

Junction Assessment Output Summary

Junction 1 - Chelmsford Road/Hutton Road/Shenfield – Signalised Junction

Table I-1: Chelmsford Road/Hutton Road/Shenfield Road – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg. Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Shenfield Road - (Ahead and Right Turn)	83.1%	16.2	28.6	90.2%	19.6	27.6
Chelmsford Road - (Ahead and Left Turn)	69.6%	8.6	34.6	49.0%	5.4	21.3
Hutton Road – (Left and Right Turn)	67.4%	5.2	31.9	91.0%	12.8	51.9

Table I-2: Chelmsford Road/Hutton Road/Shenfield Road – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Shenfield Road - (Ahead and Right Turn)	85.0%	17.4	29.9	96.0%	27.2	41.5
Chelmsford Road - (Ahead and Left Turn)	72.7%	9.3	35.6	50.06%	5.5	21.5
Hutton Road – (Left and Right Turn)	70.07%	7.6	33.9	94.0%	15.1	62.3

Table I-3: Chelmsford Road/Hutton Road/Shenfield Road – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Shenfield Road - (Ahead and Right Turn)	90.0%	21.0	35.4	102.7%	52.4	97.7
Chelmsford Road - (Ahead and Left Turn)	78.8%	10.6	38.0	54.7%	6.1	22.0
Hutton Road – (Left and Right Turn)	77.5%	8.5	40.9	98.5%	19.7	89.2

Junction 2 - A129 Rayleigh Road / Hanging Hill Lane - Mini-Roundabout

Table I-4: A129 Rayleigh Road / Hanging Hill Lane – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Rayleigh Road (West)	6.1	47.42	0.89	6.2	44.07	0.89
Rayleigh Road (East)	9.7	33.91	0.95	5.7	39.42	0.88
Hanging Hill Lane	10.9	71.98	0.98	4.4	35.40	0.83

Table I-5: A129 Rayleigh Road / Hanging Hill Lane – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Rayleigh Road (West)	7.6	57.77	0.91	13.6	88.48	0.97
Rayleigh Road (East)	13.1	41.46	0.99	8.2	54.11	0.93
Hanging Hill Lane	16.5	111.56	1.02	6.1	47.39	0.88

Table I-6: A129 Rayleigh Road / Hanging Hill Lane – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Rayleigh Road (West)	10.8	78.66	0.96	15.8	100.22	0.99
Rayleigh Road (East)	14.0	43.53	1.00	11.0	68.87	0.97
Hanging Hill Lane	18.6	123.56	1.04	7.3	55.93	0.90

Junction 3 - A128 Ongar Road / Doddinghurst Road - Mini-Roundabout

Table I-7: A128 Ongar Road / Doddinghurst Road – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Doddinghurst Road	12.6	112.66	0.98	1.4	18.71	0.60
Ongar Road (South)	10.4	38.75	0.95	12.3	33.45	0.95
Ongar Road (North)	16.6	63.51	1.00	6.1	39.67	0.88

Table I-8: A128 Ongar Road / Doddinghurst Road – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Doddinghurst Road	19.7	159.37	1.04	2.0	22.56	0.68
Ongar Road (South)	15.1	52.23	0.99	14.7	39.09	0.97
Ongar Road (North)	24.0	87.61	1.04	7.9	50.27	0.91

Table I-9: A128 Ongar Road / Doddinghurst Road – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Doddinghurst Road	32.3	237.31	1.12	3.3	34.54	0.79
Ongar Road (South)	15.9	54.74	0.99	24.9	72.16	1.02
Ongar Road (North)	49.1	177.15	1.11	10.9	66.76	0.95

Junction 5 - A128 Ongar Road / William Hunter Way - Mini-Roundabout

Table I-10: A128 Ongar Road / William Hunter Way – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
William Hunter Way	3.1	14.45	0.76	11.2	71.96	0.98
Ongar Road (North)	11.6	48.21	0.96	7.5	32.99	0.90
Ongar Road (South)	2.2	42.10	0.70	2.1	39.96	0.69

Table I-11: A128 Ongar Road / William Hunter Way – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
William Hunter Way	3.9	16.94	0.80	19.7	112.2	1.06
Ongar Road (North)	35.0	103.24	1.11	12.0	50.04	0.95
Ongar Road (South)	2.2	41.30	0.70	2.1	40.24	0.69

Table I-12: A128 Ongar Road / William Hunter Way – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
William Hunter Way	5.7	22.44	0.87	44.7	240.10	1.15
Ongar Road (North)	63.0	173.76	1.21	20.1	80.20	0.99
Ongar Road (South)	2.1	40.25	0.69	2.1	39.67	0.69

Junction 6 - A128 Ongar Road / A1023 Shenfield Road / A128 Ingrave Road / A1023 High Street - Double Mini-Roundabout

Table I-13: A128 Ongar Road / A1023 Shenfield Road / A128 Ingrave Road / A1023 High Street – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
J6a - Ongar Road North	15.2	45.89	0.70	14.3	60.50	0.78
J6a - Shenfield Road	7.3	26.40	0.76	4.2	17.76	0.77
J6a - A1023 High Street	1.4	4.66	0.53	1.4	4.77	0.53
J6b - A1023 High Street	1.5	5.13	0.65	1.3	5.42	0.61
J6b - Ingrave Road	23.1	68.67	0.80	19.4	74.93	0.77
J6b - A1023 High Street	3.1	31.66	0.58	3.3	32.38	0.58

Table I-14: A128 Ongar Road / A1023 Shenfield Road / A128 Ingrave Road / A1023 High Street – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
J6a - Ongar Road North	0.4	6.58	0.17	0.5	8.81	0.23
J6a - Shenfield Road	2.9	11.31	0.68	3.0	11.10	0.71
J6a - A1023 High Street	1.5	4.82	0.54	1.5	4.86	0.55
J6b - A1023 High Street	0.9	4.62	0.48	0.8	4.94	0.42
J6b - Ingrave Road	44.0	126.23	0.83	53.5	170.35	0.85
J6b - A1023 High Street	19.8	130.66	0.76	5.6	47.25	0.63

Table I-15: A128 Ongar Road / A1023 Shenfield Road / A128 Ingrave Road / A1023 High Street – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
J6a - Ongar Road North	0.1	5.64	0.04	0.1	7.26	0.06
J6a - Shenfield Road	3.0	10.62	0.7	2.6	10.30	0.72
J6a - A1023 High Street	1.6	4.85	0.55	1.5	4.97	0.56
J6b - A1023 High Street	0.9	4.59	0.45	0.7	4.82	0.36
J6b - Ingrave Road	75.6	265.90	0.91	135.2	406.41	0.88
J6b - A1023 High Street	31.9	195.32	0.83	12.9	90.18	0.72

Junction 7 - A128 Ingrave Road / B186 Queens Road - Mini-Roundabout

Table I-16: A128 Ingrave Road / B186 Queens Road – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Ingrave Road North	1.6	7.46	0.61	1.5	8.50	0.61
Ingrave Road South	39.9	124.10	1.09	6.2	21.76	0.87
Queens Road	3.5	22.76	0.71	13.7	48.94	0.90

Table I-17: A128 Ingrave Road / B186 Queens Road – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Ingrave Road North	1.7	7.69	0.64	1.8	9.46	0.65
Ingrave Road South	120.3	336.33	1.24	9.8	30.62	0.94
Queens Road	4.8	28.86	0.76	18.7	66.50	0.91

Table I-18: A128 Ingrave Road / B186 Queens Road – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Ingrave Road North	2.1	8.70	0.68	2.8	11.77	0.74
Ingrave Road South	205.3	542.92	1.33	18.4	56.12	1.03
Queens Road	5.2	28.11	0.78	33.0	100.88	0.95

Junction 8 - Ingrave Road/Middleton Hall Lane/Seven Arches Road – Signalised Junction

Table I-19: Ingrave Road/Middleton Hall Lane/Seven Arches Road – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Middleton Hall Lane - (Left Turn, Ahead & Right turn)	71.6%	12.5	35.6	88.2%	17.7	63.6
Ingrave Road East – (Right Turn, Left Turn & Ahead)	96.3%	23.7	81.1	52.3%	9.8	26.1
Seven Arches – (Ahead, Right Turn & Left Turn)	48.4%	7.0	29.9	63.1%	7.5	49.3
Ingrave Road West – (Left Turn, Ahead & Right Turn)	96.1%	21.2	84.4	85.1%	23.7	37.3

Table I-20: Ingrave Road/Middleton Hall Lane/Seven Arches Road – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Middleton Hall Lane - (Left Turn, Ahead & Right turn)	88.9%	16.7	58.0	90.1%	18.7	67.7
Ingrave Road East – (Right Turn, Left Turn & Ahead)	87.2%	19.2	46.0	56.2%	10.7	27.3
Seven Arches – (Ahead, Right Turn & Left Turn)	61.2%	8.5	39.7	68.9%	8.3	52.0
Ingrave Road West – (Left Turn, Ahead & Right Turn)	85.4%	15.6	46.1	89.5%	27.1	42.6

Table I-21: Ingrave Road/Middleton Hall Lane/Seven Arches Road – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Middleton Hall Lane - (Left Turn, Ahead & Right turn)	97.7%	23.3	94.1	95.4%	22.2	87.5
Ingrave Road East – (Right Turn, Left Turn & Ahead)	92.8%	24.4	54.8	63.4%	12.4	28.6
Seven Arches – (Ahead, Right Turn & Left Turn)	65.7%	9.2	43.3	73.5%	9.5	55.3
Ingrave Road West – (Left Turn, Ahead & Right Turn)	89.4%	18.2	51.8	95.3%	34.7	56.4

Junction 10 - High Street / Kings Road / London Road / Weald Road – Signalised Junction

Table I-22: High Street / Kings Road / London Road / Weald Road – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Weald Road - (Left Turn, Ahead & Right turn)	86.1%	15.3	42.9	67.9%	9.3	35.8
A1023 High Street East – (Right Turn, Left Turn & Ahead)	68.9%	10.7	30.9	61.5%	10.1	30.2
Kings Road – (Ahead, Right Turn & Left Turn)	57.6%	7.6	29.2	70.7%	12.4	32.7
A1023 High Street West – (Left Turn, Ahead & Right Turn)	74.9%	9.5	25.3	68.6%	9.4	19.4

Table I-23: High Street / Kings Road / London Road / Weald Road – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Weald Road - (Left Turn, Ahead & Right turn)	93.1%	18.7	59.6	82.7%	11.2	46.0
A1023 High Street East – (Right Turn, Left Turn & Ahead)	69.2%	11.0	29.4	74.6%	13.7	35.0
Kings Road – (Ahead, Right Turn & Left Turn)	65.0%	8.5	33.0	71.8%	12.6	33.1
A1023 High Street West – (Left Turn, Ahead & Right Turn)	87.3%	14.3	35.4	81.5%	12.1	25.9

Table I-24: High Street / Kings Road / London Road / Weald Road – Local Plan Growth Scenario

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Weald Road - (Left Turn, Ahead & Right turn)	108.8%	50.5	211.0	94.8%	15.8	75.3
A1023 High Street East – (Right Turn, Left Turn & Ahead)	74.3%	12.4	31.6	78.6%	14.7	37..3
Kings Road – (Ahead, Right Turn & Left Turn)	66.5%	9.2	33.2	73.8%	13.2	33.9
A1023 High Street West – (Left Turn, Ahead & Right Turn)	101.2%	28.3	100.4	94.5%	21.0	46.5

Junction 12 - Western Road / William Hunter Way - Mini-Roundabout

Table I-25: Western Road / William Hunter Way – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Western Road (North)	4.4	30.21	0.84	3.9	42.99	0.83
William Hunter Way	1.0	28.88	0.49	2.9	40.06	0.77
Western Road (South)	3.9	31.35	0.81	4.6	23.55	0.84

Table I-26: Western Road / William Hunter Way – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Western Road (North)	3.9	26.52	0.81	4.2	45.76	0.84
William Hunter Way	1.0	29.05	0.49	4.7	57.51	0.86
Western Road (South)	4.0	32.37	0.82	5.3	26.70	0.86

Table I-27: Western Road / William Hunter Way – Local Plan Growth Scenario

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Western Road (North)	4.3	28.71	0.83	5.6	58.87	0.90
William Hunter Way	2.7	52.96	0.75	6.5	73.69	0.92
Western Road (South)	4.8	37.64	0.84	11.6	52.02	0.95

Junction 13 - A127 / A128 Brentwood Road / A128 Tilbury Road - Grade Separated Gyratory

Table I-28: A127 / A128 Brentwood Road / A128 Tilbury Road – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Brentwood Road	1.0	3.73	0.49	0.9	3.95	0.48
A127 East	5.4	19.78	0.85	3.8	16.64	0.81
Tilbury Road	0.5	2.25	0.34	0.8	2.64	0.44
A127 West	3.1	30.91	0.76	5.0	32.38	0.85

Table I-29: A127 / A128 Brentwood Road / A128 Tilbury Road – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Brentwood Road	1.1	4.03	0.52	1.2	4.72	0.54
A127 East	9.8	34.47	0.94	6.8	26.57	0.90
Tilbury Road	0.7	2.53	0.40	0.9	2.82	0.47
A127 West	6.8	61.79	0.89	17.0	93.95	1.00

Table I-30: A127 / A128 Brentwood Road / A128 Tilbury Road – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Brentwood Road	1.3	4.56	0.56	1.7	6.11	0.64
A127 East	20.2	80.82	1.03	20.4	71.91	1.05
Tilbury Road	1.8	4.17	0.63	1.6	3.70	0.60
A127 West	86.9	663.37	1.27	330.3	1843.81	1.72

Table I-31: A127 / A128 Brentwood Road / A128 Tilbury Road – Local Plan Growth with Mitigation

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Brentwood Road	9.8	9.1	73.5%	113.1	347.9	120.0%
A127 East	49.2	141.4	103.7%	53.1	186.7	107.0%
Tilbury Road	85.2	73.4	102.0%	14.1	6.3	81.0%
A127 West	12.0	42.2	77.7%	128.4	531.4	133.5%

Table I-32: A127 / A128 Brentwood Road / A128 Tilbury Road – Local Plan Growth with Mitigation and Bypass

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Brentwood Road	1.7	3.6	37.9%	3.3	9.5	58.0%
A127 East	7.3	16.4	69.5%	16.6	63.1	94.7%
Tilbury Road	1.3	2.1	49.6%	5.0	2.3	57.0%
A127 West	6.6	47.3	68.1%	11.2	44.1	78.2%

Junction 14 - A127 / Childerditch Lane – Two Left in, Left out Priority Junctions

Table I-33: Junction 14a - A127 / Childerditch Lane (Northern Side) – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)

Childerditch Lane (North)	0.1	5.20	0.12	0.2	5.48	0.16
----------------------------------	-----	------	------	-----	------	------

Table I-34: Junction 14b - A127 / Childerditch Lane (Southern Side) – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/PCU)	RFC (%)	Queue (PCU)	Delay (s/PCU)	RFC (%)
Childerditch Lane (South)	0.1	6.55	0.07	0.0	5.37	0.03

Table I-35: Junction 14a - A127 / Childerditch Lane (Northern Side) – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/PCU)	RFC (%)	Queue (PCU)	Delay (s/PCU)	RFC (%)
Childerditch Lane (North)	0.1	5.24	0.12	0.2	5.74	0.20

Table I-36: Junction 14b - A127 / Childerditch Lane (Southern Side) – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/PCU)	RFC (%)	Queue (PCU)	Delay (s/PCU)	RFC (%)
Childerditch Lane (South)	0.1	6.60	0.08	0.1	5.50	0.05

Table I-37: Junction 14a - A127 / Childerditch Lane (Northern Side) – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/PCU)	RFC (%)	Queue (PCU)	Delay (s/PCU)	RFC (%)
Childerditch Lane (North)	0.2	5.44	0.12	0.3	6.01	0.24

Table I-38: Junction 14b - A127 / Childerditch Lane (Southern Side) – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/PCU)	RFC (%)	Queue (PCU)	Delay (s/PCU)	RFC (%)
Childerditch Lane (South)	0.2	7.24	0.15	0.0	5.42	0.04

Junction 15 and 16 - A128 Ingrave Road / The Avenue / A128 Brentwood Road / Running Waters - Double Mini-Roundabout

Table I-39: A128 Ingrave Road / The Avenue / A128 Brentwood Road / Running Waters – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Ingrave Road	1.4	8.18	0.59	249.9	1655.52	1.71
The Avenue	1.0	11.95	0.46	280.0	1784.70	1.69
A218 Brentwood Road West (Eastbound)	12.5	49.84	0.98	2.8	13.26	0.74
A218 Brentwood Road West (Westbound)	4.8	20.21	0.85	12.4	55.14	0.98
Running Waters	157.2	985.93	1.46	1.5	15.78	0.61
A218 Brentwood Road East	246.6	1189.78	1.50	5.5	22.71	0.86

Table I-40: A128 Ingrave Road / The Avenue / A128 Brentwood Road / Running Waters – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Ingrave Road	1.6	8.98	0.62	287.2	1885.94	1.80
The Avenue	1.2	13.06	0.50	303.2	1977.63	1.76
A218 Brentwood Road West (Eastbound)	12.5	50.49	0.98	3.5	15.94	0.79
A218 Brentwood Road West (Westbound)	6.1	23.57	0.88	12.4	55.28	0.98
Running Waters	189.9	1219.47	1.58	1.9	18.13	0.66
A218 Brentwood Road East	327.9	1553.31	1.64	7.6	30.85	0.90

Table I-41: A128 Ingrave Road / The Avenue / A128 Brentwood Road / Running Waters – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Ingrave Road	2.2	10.92	0.69	349.9	2276.11	1.93
The Avenue	1.4	14.17	0.53	329.9	2290.33	1.83
A218 Brentwood Road West (Eastbound)	12.6	50.94	0.98	5.4	22.64	0.86
A218 Brentwood Road West (Westbound)	9.5	31.73	0.94	12.4	55.52	0.98
Running Waters	231.9	1552.19	1.71	2.2	20.08	0.70
A218 Brentwood Road East	434.3	1983.56	1.78	19.5	68.54	0.99

Table I-42: A128 Ingrave Road / The Avenue / A128 Brentwood Road / Running Waters – Local Plan Growth with New Mitigation

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (PCU)	Delay (secs)	Deg Sat	MMQ (PCU)	Delay (secs)
Ingrave Road	94%	8.84	132.09	100%	64.41	176.31
The Avenue	87%	9.3	71.72	106%	58.52	233.18
A218 Brentwood Road East (Westbound)	69%	11.67	15.67	71%	11.94	25.28
A218 Brentwood Road West (Eastbound)	51%	1.93	1.70	84%	5.11	10.8
Running Waters	89%	11.17	31.8	87%	3.51	40.31
A218 Brentwood Road East	75%	2.20	5.43	55%	0.33	1.83

Junction 17 - Brook Street/Mascalls Lane – Signalised Junction

Table I-43: Brook Street/Mascalls Lane – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Spital Lane - (Left Turn, Ahead & right Turn)	87.6%	8.4	75.5	84.8%	6.3	93.3
A1023 London Road – (Right Turn, Left Turn & Ahead)	94.4%	22.2	54.9	88.8%	23.8	34.6
Mascalls Lane – (Ahead, Right Turn & Left turn)	55.6%	6.3	28.9	65.3%	7.3	40.2
A1023 Brook Street – (Left Turn, Ahead & Right Turn)	95.2%	30.0	38.1	73.8%	13.3	16.9

Table I-44: Brook Street/Mascalls Lane – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Spital Lane - (Left Turn, Ahead & right Turn)	83.2%	8.1	64.4	80.4%	6.2	75.6
A1023 London Road – (Right Turn, Left Turn & Ahead)	79.6%	17.1	26.8	48.4%	8.2	19.8
Mascalls Lane – (Ahead, Right Turn & Left turn)	74.6%	8.4	41.9	71.4%	9.0	39.5
A1023 Brook Street – (Left Turn, Ahead & Right Turn)	53.2%	7.0	16.5	82.2%	18.7	18.0

Table I-45: Brook Street/Mascalls Lane – Local Plan Growth Scenario

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Spital Lane - (Left Turn, Ahead & right Turn)	87.7%	8.9	75.7	96.3%	9.7	142.8
A1023 London Road – (Right Turn, Left Turn & Ahead)	95.5%	29.0	50.9	66.3%	12.2	27.4
Mascalls Lane – (Ahead, Right Turn & Left turn)	80.8%	9.8	46.3	67.6%	9.1	34.7
A1023 Brook Street – (Left Turn, Ahead & Right Turn)	63.9%	8.9	18.7	89.9%	25.9	22.9

Junction 18 - Warley Hill/Eagle Way – Signalised Junction

Table I-46: Warley Hill/Eagle Way – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Warley road North – (Left Turn, Ahead & Right Turn)	102.4%	25.0	136.7	65.3%	12.2	31.5
Eagle Way – (Right Turn, Left Turn & Ahead)	98.1%	19.8	111.8	89.8%	14.9	69.5
Warley Road South – (Ahead, Right Turn & Left Turn)	98.8%	32.3	83.1	87.5%	15.2	47.3
Mascalls Lane – (Left Turn, Ahead & Right Turn)	98.1%	19.1	111.9	88.2%	11.7	73.1

Table I-47: Warley Hill/Eagle Way – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Warley road North – (Left Turn, Ahead & Right Turn)	105.9%	29.8	175.1	86.2%	15.1	50.1
Eagle Way – (Right Turn, Left Turn & Ahead)	103.9%	26.0	170.9	93.6%	16.8	75.2
Warley Road South – (Ahead, Right Turn & Left Turn)	108.3%	59.2	202.4	97.7%	20.9	81.1
Mascalls Lane – (Left Turn, Ahead & Right Turn)	100.3%	22.2	120.1	96.2%	14.7	102.9

Table I-48: Warley Hill/Eagle Way – Local Plan Growth Scenario

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
Warley road North – (Left Turn, Ahead & Right Turn)	108.8%	36.5	211.8	94.8%	19.3	75.8
Eagle Way – (Right Turn, Left Turn & Ahead)	104.3%	27.9	173.1	97.3%	19.4	95.9
Warley Road South – (Ahead, Right Turn & Left Turn)	107.1%	56.1	184.5	103.6%	33.1	139.7
Mascalls Lane – (Left Turn, Ahead & Right Turn)	106.2%	30.7	194.7	95.2%	15.0	92.1

Junction 19 - B186 Warley Street / A127 Eastbound - Priority Junction

Table I-49: B186 Warley Street / A127 Eastbound – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
A127 Slip Road Left	26.3	587.80	1.27	0.6	13.29	0.36
A127 Slip Road Right	42.2	489.70	1.30	1.5	30.25	0.61
Warley Street North Ahead & Right	1.1	8.46	0.36	1.3	7.87	0.44

Table I-50: B186 Warley Street / A127 Eastbound – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
A127 Slip Road Left	49.4	1001.76	1.43	1.8	32.62	0.65
A127 Slip Road Right	73.1	887.68	1.51	3.5	66.31	0.81
Warley Street North Ahead & Right	1.3	8.51	0.38	2.0	8.42	0.52

Table I-51: B186 Warley Street / A127 Eastbound – Local Plan Growth Scenario

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
A127 Slip Road Left	107.9	1907.50	1.79	10.5	166.79	1.00
A127 Slip Road Right	120.4	1673.30	1.98	9.9	175.49	1.00
Warley Street North Ahead & Right	2.0	8.79	0.47	3.1	9.21	0.61

Junction 20 - B186 Warley Street / A127 Westbound - Priority Junction

Table I-52: B186 Warley Street / A127 Westbound – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
A127 Slip Road Left	14.7	352.95	1.09	14.3	140.59	1.02
A127 Slip Road Right	25.6	304.45	1.12	9.9	173.62	1.01
Warley Street South Ahead & Right	2.9	8.61	0.59	2.1	9.18	0.55

Table I-53: B186 Warley Street / A127 Westbound – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
A127 Slip Road Left	29.9	784.72	1.41	31.9	352.77	1.14
A127 Slip Road Right	65.0	761.42	1.30	20.8	371.46	1.14
Warley Street South Ahead & Right	4.7	11.56	0.69	2.7	10.52	0.61

Table I-54: B186 Warley Street / A127 Westbound – Local Plan Growth Scenario

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
A127 Slip Road Left	62.5	1960.15	2.18	85.9	1052.52	1.49
A127 Slip Road Right	164.3	2038.45	1.83	62.5	1060.42	1.49
Warley Street South Ahead & Right	4.7	11.56	0.69	6.8	19.89	0.82

Junction 19 / 20 - B186 Warley Street / A127 Eastbound / B186 Warley Street / A127 Westbound – Signalised Cross Roads

Table I-55: Junction 19 / 20 – Reference Case Scenario with Existing Mitigation

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
B186 North Junction SB	90.7%	12.0	39.5	80.3%	12.2	20.6
A127 EB	89.5%	12.8	91.9	74.7%	6.6	59.2
B186 North Junction NB	92.4%	33.1	30.3	77.2%	13.3	20.5
B186 SB Overbridge	82.3%	27.4	42.4	81.3%	22.3	24.5
A127 WB Slip	81.7%	13.3	62.9	77.9%	7.3	60.8
B186 South Junction NB	87.6%	22.3	33.2	80.5%	7.4	25.1

Table I-56: Junction 19 / 20 – Local Plan Growth with Existing Mitigation

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
B186 North Junction SB	88.2%	8.7	39.1	65.4%	7.7	16.2
A127 EB	85.1%	11.4	81.4	56.9%	4.4	48.7
B186 North Junction NB	84.7%	19.9	21.5	71.2%	11.6	18.7
B186 SB Overbridge	70.1%	21.9	37.3	66.0%	15.7	18.7
A127 WB Slip	64.3%	9.3	50.8	67.4%	5.8	52.4
B186 South Junction NB	85.9%	21.0	31.4	65.8%	5.8	18.6

Junction 22 - A1023 Chelmsford Road / Alexander Lane - Priority Junction

Table I-57: A1023 Chelmsford Road / Alexander Lane – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Alexander Lane	0.1	10.07	0.08	0.1	9.37	0.08
Chelmsford Road West	0.0	5.30	0.03	0.0	4.92	0.00

Table I-58: A1023 Chelmsford Road / Alexander Lane – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Alexander Lane	0.1	10.24	0.09	0.1	9.52	0.09
Chelmsford Road West	0.0	5.35	0.03	0.0	4.93	0.00

Table I-59: A1023 Chelmsford Road / Alexander Lane – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Alexander Lane	0.1	10.60	0.09	0.1	9.74	0.09
Chelmsford Road West	0.0	5.43	0.03	0.0	4.95	0.00

Junction 23 - A12 / Roman Road / PFS / Chelmsford Road - Grade Separated Gyratory

Table I-60: A12 / Roman Road / PFS / Chelmsford Road – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Roman Road	4.8	18.09	0.82	1.6	8.20	0.60
Ingatestone Bypass (A12) East	0.7	4.49	0.40	0.7	4.23	0.40
Services Access	0.5	9.05	0.33	0.4	7.59	0.26
Chelmsford Road	2.6	10.21	0.71	3.1	11.25	0.75
A12 West	0.5	3.03	0.32	1.3	4.78	0.55

Table I-61: A12 / Roman Road / PFS / Chelmsford Road – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Roman Road	8.0	28.88	0.89	1.8	8.93	0.62
Ingatestone Bypass (A12) East	0.9	5.00	0.44	0.8	4.41	0.42
Services Access	0.6	10.22	0.35	0.4	7.88	0.27
Chelmsford Road	3.0	11.67	0.74	3.9	13.55	0.79
A12 West	0.7	3.34	0.38	1.6	5.49	0.60

Table I-62: A12 / Roman Road / PFS / Chelmsford Road – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Roman Road	11.9	41.96	0.94	2.1	10.27	0.66
Ingatestone Bypass (A12) East	1.0	5.40	0.48	0.9	4.82	0.45
Services Access	0.6	11.08	0.37	0.4	8.70	0.29
Chelmsford Road	8.3	27.40	0.90	4.8	15.81	0.82
A12 West	0.8	3.75	0.43	1.7	5.72	0.62

Junction 24 – B1002 / A12 Off-slip / Roman Road – Staggered Priority Junctions

Table I-63: B1002 / A12 Off-slip / Roman Road – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Roman Rd South (Left Turn)	0.1	8.97	0.08	0.1	7.45	0.08
Roman Rd South (Left Turn, Ahead)	0.2	13.75	0.19	0.2	13.89	0.18
Roman Rd East (Right Turn)	0.0	0.00	0.00	0.0	0.00	0.00
Roman Rd North (Left Turn)	0.1	9.57	0.13	0.1	9.59	0.09
Roman Rd North (Ahead, Right Turn)	3.2	34.30	0.79	1.3	27.97	0.56
Roman Rd West (Right Turn)	0.2	10.38	0.11	0.1	7.98	0.11

Table I-64: B1002 / A12 Off-slip / Roman Road – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Roman Rd South (Left Turn)	0.1	9.05	0.09	0.1	7.47	0.08
Roman Rd South (Left Turn, Ahead)	0.2	14.60	0.20	0.2	14.14	0.19
Roman Rd East (Right Turn)	0.0	0.00	0.00	0.0	0.00	0.00
Roman Rd North (Left Turn)	0.2	9.80	0.15	0.1	9.70	0.09
Roman Rd North (Ahead, Right Turn)	5.9	52.20	0.91	1.3	29.42	0.58
Roman Rd West (Right Turn)	0.2	10.58	0.11	0.1	8.09	0.11

Table I-65: B1002 / A12 Off-slip / Roman Road – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
Roman Rd South (Left Turn)	0.2	9.39	0.16	0.1	7.72	0.13
Roman Rd South (Left Turn, Ahead)	0.3	18.51	0.24	0.3	15.99	0.22
Roman Rd East (Right Turn)	0.0	0.00	0.00	0.0	0.00	0.00
Roman Rd North (Left Turn)	0.2	10.23	0.15	0.1	9.99	0.09
Roman Rd North (Ahead, Right Turn)	17.9	110.38	1.14	1.7	34.48	0.64
Roman Rd West (Right Turn)	0.4	13.06	0.24	0.2	8.58	0.15

Table I-66: B1002 / A12 Off-slip / Roman Road – Reference Case with New Mitigation

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (PCU)	Delay (secs)	Deg Sat	MMQ (PCU)	Delay (secs)
Roman Rd South (Left Turn)	43.8%	4.8	12.9	24.8%	2.1	5.5
Roman Rd South (Left Turn, Ahead)	44.9%	3.9	19.6	54.3%	3.0	34.9
Roman Rd East (Right Turn)	34.8%	3.6	11.8	56.9%	7.1	8.0
Roman Rd North (Left Turn)	26.0%	0.2	1.9	48.5%	0.5	2.3
Roman Rd North (Ahead, Right Turn)	12.3%	0.1	3.1	19.5%	0.2	4.8
Roman Rd West (Right Turn)	38.3%	1.3	1.6	26.9%	0.2	1.4

Table I-67: B1002 / A12 Off-slip / Roman Road – Local Plan Growth with New Mitigation

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (PCU)	Delay (secs)	Deg Sat	MMQ (PCU)	Delay (secs)
Roman Rd South <i>(Left Turn)</i>	48.6%	5.4	14.9	25.7%	2.3	5.5
Roman Rd South <i>(Left Turn, Ahead)</i>	47.2%	4.4	18.3	58.7%	3.3	36.5
Roman Rd East <i>(Right Turn)</i>	39.7%	4.3	14.1	57.8%	7.2	8.1
Roman Rd North <i>(Left Turn)</i>	34.9%	0.3	2.6	53.4%	0.6	2.7
Roman Rd North <i>(Ahead, Right Turn)</i>	16.7%	0.1	3.2	23.2%	0.2	4.3
Roman Rd West <i>(Right Turn)</i>	41.6%	1.9	1.7	28.3%	0.2	1.4

Junction 25 – M25 Junction 28

Table I-68: M25 Junction 28 – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
M25 North	65.4%	6.3	27.3	74.6%	7.8	31.1
A12 East	89.3%	13.0	41.4	82.5%	38.3	9.2
A1023 Brook Street	68.1%	6.3	9.5	77.0%	7.6	8.8
M25 South	74.6%	8.6	27.6	78.3%	8.8	32.0
A12 West	69.5%	5.5	35.8	83.7%	7.4	50.0

Table I-69: M25 Junction 28 – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
M25 North	79.4%	12.7	35.2	85.5%	11.3	45.0
A12 East	129.6%	482.6	106.8	98.8%	21.0	89.9
A1023 Brook Street	64.8%	9.8	7.5	48.1%	3.6	6.9
M25 South	74.0%	11.7	30.3	87.9%	13.5	41.8
A12 West	76.3%	8.0	47.8	91.4%	11.3	68.1

Table I-70: M25 Junction 28 – Local Plan Growth

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
M25 North	85.4%	14.4	41.7	88.1%	14.0	50.7
A12 East	171.4%	197.7	844.7	144.6%	112.7	649.0
A1023 Brook Street	78.7%	10.9	11.8	53.7%	4.4	5.7
M25 South	77.0%	12.5	31.8	106.5%	37.7	182.8
A12 West	79.7%	8.3	52.8	89.3%	12.2	61.9

Table I-71: M25 Junction 28 – Reference Case with Amended Mitigation – Capacity Constraint Test

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
M25 North	79.4%	12.7	35.2	40.7%	5.1	10.1
A12 East	129.6%	106.8	482.6	98.8%	21.0	89.9
A1023 Brook Street	64.3%	7.4	9.7	46.3%	4.3	7.2
M25 South	74.0%	11.7	30.3	77.2%	10.3	32.4
A12 West	62.9%	5.9	40.5	79.5%	8.5	43.2

Table I-72: M25 Junction 28 – Local Plan Growth with Amended Mitigation – Capacity Constraint Test

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Deg Sat	MMQ (vehs)	Delay (secs)	Deg Sat	MMQ (vehs)	Delay (secs)
M25 North	85.4%	14.4	41.7	45.9%	6.8	12.9
A12 East	163.2%	184.9	788.0	144.6%	112.7	649.0
A1023 Brook Street	81.3%	11.9	13.4	53.9%	6.0	6.5
M25 South	75.5%	12.2	31.0	85.2%	13.5	43.8
A12 West	70.3%	6.6	45.4	58.4%	7.8	26.9

Junction 27 - A128 / Tilbury Road / Station Road – Priority Junction

Table I-73: A128 Tilbury Road/Station Road – Base Year

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
A128 Tilbury Road S	0.6	12.22	0.34	2.1	26.08	0.66
Station Road	0.8	39.78	0.42	1.8	67.38	0.64
A128 Tilbury Road N	1.3	17.59	0.54	0.8	13.19	0.42

Table I-74: A128 Tilbury Road/Station Road – Reference Case

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
A128 Tilbury Road S	0.8	17.89	0.44	15.7	194.41	1.00
Station Road	1.6	81.92	0.61	7.3	263.40	0.94
A128 Tilbury Road N	1.7	23.07	0.62	0.9	14.09	0.45

Table I-75: A128 Tilbury Road/Station Road - Local Plan Growth Scenario

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
A128 Tilbury Road S	10.3	170.76	0.97	59.7	724.58	1.22
Station Road	5.1	258.26	0.89	19.1	778.52	1.16
A128 Tilbury Road N	1.7	24.00	0.62	1.3	17.44	0.54

Table I-76: A128 Tilbury Road/Station Road - Local Plan Growth Scenario with Mitigation

Arm	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Queue (PCU)	Delay (s/ PCU)	RFC (%)	Queue (PCU)	Delay (s/ PCU)	RFC (%)
A128 Tilbury Road S	1.3	21.02	0.55	3.2	37.41	0.76
Station Road	2.0	100.82	0.68	4.7	180.22	0.86
A128 Tilbury Road N	1.7	24.00	0.62	1.3	17.44	0.54