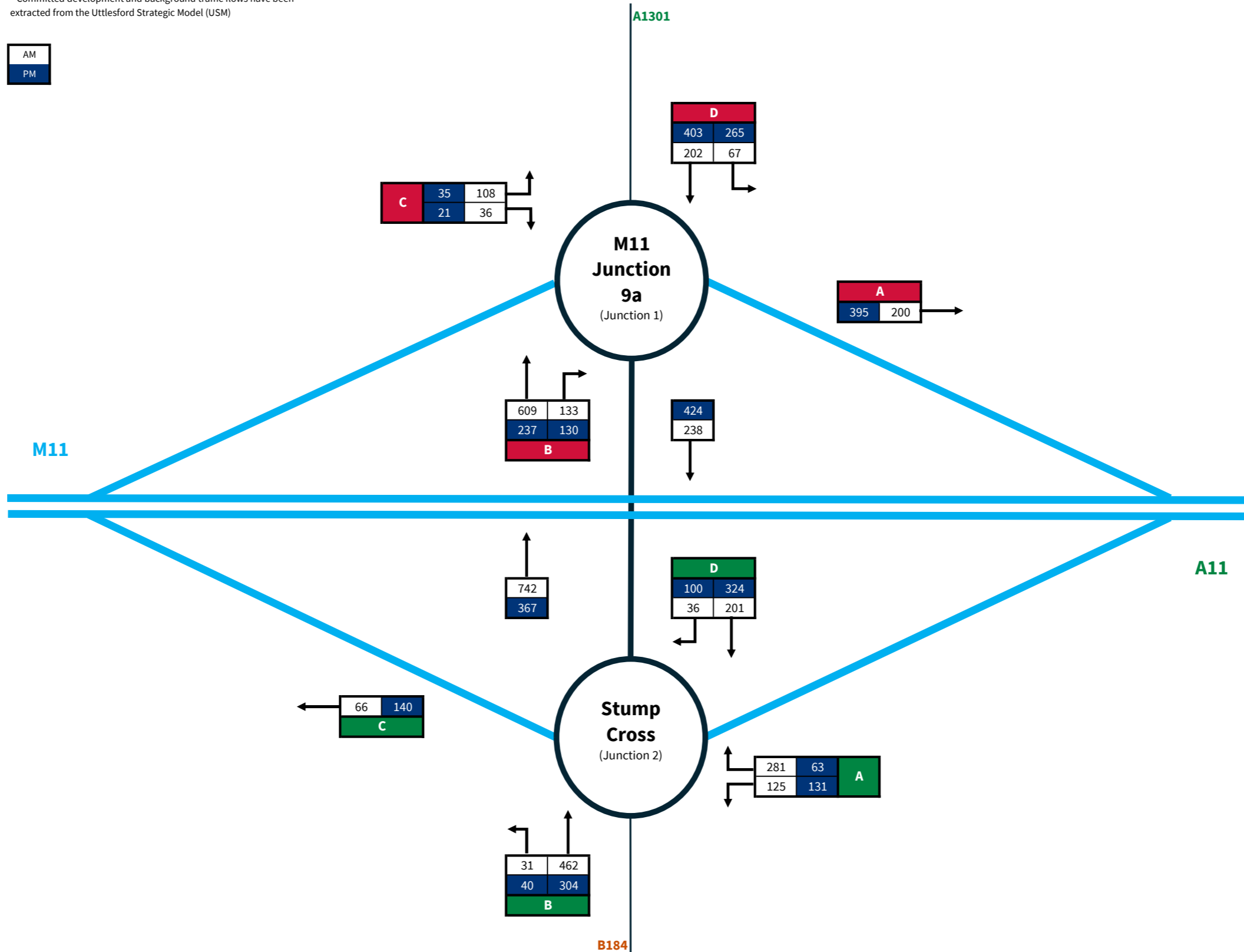
Uttlesford Local Plan

Committed Development and Background Traffic Growth (PCU)



* Committed development and background traffic flows have been extracted from the Uttlesford Strategic Model (USM)

AM
PM

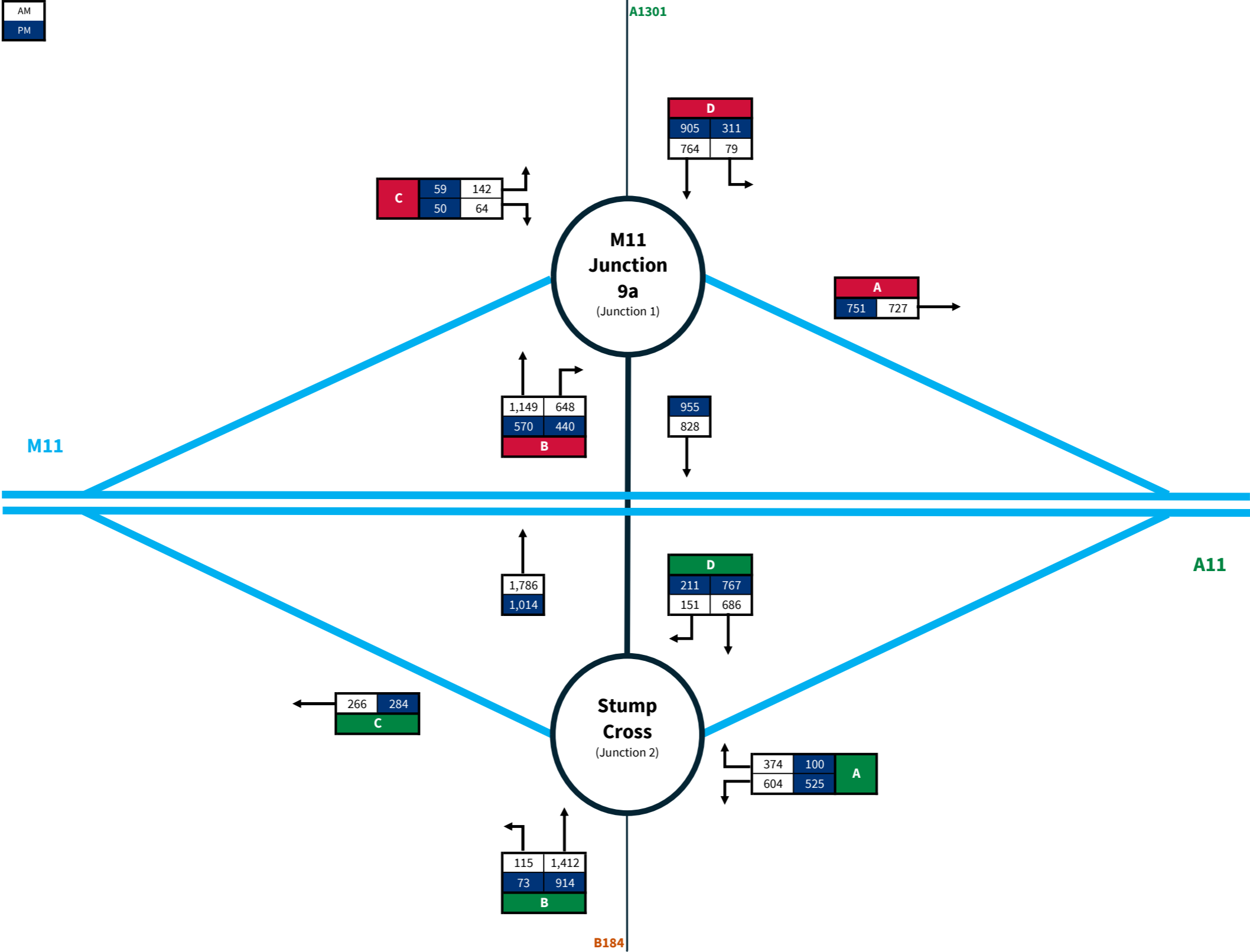


Uttlesford Local Plan

2040 Reference Case Scenario Traffic Flows (PCU)



AM
PM



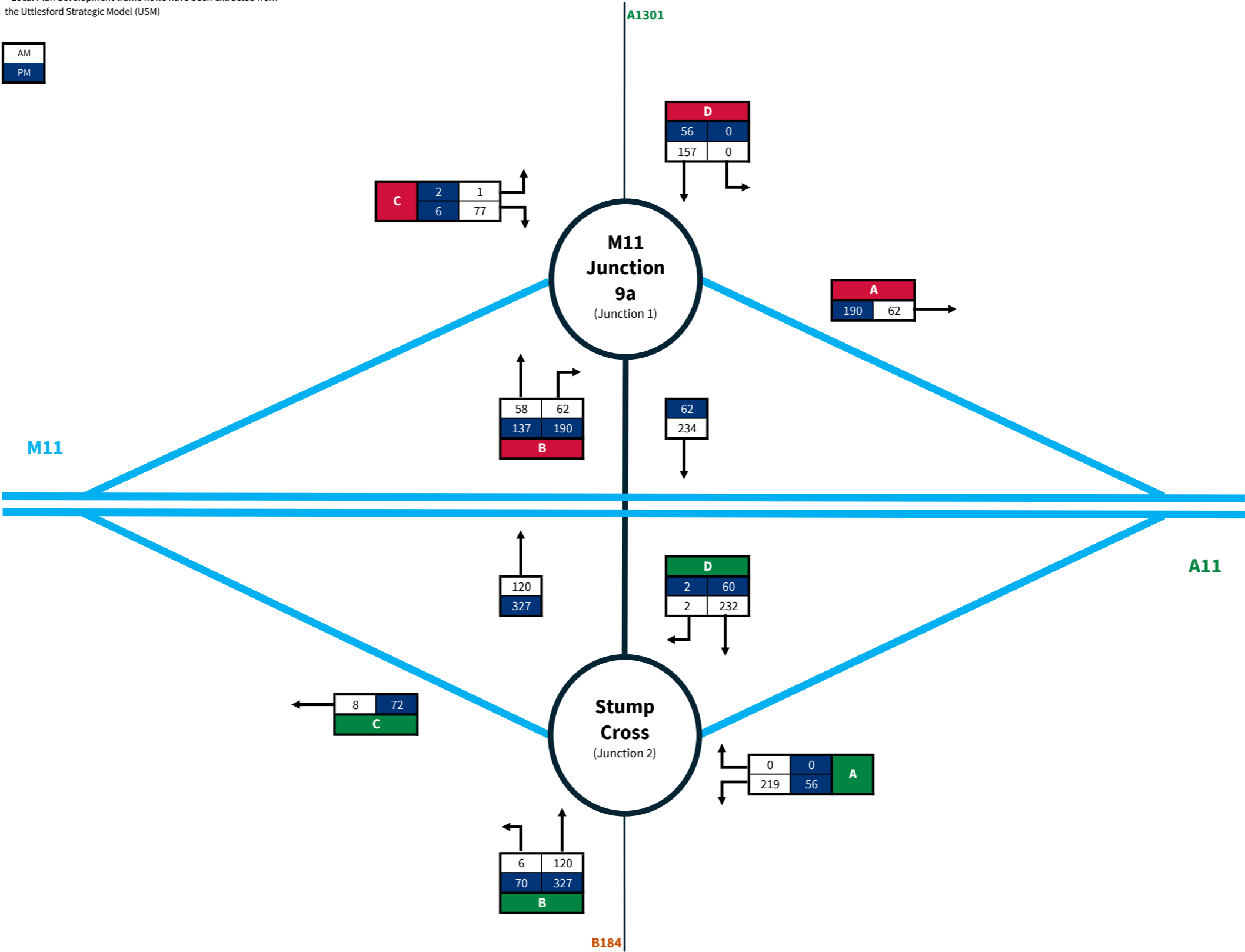
Uttlesford Local Plan

Local Plan Allocation Traffic Growth (PCU)



* Local Plan development traffic flows have been extracted from the Uttlesford Strategic Model (USM)

AM
PM



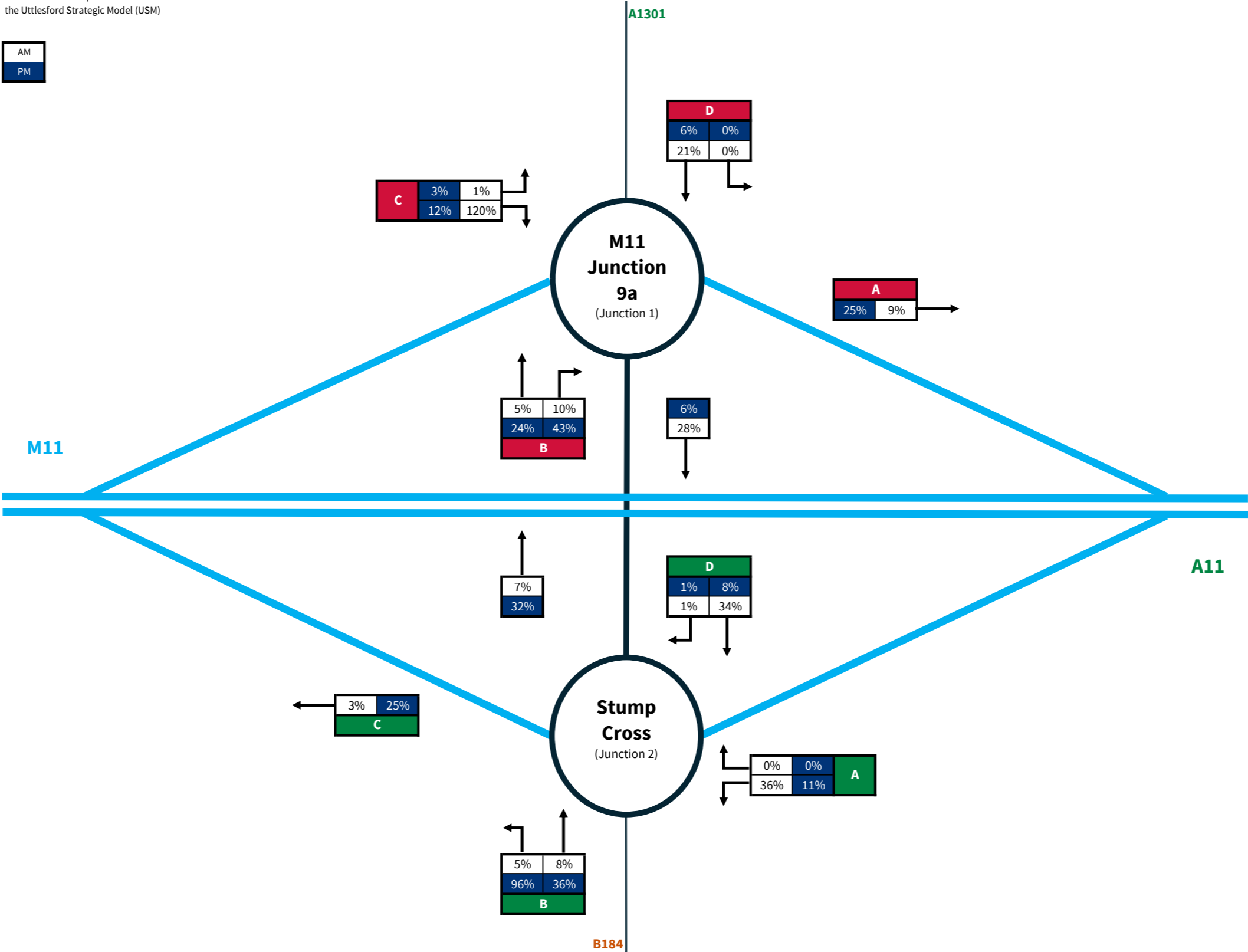
Uttlesford Local Plan

Local Plan Allocation Traffic Growth (% Change from Reference Case)



* Local Plan development traffic flows have been extracted from the Uttlesford Strategic Model (USM)

AM
PM

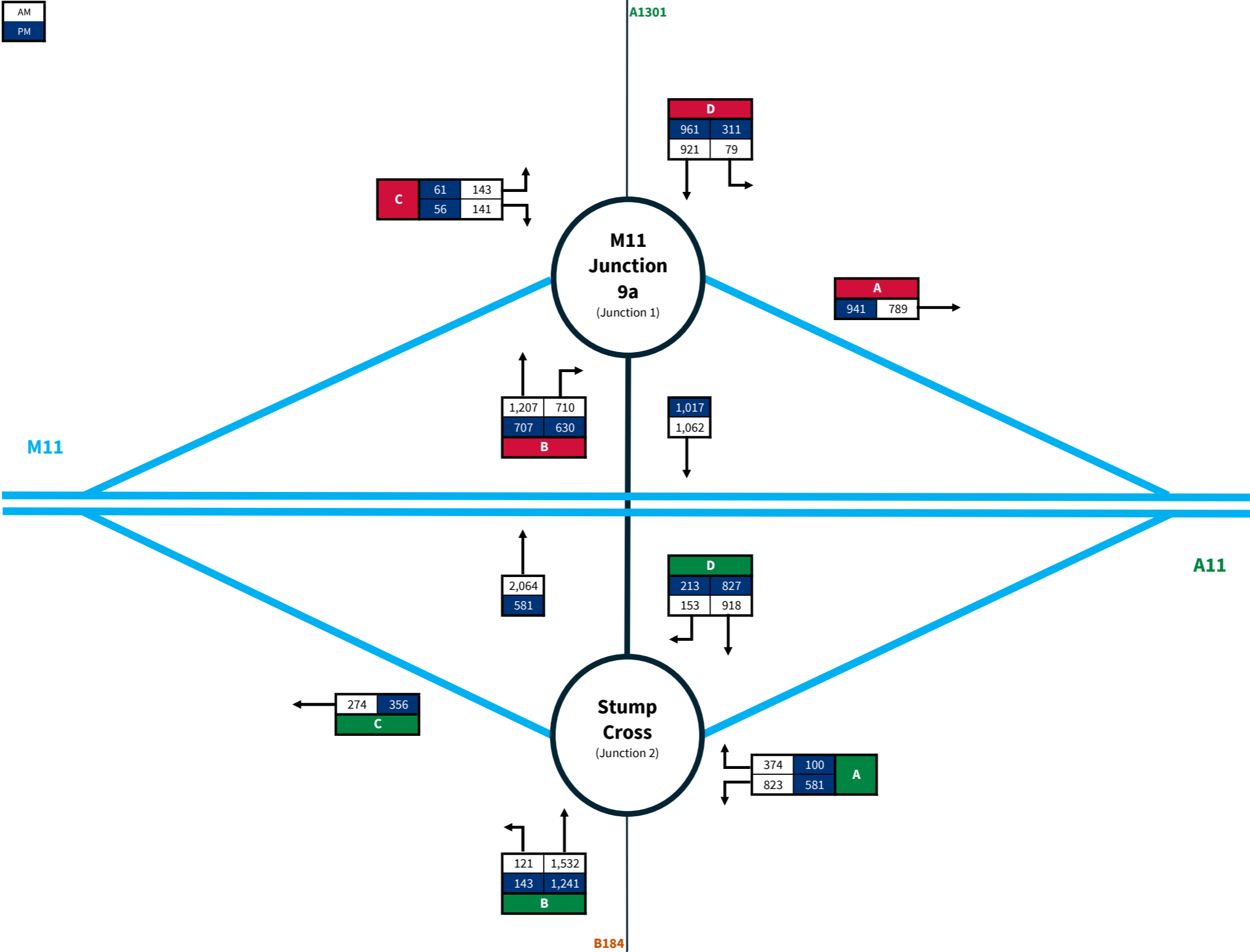


Uttlesford Local Plan

2040 Local Plan Scenario Traffic Flows (PCU)



AM
PM





TETRA TECH

Appendix D | West Essex Model Comparisons

Location	Direction of Travel	2041 AM West Essex Model				2040 AM Reference Case Model				Difference				% Difference			
		Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
High Lane (Stansted Mountfitchet)	NB	213	7	5	225	177	15	4	196	-36	8	-1	-29	-17%	114%	-20%	-13%
	SB	112	5	1	118	128	25	18	171	16	20	17	53	14%	400%	1700%	45%
B1051 Hanham Road (Elsenham)	EB	56	5	0	61	197	38	13	248	141	33	13	187	252%	660%	-	307%
	WB	84	8	1	93	221	43	4	268	137	35	3	175	163%	438%	300%	188%
B1383 Silver Street (Stansted Mountfitchet)	NB	655	65	5	725	526	118	14	658	-129	53	9	-67	-20%	82%	180%	-9%
	SB	897	76	11	984	932	137	7	1,076	35	61	-4	92	4%	80%	-36%	9%
A120 (West of Birchanger Lane)	EB	928	88	15	1,031	1,474	188	34	1,696	546	100	19	665	59%	114%	127%	65%
	WB	858	111	35	1,004	1,150	208	65	1,423	292	97	30	419	34%	87%	86%	42%
B1256 Dunmow Road (Takeley)	EB	199	26	5	230	218	62	16	296	19	36	11	66	10%	138%	220%	29%
	WB	395	15	2	412	413	78	13	504	18	63	11	92	5%	420%	550%	22%
B1256 Stortford Road (Takeley)	EB	306	19	1	326	329	74	16	419	23	55	15	93	8%	289%	1500%	29%
	WB	268	14	3	285	445	7	107	559	177	-7	104	274	66%	-50%	3467%	96%
A120 (Between M11 J8 and Priory Wood)	EB	1,002	132	79	1,213	1,433	218	70	1,721	431	86	-9	508	43%	65%	-11%	42%
	WB	1,686	193	78	1,957	1,455	207	138	1,800	-231	14	60	-157	-14%	7%	77%	-8%
M11 NB Off-slip to A120	EB	1,891	179	125	2,195	1,262	196	61	1,519	-629	17	-64	-676	-33%	9%	-51%	-31%
M11 SB On-slip from A120	WB	1,575	222	148	1,945	1,354	209	74	1,637	-221	-13	-74	-308	-14%	-6%	-50%	-16%
A120 (Between Priory Wood and Stansted Airport)	EB	2,347	302	223	2,872	2,432	393	139	2,964	85	91	-84	92	4%	30%	-38%	3%
	WB	3,414	333	201	3,948	3,046	437	202	3,685	-368	104	1	-263	-11%	31%	0%	-7%
A120 (South of Stansted Airport)	EB	1,517	226	185	1,928	1,341	331	113	1,785	-176	105	-72	-143	-12%	46%	-39%	-7%
	WB	2,872	258	163	3,293	2,278	393	194	2,865	-594	135	31	-428	-21%	52%	19%	-13%
A120 (Between Stansted Airport and Great Dunmow)	EB	1,723	240	197	2,160	1,612	350	118	2,080	-111	110	-79	-80	-6%	46%	-40%	-4%
	WB	3,328	269	167	3,764	2,774	411	194	3,379	-554	142	27	-385	-17%	53%	16%	-10%
A120 (South of Great Dunmow)	EB	1,668	178	169	2,015	1,507	320	121	1,948	-161	142	-48	-67	-10%	80%	-28%	-3%
	WB	2,881	190	158	3,229	1,999	379	180	2,558	-882	189	22	-671	-31%	99%	14%	-21%
A120 (East of Great Dunmow)	EB	1,277	167	134	1,578	1,264	306	103	1,673	-13	139	-31	95	-1%	83%	-23%	6%
	WB	2,284	207	158	2,649	1,533	364	166	2,063	-751	157	8	-586	-33%	76%	5%	-22%
B1256 Braintree Road (East of Station Road)	EB	322	38	12	372	247	56	12	315	-75	18	0	-57	-23%	47%	0%	-15%
	WB	564	34	5	603	328	78	15	421	-236	44	10	-182	-42%	129%	200%	-30%
B1256 Stortford Road (East of Woodside Way, Great Dunmow)	EB	731	98	12	841	789	84	10	883	58	-14	-2	42	8%	-14%	-17%	5%
	WB	558	100	34	692	826	186	14	1,026	268	86	-20	334	48%	86%	-59%	48%
Total		36,611	3,805	2,332	42,748	33,690	5,911	2,235	41,836	-2,921	2,106	-97	-912	-8%	55%	-4%	-2%

Location	Direction of Travel	2041 PM West Essex Model				2040 PM Reference Case Model				Difference				% Difference			
		Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
High Lane (Stansted Mountfitchet)	NB	178	11	3	192	161	19	0	180	-17	8	-3	-12	-10%	73%	-100%	-6%
	SB	73	2	0	75	164	26	9	199	91	24	9	124	125%	1200%	-	165%
B1051 Hanham Road (Elsenham)	EB	125	4	0	129	184	38	4	226	59	34	4	97	47%	850%	-	75%
	WB	66	3	0	69	151	24	3	178	85	21	3	109	129%	700%	-	158%
B1383 Silver Street (Stansted Mountfitchet)	NB	807	42	1	850	711	138	9	858	-96	96	8	8	-12%	229%	800%	1%
	SB	771	35	5	811	768	98	4	870	-3	63	-1	59	0%	180%	-20%	7%
A120 (West of Birchanger Lane)	EB	887	32	3	922	1,310	147	42	1,499	423	115	39	577	48%	359%	1300%	63%
	WB	837	141	31	1,009	1,287	132	29	1,448	450	-9	-2	439	54%	-6%	-6%	44%
B1256 Dunmow Road (Takeley)	EB	242	38	23	303	372	63	1	436	130	25	-22	133	54%	66%	-96%	44%
	WB	340	8	1	349	220	48	3	271	-120	40	2	-78	-35%	500%	200%	-22%
B1256 Stortford Road (Takeley)	EB	403	3	0	406	501	78	3	582	98	75	3	176	24%	2500%	-	43%
	WB	191	14	4	209	330	43	13	386	139	29	9	177	73%	207%	225%	85%
A120 (Between M11 J8 and Priory Wood)	EB	1,880	77	28	1,985	1,716	177	105	1,998	-164	100	77	13	-9%	130%	275%	1%
	WB	1,311	71	14	1,396	1,543	69	52	1,664	232	-2	38	268	18%	-3%	271%	19%
M11 NB Off-slip to A120	EB	2,031	181	66	2,278	2,151	92	30	2,273	120	-89	-36	-5	6%	-49%	-55%	0%
M11 SB On-slip from A120	WB	1,922	334	101	2,357	1,400	85	31	1,516	-522	-249	-70	-841	-27%	-75%	-69%	-36%
A120 (Between Priory Wood and Stansted Airport)	EB	3,420	352	124	3,896	3,989	274	139	4,402	569	-78	15	506	17%	-22%	12%	13%
	WB	3,112	205	79	3,396	2,857	135	73	3,065	-255	-70	-6	-331	-8%	-34%	-8%	-10%
A120 (South of Stansted Airport)	EB	2,640	288	87	3,015	3,089	216	97	3,402	449	-72	10	387	17%	-25%	11%	13%
	WB	1,857	123	63	2,043	1,578	86	66	1,730	-279	-37	3	-313	-15%	-30%	5%	-15%
A120 (Between Stansted Airport and Great Dunmow)	EB	3,446	294	93	3,833	3,584	230	100	3,914	138	-64	7	81	4%	-22%	8%	2%
	WB	2,072	126	70	2,268	1,879	93	66	2,038	-193	-33	-4	-230	-9%	-26%	-6%	-10%
A120 (South of Great Dunmow)	EB	3,096	234	87	3,417	3,214	227	94	3,535	118	-7	7	118	4%	-3%	8%	3%
	WB	1,730	96	73	1,899	1,511	62	64	1,637	-219	-34	-9	-262	-13%	-35%	-12%	-14%
A120 (East of Great Dunmow)	EB	2,314	205	66	2,585	2,489	88	54	2,631	175	-117	-12	46	8%	-57%	-18%	2%
	WB	1,521	86	69	1,676	1,332	16	42	1,390	-189	-70	-27	-286	-12%	-81%	-39%	-17%
B1256 Braintree Road (East of Station Road)	EB	503	21	3	527	503	105	1	609	0	84	-2	82	0%	400%	-67%	16%
	WB	372	29	0	401	203	34	0	237	-169	5	0	-164	-45%	17%	-	-41%
B1256 Stortford Road (East of Woodside Way, Great Dunmow)	EB	651	47	2	700	736	73	11	820	85	26	9	120	13%	55%	450%	17%
	WB	772	63	7	842	918	102	18	1,038	146	39	11	196	19%	62%	157%	23%
Total		39,570	3,165	1,103	43,838	40,851	3,018	1,163	45,032	1,281	-147	60	1,194	3%	-5%	5%	3%

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