APPENDIX D JUNCTION ANALYSIS - ROUNDABOUTS

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A19 Barlby Rd 2008 Base.vai"
(drive-on-the-left) at 12:01:34 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A19/Barlby Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: Foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A19/Barlby Road Roundabout Assessment

.INPUT DATA
****
ARM A - Barlby Rd (north)
ARM B - A19 West
ARM C - A19 East

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.60	4.75	5.00	21.00	46.00	50.0	0.508	20.082
ARM B	3.75	5.50	4.00	34.00	46.00	48.0	0.534	21.662
ARM C	4.00	5.00	3.50	23.00	46.00	40.0	0.544	22.191

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19/Barlby Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO TOP OF PEAK	TO RISE	FLOW STOPS	IS REACHED IFALLING	RATE OF FLOW (VEH/MIN) BEFORE	PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	3.21	4.82	3.21			
ARM B	15.00	45.00	75.00	2.56	3.84	2.56			
ARM C	15.00	45.00	75.00	7.15	10.73	7.15			

DEMAND SET TITLE: A19/Barlby Rd

TIME	FROM/TO	TURNING PROPORTIONS (PERCENTAGE OF H.V.S) TURNING COUNTS (VEH/HR) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.058	0.942
		0.0	15.0	242.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.015	0.000	0.985
		3.0	0.0	202.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.397	0.603	0.000
		227.0	345.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	3.21	16.07	0.200		0.0	0.2	3.6		0.08
ARM B	2.56	18.09	0.142		0.0	0.2	2.4		0.06
ARM C	7.15	20.15	0.355		0.0	0.5	7.9		0.08
17.00-17.15									
ARM A	3.84	15.64	0.245		0.2	0.3	4.7		0.08
ARM B	3.06	17.77	0.172		0.2	0.2	3.1		0.07
ARM C	8.54	20.15	0.424		0.5	0.7	10.7		0.09
17.15-17.30									
ARM A	4.70	15.06	0.312		0.3	0.4	6.6		0.10
ARM B	3.75	17.33	0.216		0.2	0.3	4.0		0.07
ARM C	10.46	20.14	0.519		0.7	1.1	15.5		0.10
17.30-17.45									
ARM A	4.70	15.05	0.312		0.4	0.5	6.8		0.10
ARM B	3.75	17.33	0.216		0.3	0.3	4.1		0.07
ARM C	10.46	20.14	0.519		1.1	1.1	16.0		0.10
17.45-18.00									
ARM A	3.84	15.63	0.245		0.5	0.3	5.0		0.08
ARM B	3.06	17.76	0.172		0.3	0.2	3.2		0.07
ARM C	8.54	20.15	0.424		1.1	0.7	11.4		0.09
18.00-18.15									
ARM A	3.21	16.06	0.200		0.3	0.3	3.8		0.08
ARM B	2.56	18.07	0.142		0.2	0.2	2.5		0.06
ARM C	7.15	20.15	0.355		0.7	0.6	8.5		0.08

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.3	
17.30	0.4	
17.45	0.5	
18.00	0.3	
18.15	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.2	
17.30	0.3	
17.45	0.3	
18.00	0.2	
18.15	0.2	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.1	*

17.45	1.1	*
18.00	0.7	*
18.15	0.6	*

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	352.4	234.9	30.6	0.09	30.6	0.09
B	281.1	187.4	19.4	0.07	19.4	0.07
C	784.3	522.9	70.1	0.09	70.1	0.09
ALL	1417.8	945.2	120.0	0.08	120.0	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A19 Barlby Rd 2026 Base.vai"
(drive-on-the-left) at 12:03:36 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A19/Barlby Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A19/Barlby Road Roundabout Assessment

.INPUT DATA
****
ARM A - Barlby Rd (north)
ARM B - A19 West
ARM C - A19 East

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.60	4.75	5.00	21.00	46.00	50.0	0.508	20.082
ARM B	3.75	5.50	4.00	34.00	46.00	48.0	0.534	21.662
ARM C	4.00	5.00	3.50	23.00	46.00	40.0	0.544	22.191

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19/Barlby Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO PEAK	TO RISE	IS REACHED	IFALLING	FLOW STOPS	PEAK	RATE OF FLOW (VEH/MIN) BEFORE	AT TOP	AFTER	PEAK
ARM A	15.00	45.00	75.00				4.03	6.04		4.03	
ARM B	15.00	45.00	75.00				2.49	3.73		2.49	
ARM C	15.00	45.00	75.00				7.86	11.79		7.86	

DEMAND SET TITLE: A19/Barlby Rd

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15		TURNING PROPORTIONS		
		TURNING COUNTS (VEH/HR)		
		(PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.062	0.938
		0.0	20.0	302.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.045	0.000	0.955
		9.0	0.0	190.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.461	0.539	0.000
		290.0	339.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	4.03	16.11	0.250		0.0	0.3	4.8		0.08
ARM B	2.49	17.69	0.141		0.0	0.2	2.4		0.07
ARM C	7.86	20.11	0.391		0.0	0.6	9.2		0.08
17.00-17.15									
ARM A	4.81	15.69	0.306		0.3	0.4	6.4		0.09
ARM B	2.97	17.29	0.172		0.2	0.2	3.0		0.07
ARM C	9.39	20.10	0.467		0.6	0.9	12.7		0.09
17.15-17.30									
ARM A	5.89	15.11	0.389		0.4	0.6	9.2		0.11
ARM B	3.64	16.75	0.217		0.2	0.3	4.1		0.08
ARM C	11.50	20.08	0.573		0.9	1.3	19.0		0.12
17.30-17.45									
ARM A	5.89	15.10	0.390		0.6	0.6	9.5		0.11
ARM B	3.64	16.74	0.217		0.3	0.3	4.1		0.08
ARM C	11.50	20.08	0.573		1.3	1.3	19.8		0.12
17.45-18.00									
ARM A	4.81	15.67	0.307		0.6	0.4	6.9		0.09
ARM B	2.97	17.28	0.172		0.3	0.2	3.2		0.07
ARM C	9.39	20.10	0.467		1.3	0.9	13.7		0.09
18.00-18.15									
ARM A	4.03	16.10	0.250		0.4	0.3	5.1		0.08
ARM B	2.49	17.67	0.141		0.2	0.2	2.5		0.07
ARM C	7.86	20.11	0.391		0.9	0.6	10.0		0.08

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.9	*
17.30	1.3	*

17.45	1.3	*
18.00	0.9	*
18.15	0.6	*

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	441.5	294.4	41.9	0.09	41.9	0.10
B	272.9	181.9	19.3	0.07	19.3	0.07
C	862.5	575.0	84.4	0.10	84.4	0.10
ALL	1576.9	1051.3	145.7	0.09	145.7	0.09

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

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Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A19 Barlby Rd 2026 Site A.vai"
(drive-on-the-left) at 12:04:35 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A19/Barlby Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A19/Barlby Road Roundabout Assessment

.INPUT DATA
****
ARM A - Barlby Rd (north)
ARM B - A19 West
ARM C - A19 East

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.60	4.75	5.00	21.00	46.00	50.0	0.508	20.082
ARM B	3.75	5.50	4.00	34.00	46.00	48.0	0.534	21.662
ARM C	4.00	5.00	3.50	23.00	46.00	40.0	0.544	22.191

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19/Barlby Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO PEAK	FLOW STOPS	BEFORE AT TOP	AFTER	RATE OF FLOW (VEH/MIN) TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK
ARM A	15.00	45.00	75.00	5.49	8.23	5.49					
ARM B	15.00	45.00	75.00	2.19	3.28	2.19					
ARM C	15.00	45.00	75.00	7.95	11.92	7.95					

DEMAND SET TITLE: A19/Barlby Rd

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15				
	ARM A	0.000	0.059	0.941
		0.0	26.0	413.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.051	0.000	0.949
		9.0	0.0	166.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.492	0.508	0.000
		313.0	323.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	5.49	16.21	0.338		0.0	0.5	7.3		0.09
ARM B	2.19	16.95	0.129		0.0	0.1	2.2		0.07
ARM C	7.95	20.11	0.395		0.0	0.6	9.4		0.08
17.00-17.15									
ARM A	6.55	15.81	0.414		0.5	0.7	10.2		0.11
ARM B	2.61	16.41	0.159		0.1	0.2	2.8		0.07
ARM C	9.49	20.10	0.472		0.6	0.9	12.9		0.09
17.15-17.30									
ARM A	8.03	15.26	0.526		0.7	1.1	15.7		0.14
ARM B	3.20	15.67	0.204		0.2	0.3	3.8		0.08
ARM C	11.63	20.08	0.579		0.9	1.4	19.5		0.12
17.30-17.45									
ARM A	8.03	15.25	0.526		1.1	1.1	16.4		0.14
ARM B	3.20	15.66	0.204		0.3	0.3	3.8		0.08
ARM C	11.63	20.08	0.579		1.4	1.4	20.4		0.12
17.45-18.00									
ARM A	6.55	15.80	0.415		1.1	0.7	11.1		0.11
ARM B	2.61	16.39	0.159		0.3	0.2	2.9		0.07
ARM C	9.49	20.10	0.472		1.4	0.9	14.0		0.09
18.00-18.15									
ARM A	5.49	16.20	0.339		0.7	0.5	8.0		0.09
ARM B	2.19	16.93	0.129		0.2	0.1	2.3		0.07
ARM C	7.95	20.11	0.395		0.9	0.7	10.1		0.08

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.1	*
17.45	1.1	*
18.00	0.7	*
18.15	0.5	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.9	*
17.30	1.4	*

17.45	1.4	*
18.00	0.9	*
18.15	0.7	*

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	602.0	401.3	68.7	0.11	68.8	0.11
B	240.0	160.0	17.7	0.07	17.7	0.07
C	872.1	581.4	86.3	0.10	86.3	0.10
ALL	1714.0	1142.7	172.8	0.10	172.8	0.10

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END OF JOB

ARCADY 6

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Analysis Program: Release 4.0 (FEBRUARY 2006)

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Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

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A19 Barlby Rd 2026 Site D.vai"
(drive-on-the-left) at 12:05:30 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A19/Barlby Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A19/Barlby Road Roundabout Assessment

.INPUT DATA

ARM A - Barlby Rd (north)
ARM B - A19 West
ARM C - A19 East

.GEOMETRIC DATA

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E = entry width R = entry radius PHI = entry angle

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(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19/Barlby Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO TOP OF PEAK	TO RISE	IS REACHED IFALLING	FLOW STOPS	RATE OF FLOW (VEH/MIN) BEFORE	AT TOP	OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00			4.57	6.86	4.57	
ARM B	15.00	45.00	75.00			3.42	5.14	3.42	
ARM C	15.00	45.00	75.00			8.79	13.18	8.79	

DEMAND SET TITLE: A19/Barlby Rd

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.055	0.945
		0.0	20.0	346.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.029	0.000	0.971
		8.0	0.0	266.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.437	0.563	0.000
		307.0	396.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	4.57	15.75	0.290		0.0	0.4	5.9		0.09
ARM B	3.42	17.40	0.197		0.0	0.2	3.6		0.07
ARM C	8.79	20.12	0.437		0.0	0.8	11.1		0.09
17.00-17.15									
ARM A	5.46	15.26	0.358		0.4	0.6	8.1		0.10
ARM B	4.09	16.94	0.241		0.2	0.3	4.7		0.08
ARM C	10.49	20.11	0.522		0.8	1.1	15.6		0.10
17.15-17.30									
ARM A	6.69	14.59	0.459		0.6	0.8	12.1		0.13
ARM B	5.01	16.32	0.307		0.3	0.4	6.4		0.09
ARM C	12.85	20.09	0.640		1.1	1.7	24.7		0.14
17.30-17.45									
ARM A	6.69	14.58	0.459		0.8	0.8	12.6		0.13
ARM B	5.01	16.31	0.307		0.4	0.4	6.6		0.09
ARM C	12.85	20.09	0.640		1.7	1.8	26.2		0.14
17.45-18.00									
ARM A	5.46	15.24	0.359		0.8	0.6	8.7		0.10
ARM B	4.09	16.92	0.242		0.4	0.3	4.9		0.08
ARM C	10.49	20.11	0.522		1.8	1.1	17.2		0.11
18.00-18.15									
ARM A	4.57	15.73	0.291		0.6	0.4	6.3		0.09
ARM B	3.42	17.38	0.197		0.3	0.2	3.8		0.07
ARM C	8.79	20.12	0.437		1.1	0.8	12.1		0.09

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.8	*
17.45	0.8	*
18.00	0.6	*
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.1	*
17.30	1.7	**

17.45	1.8	**
18.00	1.1	*
18.15	0.8	*

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	501.9	334.6	53.7	0.11	53.7	0.11
B	375.7	250.5	30.0	0.08	30.0	0.08
C	964.0	642.6	107.0	0.11	107.0	0.11
ALL	1841.5	1227.7	190.7	0.10	190.7	0.10

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A19 Barlby Rd 2026 Site E.vai"
(drive-on-the-left) at 12:06:22 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A19/Barlby Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A19/Barlby Road Roundabout Assessment

.INPUT DATA

ARM A - Barlby Rd (north)
ARM B - A19 West
ARM C - A19 East

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.60	4.75	5.00	21.00	46.00	50.0	0.508	20.082
ARM B	3.75	5.50	4.00	34.00	46.00	48.0	0.534	21.662
ARM C	4.00	5.00	3.50	23.00	46.00	40.0	0.544	22.191

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19/Barlby Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO TOP OF PEAK	TO RISE	IS REACHED IFALLING	FLOW STOPS	RATE OF FLOW (VEH/MIN) BEFORE	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00		4.03	6.04	4.03	
ARM B	15.00	45.00	75.00		2.49	3.73	2.49	
ARM C	15.00	45.00	75.00		7.78	11.66	7.78	

DEMAND SET TITLE: A19/Barlby Rd

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.075	0.925
		0.0	24.0	298.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.045	0.000	0.955
		9.0	0.0	190.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.461	0.539	0.000
		287.0	335.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	4.03	16.14	0.249		0.0	0.3	4.8		0.08
ARM B	2.49	17.71	0.140		0.0	0.2	2.4		0.07
ARM C	7.78	20.11	0.387		0.0	0.6	9.1		0.08
17.00-17.15									
ARM A	4.81	15.72	0.306		0.3	0.4	6.4		0.09
ARM B	2.97	17.32	0.171		0.2	0.2	3.0		0.07
ARM C	9.28	20.10	0.462		0.6	0.8	12.4		0.09
17.15-17.30									
ARM A	5.89	15.15	0.389		0.4	0.6	9.2		0.11
ARM B	3.64	16.79	0.217		0.2	0.3	4.1		0.08
ARM C	11.37	20.08	0.566		0.8	1.3	18.5		0.11
17.30-17.45									
ARM A	5.89	15.14	0.389		0.6	0.6	9.5		0.11
ARM B	3.64	16.78	0.217		0.3	0.3	4.1		0.08
ARM C	11.37	20.08	0.566		1.3	1.3	19.3		0.11
17.45-18.00									
ARM A	4.81	15.71	0.306		0.6	0.4	6.8		0.09
ARM B	2.97	17.31	0.172		0.3	0.2	3.2		0.07
ARM C	9.28	20.10	0.462		1.3	0.9	13.4		0.09
18.00-18.15									
ARM A	4.03	16.12	0.250		0.4	0.3	5.1		0.08
ARM B	2.49	17.70	0.141		0.2	0.2	2.5		0.07
ARM C	7.78	20.11	0.387		0.9	0.6	9.8		0.08

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.8	*
17.30	1.3	*

17.45	1.3	*
18.00	0.9	*
18.15	0.6	*

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	441.5	294.4	41.8	0.09	41.8	0.09
B	272.9	181.9	19.3	0.07	19.3	0.07
C	852.9	568.6	82.6	0.10	82.6	0.10
ALL	1567.3	1044.9	143.7	0.09	143.7	0.09

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

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Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A19 Barlby Rd 2026 Site F.vai"
(drive-on-the-left) at 12:09:03 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A19/Barlby Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A19/Barlby Road Roundabout Assessment

.INPUT DATA

ARM A - Barlby Rd (north)
ARM B - A19 West
ARM C - A19 East

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.60	4.75	5.00	21.00	46.00	50.0	0.508	20.082
ARM B	3.75	5.50	4.00	34.00	46.00	48.0	0.534	21.662
ARM C	4.00	5.00	3.50	23.00	46.00	40.0	0.544	22.191

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19/Barlby Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO PEAK	FLOW STOPS	BEFORE PEAK	AT TOP	AFTER PEAK	RATE OF FLOW (VEH/MIN)
	TO RISE	IS REACHED	IFALLING				
ARM A	15.00	45.00	75.00	4.13	6.19	4.13	
ARM B	15.00	45.00	75.00	2.49	3.73	2.49	
ARM C	15.00	45.00	75.00	8.19	12.28	8.19	

DEMAND SET TITLE: A19/Barlby Rd

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.073	0.927
		0.0	24.0	306.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.045	0.000	0.955
		9.0	0.0	190.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.469	0.531	0.000
		307.0	348.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	4.13	16.06	0.257		0.0	0.3	5.0		0.08
ARM B	2.49	17.66	0.141		0.0	0.2	2.4		0.07
ARM C	8.19	20.11	0.407		0.0	0.7	9.9		0.08
17.00-17.15									
ARM A	4.93	15.62	0.315		0.3	0.5	6.7		0.09
ARM B	2.97	17.26	0.172		0.2	0.2	3.1		0.07
ARM C	9.78	20.10	0.486		0.7	0.9	13.6		0.10
17.15-17.30									
ARM A	6.03	15.03	0.401		0.5	0.7	9.7		0.11
ARM B	3.64	16.71	0.218		0.2	0.3	4.1		0.08
ARM C	11.97	20.08	0.596		0.9	1.4	20.8		0.12
17.30-17.45									
ARM A	6.03	15.02	0.402		0.7	0.7	10.0		0.11
ARM B	3.64	16.71	0.218		0.3	0.3	4.2		0.08
ARM C	11.97	20.08	0.596		1.4	1.5	21.8		0.12
17.45-18.00									
ARM A	4.93	15.61	0.316		0.7	0.5	7.2		0.09
ARM B	2.97	17.25	0.172		0.3	0.2	3.2		0.07
ARM C	9.78	20.10	0.486		1.5	1.0	14.9		0.10
18.00-18.15									
ARM A	4.13	16.04	0.257		0.5	0.3	5.3		0.08
ARM B	2.49	17.65	0.141		0.2	0.2	2.5		0.07
ARM C	8.19	20.11	0.407		1.0	0.7	10.7		0.08

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*
18.00	0.5	
18.15	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	0.9	*
17.30	1.4	*

17.45	1.5	*
18.00	1.0	*
18.15	0.7	*

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	452.5	301.7	43.8	0.10	43.8	0.10
B	272.9	181.9	19.4	0.07	19.4	0.07
C	898.1	598.8	91.7	0.10	91.7	0.10
ALL	1623.5	1082.3	154.9	0.10	155.0	0.10

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
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TRL Limited Tel: +44 (0) 1344 770018
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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A19 Barlby Rd 2026 Site G1.vai"
(drive-on-the-left) at 13:58:46 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A19/Barlby Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A19/Barlby Road Roundabout Assessment

.INPUT DATA
****
ARM A - Barlby Rd (north)
ARM B - A19 East
ARM C - New Link South
ARM D - A19 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.60	4.75	5.00	21.00	46.00	50.0	0.508	20.082
ARM B	3.75	5.50	4.00	34.00	46.00	48.0	0.534	21.662
ARM C	3.75	5.00	4.00	28.00	46.00	48.0	0.525	21.022
ARM D	4.00	5.00	3.50	23.00	46.00	40.0	0.544	22.191

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19/Barlby Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	FLOW STOPS IF TOP OF PEAK IS REACHED FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	3.95	5.93	3.95
ARM B	15.00	45.00	75.00	2.74	4.11	2.74
ARM C	15.00	45.00	75.00	4.72	7.09	4.72
ARM D	15.00	45.00	75.00	8.32	12.49	8.32

DEMAND SET TITLE: A19/Barlby Rd

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
TURNING PROPORTIONS					
TURNING COUNTS (VEH/HR)					
(PERCENTAGE OF H.V.S)					
16.45 - 18.15					

	ARM A	0.000	0.085	0.016	0.899
		0.0	27.0	5.0	284.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.041	0.000	0.164	0.795
		9.0	0.0	36.0	174.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.108	0.336	0.000	0.556
		41.0	127.0	0.0	210.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.548	0.284	0.168	0.000
		365.0	189.0	112.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	3.95	15.55	0.254		0.0	0.3	4.9		0.09
ARM B	2.74	17.03	0.161		0.0	0.2	2.8		0.07
ARM C	4.72	16.06	0.294		0.0	0.4	6.0		0.09
ARM D	8.32	18.98	0.439		0.0	0.8	11.2		0.09
17.00-17.15									
ARM A	4.72	15.01	0.314		0.3	0.5	6.7		0.10
ARM B	3.27	16.50	0.198		0.2	0.2	3.6		0.08
ARM C	5.64	15.46	0.365		0.4	0.6	8.3		0.10
ARM D	9.94	18.74	0.531		0.8	1.1	16.1		0.11
17.15-17.30									
ARM A	5.78	14.29	0.404		0.5	0.7	9.7		0.12
ARM B	4.00	15.79	0.254		0.2	0.3	5.0		0.08
ARM C	6.91	14.64	0.472		0.6	0.9	12.7		0.13
ARM D	12.18	18.42	0.661		1.1	1.9	26.8		0.16
17.30-17.45									
ARM A	5.78	14.28	0.405		0.7	0.7	10.1		0.12
ARM B	4.00	15.78	0.254		0.3	0.3	5.1		0.08
ARM C	6.91	14.63	0.472		0.9	0.9	13.3		0.13
ARM D	12.18	18.41	0.661		1.9	1.9	28.7		0.16
17.45-18.00									
ARM A	4.72	14.99	0.315		0.7	0.5	7.1		0.10
ARM B	3.27	16.48	0.198		0.3	0.2	3.8		0.08
ARM C	5.64	15.44	0.365		0.9	0.6	9.0		0.10
ARM D	9.94	18.73	0.531		1.9	1.1	18.0		0.12
18.00-18.15									
ARM A	3.95	15.53	0.254		0.5	0.3	5.3		0.09
ARM B	2.74	17.01	0.161		0.2	0.2	2.9		0.07
ARM C	4.72	16.04	0.295		0.6	0.4	6.5		0.09
ARM D	8.32	18.97	0.439		1.1	0.8	12.2		0.09

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*
18.00	0.5	
18.15	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3

18.00	0.2
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.4	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.1	*
17.30	1.9	**
17.45	1.9	**
18.00	1.1	*
18.15	0.8	*

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	433.3	288.9	43.8	0.10	43.8	0.10
B	300.3	200.2	23.2	0.08	23.2	0.08
C	518.3	345.5	55.8	0.11	55.8	0.11
D	913.2	608.8	113.0	0.12	113.0	0.12
ALL	2165.1	1443.4	235.8	0.11	235.8	0.11

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited
Crowthorne House
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RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A19 Barlby Rd 2026 Site G2.vai"
(drive-on-the-left) at 13:59:33 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A19/Barlby Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A19/Barlby Road Roundabout Assessment

.INPUT DATA

ARM A - Barlby Rd (north)
ARM B - A19 East
ARM C - New Link South
ARM D - A19 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.60	4.75	5.00	21.00	46.00	50.0	0.508	20.082
ARM B	3.75	5.50	4.00	34.00	46.00	48.0	0.534	21.662
ARM C	3.75	5.00	4.00	28.00	46.00	48.0	0.525	21.022
ARM D	4.00	5.00	3.50	23.00	46.00	40.0	0.544	22.191

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15

.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19/Barlby Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	FLOW STOPS IF TOP OF PEAK FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	3.95	5.93	3.95
ARM B	15.00	45.00	75.00	3.09	4.63	3.09
ARM C	15.00	45.00	75.00	6.97	10.46	6.97
ARM D	15.00	45.00	75.00	8.74	13.11	8.74

DEMAND SET TITLE: A19/Barlby Rd

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.089	0.022	0.889
		0.0	28.0	7.0	281.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.040	0.000	0.231	0.729
		10.0	0.0	57.0	180.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.109	0.330	0.000	0.561
		61.0	184.0	0.0	313.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.569	0.199	0.232	0.000
		398.0	139.0	162.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	3.95	15.19	0.260		0.0	0.3	5.1		0.09
ARM B	3.09	16.71	0.185		0.0	0.2	3.3		0.07
ARM C	6.97	16.04	0.435		0.0	0.8	10.9		0.11
ARM D	8.74	18.45	0.474		0.0	0.9	12.8		0.10
17.00-17.15									
ARM A	4.72	14.59	0.323		0.3	0.5	6.9		0.10
ARM B	3.69	16.11	0.229		0.2	0.3	4.3		0.08
ARM C	8.33	15.43	0.540		0.8	1.2	16.6		0.14
ARM D	10.43	18.11	0.576		0.9	1.3	19.2		0.13
17.15-17.30									
ARM A	5.78	13.78	0.419		0.5	0.7	10.3		0.12
ARM B	4.52	15.32	0.295		0.3	0.4	6.1		0.09
ARM C	10.20	14.60	0.699		1.2	2.2	30.7		0.22
ARM D	12.78	17.65	0.724		1.3	2.5	34.8		0.20
17.30-17.45									
ARM A	5.78	13.75	0.420		0.7	0.7	10.7		0.13
ARM B	4.52	15.30	0.295		0.4	0.4	6.2		0.09
ARM C	10.20	14.59	0.699		2.2	2.3	33.7		0.23
ARM D	12.78	17.64	0.725		2.5	2.6	38.1		0.21
17.45-18.00									
ARM A	4.72	14.55	0.324		0.7	0.5	7.5		0.10
ARM B	3.69	16.09	0.229		0.4	0.3	4.6		0.08
ARM C	8.33	15.41	0.540		2.3	1.2	18.9		0.14
ARM D	10.43	18.08	0.577		2.6	1.4	22.0		0.13
18.00-18.15									
ARM A	3.95	15.16	0.261		0.5	0.4	5.4		0.09
ARM B	3.09	16.68	0.185		0.3	0.2	3.5		0.07
ARM C	6.97	16.01	0.436		1.2	0.8	12.1		0.11
ARM D	8.74	18.43	0.474		1.4	0.9	14.2		0.10

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*
18.00	0.5	
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4

18.00	0.3
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.2	*
17.30	2.2	**
17.45	2.3	**
18.00	1.2	*
18.15	0.8	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.3	*
17.30	2.5	***
17.45	2.6	***
18.00	1.4	*
18.15	0.9	*

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	433.3	288.9	46.0	0.11	46.0	0.11
B	338.7	225.8	28.0	0.08	28.0	0.08
C	765.1	510.1	123.0	0.16	123.0	0.16
D	958.5	639.0	141.0	0.15	141.1	0.15
ALL	2495.6	1663.7	338.0	0.14	338.1	0.14

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A19 Barlby Rd 2026 Site H1.vai"
(drive-on-the-left) at 14:00:12 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A19/Barlby Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A19/Barlby Road Roundabout Assessment

.INPUT DATA

ARM A - Barlby Rd (north)
ARM B - A19 West
ARM C - A19 East

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.60	4.75	5.00	21.00	46.00	50.0	0.508	20.082
ARM B	3.75	5.50	4.00	34.00	46.00	48.0	0.534	21.662
ARM C	4.00	5.00	3.50	23.00	46.00	40.0	0.544	22.191

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19/Barlby Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	FALLING	RATE OF FLOW (VEH/MIN) BEFORE	PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	3.96	5.94	3.96
ARM B	15.00	45.00	75.00	2.45	3.68	2.45
ARM C	15.00	45.00	75.00	7.09	10.63	7.09

DEMAND SET TITLE: A19/Barlby Rd

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15				
	ARM A	0.000	0.085	0.915
		0.0	27.0	290.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.046	0.000	0.954
		9.0	0.0	187.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.630	0.370	0.000
		357.0	210.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	3.96	16.93	0.234		0.0	0.3	4.4		0.08
ARM B	2.45	17.77	0.138		0.0	0.2	2.3		0.07
ARM C	7.09	20.11	0.352		0.0	0.5	7.9		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	4.73	16.66	0.284		0.3	0.4	5.8		0.08
ARM B	2.93	17.38	0.168		0.2	0.2	3.0		0.07
ARM C	8.46	20.10	0.421		0.5	0.7	10.6		0.09

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	5.80	16.31	0.355		0.4	0.5	8.0		0.09
ARM B	3.58	16.87	0.212		0.2	0.3	4.0		0.08
ARM C	10.37	20.08	0.516		0.7	1.1	15.3		0.10

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	5.80	16.30	0.355		0.5	0.5	8.2		0.10
ARM B	3.58	16.86	0.213		0.3	0.3	4.0		0.08
ARM C	10.37	20.08	0.516		1.1	1.1	15.8		0.10

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	4.73	16.66	0.284		0.5	0.4	6.1		0.08
ARM B	2.93	17.38	0.168		0.3	0.2	3.1		0.07
ARM C	8.46	20.10	0.421		1.1	0.7	11.3		0.09

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	3.96	16.92	0.234		0.4	0.3	4.7		0.08
ARM B	2.45	17.75	0.138		0.2	0.2	2.4		0.07
ARM C	7.09	20.11	0.352		0.7	0.5	8.4		0.08

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.5	*
17.45	0.5	*
18.00	0.4	
18.15	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.1	*

17.45	1.1	*
18.00	0.7	*
18.15	0.5	*

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	434.7	289.8	37.3	0.09	37.3	0.09
B	268.8	179.2	18.8	0.07	18.8	0.07
C	777.5	518.3	69.3	0.09	69.3	0.09
ALL	1480.9	987.3	125.4	0.08	125.4	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A19 Barlby Rd 2026 Site H2.vai"
(drive-on-the-left) at 14:00:37 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A19/Barlby Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A19/Barlby Road Roundabout Assessment

.INPUT DATA
****
ARM A - Barlby Rd (north)
ARM B - A19 West
ARM C - A19 East

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.60	4.75	5.00	21.00	46.00	50.0	0.508	20.082
ARM B	3.75	5.50	4.00	34.00	46.00	48.0	0.534	21.662
ARM C	4.00	5.00	3.50	23.00	46.00	40.0	0.544	22.191

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19/Barlby Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	3.95	5.93	3.95
ARM B	15.00	45.00	75.00	1.73	2.59	1.73
ARM C	15.00	45.00	75.00	7.03	10.54	7.03

DEMAND SET TITLE: A19/Barlby Rd

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.089	0.911
		0.0	28.0	288.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.065	0.000	0.935
		9.0	0.0	129.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.680	0.320	0.000
		382.0	180.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	3.95	17.12	0.231		0.0	0.3	4.4		0.08
ARM B	1.73	17.78	0.097		0.0	0.1	1.6		0.06
ARM C	7.03	20.11	0.349		0.0	0.5	7.8		0.08
17.00-17.15									
ARM A	4.72	16.89	0.279		0.3	0.4	5.7		0.08
ARM B	2.06	17.40	0.118		0.1	0.1	2.0		0.07
ARM C	8.39	20.10	0.417		0.5	0.7	10.4		0.09
17.15-17.30									
ARM A	5.78	16.59	0.348		0.4	0.5	7.8		0.09
ARM B	2.52	16.89	0.149		0.1	0.2	2.6		0.07
ARM C	10.27	20.08	0.512		0.7	1.0	15.0		0.10
17.30-17.45									
ARM A	5.78	16.58	0.348		0.5	0.5	8.0		0.09
ARM B	2.52	16.88	0.149		0.2	0.2	2.6		0.07
ARM C	10.27	20.08	0.512		1.0	1.0	15.6		0.10
17.45-18.00									
ARM A	4.72	16.89	0.279		0.5	0.4	6.0		0.08
ARM B	2.06	17.39	0.118		0.2	0.1	2.1		0.07
ARM C	8.39	20.10	0.417		1.0	0.7	11.1		0.09
18.00-18.15									
ARM A	3.95	17.11	0.231		0.4	0.3	4.6		0.08
ARM B	1.73	17.77	0.097		0.1	0.1	1.6		0.06
ARM C	7.03	20.11	0.349		0.7	0.5	8.3		0.08

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.5	*
17.45	0.5	*
18.00	0.4	
18.15	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.0	*

17.45	1.0	*
18.00	0.7	*
18.15	0.5	*

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	433.3	288.9	36.3	0.08	36.3	0.08
B	189.2	126.2	12.5	0.07	12.5	0.07
C	770.6	513.7	68.2	0.09	68.2	0.09
ALL	1393.2	928.8	117.0	0.08	117.0	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A19 North 2008 Base.vai"
(drive-on-the-left) at 12:19:22 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A19 / A63 North
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby District Council
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby LDF
STATUS: Draft 1
DESCRIPTION: Roundabout Assessment

.INPUT DATA

ARM A - A63 North
ARM B - A63 South
ARM C - A19 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	9.50	11.20	18.00	80.00	50.0	0.533	37.074
ARM B	7.75	10.50	8.50	15.00	80.00	60.0	0.552	40.427
ARM C	7.00	9.00	8.50	21.00	80.00	62.0	0.521	36.642

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19 / A63

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO TOP OF PEAK	TO RISE	FLOW STOPS	IS REACHED IFALLING	RATE OF FLOW (VEH/MIN) BEFORE	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.26	13.89	9.26
ARM B	15.00	45.00	75.00	6.40	9.60	6.40
ARM C	15.00	45.00	75.00	4.50	6.75	4.50

DEMAND SET TITLE: A19 / A63

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.730	0.270
		0.0	541.0	200.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.992	0.000	0.008
		508.0	0.0	4.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.958	0.042	0.000
		345.0	15.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.26	33.60	0.276		0.0	0.4	5.6		0.04
ARM B	6.40	35.38	0.181		0.0	0.2	3.3		0.03
ARM C	4.50	30.01	0.150		0.0	0.2	2.6		0.04
17.00-17.15									
ARM A	11.06	33.58	0.329		0.4	0.5	7.2		0.04
ARM B	7.64	35.11	0.218		0.2	0.3	4.1		0.04
ARM C	5.37	29.36	0.183		0.2	0.2	3.3		0.04
17.15-17.30									
ARM A	13.55	33.56	0.404		0.5	0.7	9.9		0.05
ARM B	9.36	34.74	0.269		0.3	0.4	5.4		0.04
ARM C	6.58	28.47	0.231		0.2	0.3	4.4		0.05
17.30-17.45									
ARM A	13.55	33.56	0.404		0.7	0.7	10.1		0.05
ARM B	9.36	34.73	0.269		0.4	0.4	5.5		0.04
ARM C	6.58	28.47	0.231		0.3	0.3	4.5		0.05
17.45-18.00									
ARM A	11.06	33.58	0.329		0.7	0.5	7.5		0.04
ARM B	7.64	35.10	0.218		0.4	0.3	4.2		0.04
ARM C	5.37	29.36	0.183		0.3	0.2	3.4		0.04
18.00-18.15									
ARM A	9.26	33.60	0.276		0.5	0.4	5.8		0.04
ARM B	6.40	35.37	0.181		0.3	0.2	3.4		0.03
ARM C	4.50	30.00	0.150		0.2	0.2	2.7		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*
18.00	0.5	
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3

17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1016.1	677.4	46.2	0.05	46.2	0.05
B	702.1	468.0	25.9	0.04	25.9	0.04
C	493.6	329.1	20.9	0.04	20.9	0.04
ALL	2211.8	1474.5	93.1	0.04	93.1	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A19 North 2026 Base.vai"
(drive-on-the-left) at 12:19:49 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A19 / A63 North
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby District Council
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby LDF
STATUS: Draft 1
DESCRIPTION: Roundabout Assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - A19 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	9.50	11.20	18.00	80.00	50.0	0.533	37.074
ARM B	7.75	10.50	8.50	15.00	80.00	60.0	0.552	40.427
ARM C	7.00	9.00	8.50	21.00	80.00	62.0	0.521	36.642

V = approach half-width E = entry width L = effective flare length R = entry radius D = inscribed circle diameter PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19 / A63

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	IS REACHED IFALLING	BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	11.50	17.25	11.50		
ARM B	15.00	45.00	75.00	7.69	11.53	7.69		
ARM C	15.00	45.00	75.00	4.49	6.73	4.49		

DEMAND SET TITLE: A19 / A63

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	TURNING PROPORTIONS			
	ARM A	0.000	0.791	0.209
	TURNING COUNTS (VEH/HR)	0.0	728.0	192.0
	(PERCENTAGE OF H.V.S)	(10.0)	(10.0)	(10.0)

	ARM B	0.990	0.000	0.010
		609.0	0.0	6.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.944	0.056	0.000
		339.0	20.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.50	33.57	0.343		0.0	0.5	7.6		0.05
ARM B	7.69	35.43	0.217		0.0	0.3	4.1		0.04
ARM C	4.49	29.35	0.153		0.0	0.2	2.7		0.04
17.00-17.15									
ARM A	13.73	33.54	0.409		0.5	0.7	10.2		0.05
ARM B	9.18	35.17	0.261		0.3	0.4	5.2		0.04
ARM C	5.36	28.58	0.188		0.2	0.2	3.4		0.04
17.15-17.30									
ARM A	16.82	33.51	0.502		0.7	1.0	14.7		0.06
ARM B	11.24	34.82	0.323		0.4	0.5	7.0		0.04
ARM C	6.56	27.51	0.239		0.2	0.3	4.6		0.05
17.30-17.45									
ARM A	16.82	33.51	0.502		1.0	1.0	15.0		0.06
ARM B	11.24	34.81	0.323		0.5	0.5	7.1		0.04
ARM C	6.56	27.51	0.239		0.3	0.3	4.7		0.05
17.45-18.00									
ARM A	13.73	33.54	0.409		1.0	0.7	10.7		0.05
ARM B	9.18	35.17	0.261		0.5	0.4	5.4		0.04
ARM C	5.36	28.57	0.188		0.3	0.2	3.5		0.04
18.00-18.15									
ARM A	11.50	33.57	0.343		0.7	0.5	8.0		0.05
ARM B	7.69	35.43	0.217		0.4	0.3	4.2		0.04
ARM C	4.49	29.34	0.153		0.2	0.2	2.7		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.0	*
17.45	1.0	*
18.00	0.7	*
18.15	0.5	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.4
17.30	0.5
17.45	0.5
18.00	0.4
18.15	0.3

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3

17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1261.5	841.0	66.1	0.05	66.1	0.05
B	843.3	562.2	33.1	0.04	33.1	0.04
C	492.3	328.2	21.6	0.04	21.6	0.04
ALL	2597.1	1731.4	120.8	0.05	120.8	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
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TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A19 North 2026site a.vai"
(drive-on-the-left) at 12:24:03 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A19 / A63 North
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby District Council
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby LDF
STATUS: Draft 1
DESCRIPTION: Roundabout Assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - A19 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	9.50	11.20	18.00	80.00	50.0	0.533	37.074
ARM B	7.75	10.50	8.50	15.00	80.00	60.0	0.552	40.427
ARM C	7.00	9.00	8.50	21.00	80.00	62.0	0.521	36.642

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19 / A63

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00		11.71	17.57	11.71
ARM B	15.00	45.00	75.00		7.80	11.70	7.80
ARM C	15.00	45.00	75.00		4.36	6.54	4.36

DEMAND SET TITLE: A19 / A63

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15				
	ARM A	0.000	0.820	0.180
		0.0	768.0	169.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.990	0.000	0.010
		618.0	0.0	6.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.926	0.074	0.000
		323.0	26.0	0.0
		(10.0)	(10.0)	(10.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.71	33.53	0.349		0.0	0.5	7.9		0.05
ARM B	7.80	35.59	0.219		0.0	0.3	4.1		0.04
ARM C	4.36	29.29	0.149		0.0	0.2	2.6		0.04
17.00-17.15									
ARM A	13.99	33.50	0.418		0.5	0.7	10.5		0.05
ARM B	9.31	35.36	0.263		0.3	0.4	5.3		0.04
ARM C	5.21	28.51	0.183		0.2	0.2	3.3		0.04
17.15-17.30									
ARM A	17.13	33.45	0.512		0.7	1.0	15.3		0.06
ARM B	11.41	35.05	0.325		0.4	0.5	7.1		0.04
ARM C	6.38	27.43	0.233		0.2	0.3	4.5		0.05
17.30-17.45									
ARM A	17.13	33.45	0.512		1.0	1.0	15.7		0.06
ARM B	11.41	35.05	0.325		0.5	0.5	7.2		0.04
ARM C	6.38	27.42	0.233		0.3	0.3	4.5		0.05
17.45-18.00									
ARM A	13.99	33.50	0.418		1.0	0.7	11.0		0.05
ARM B	9.31	35.36	0.263		0.5	0.4	5.5		0.04
ARM C	5.21	28.50	0.183		0.3	0.2	3.4		0.04
18.00-18.15									
ARM A	11.71	33.53	0.349		0.7	0.5	8.2		0.05
ARM B	7.80	35.58	0.219		0.4	0.3	4.3		0.04
ARM C	4.36	29.28	0.149		0.2	0.2	2.7		0.04

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.0	*
17.45	1.0	*
18.00	0.7	*
18.15	0.5	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.4
17.30	0.5
17.45	0.5
18.00	0.4
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3

17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1284.8	856.5	68.5	0.05	68.5	0.05
B	855.6	570.4	33.5	0.04	33.5	0.04
C	478.6	319.0	21.0	0.04	21.0	0.04
ALL	2619.0	1746.0	123.0	0.05	123.0	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 North 2026site d.vai"
(drive-on-the-left) at 12:24:30 on Tuesday, 22 September 2009

FILE PROPERTIES

RUN TITLE: A19 / A63 North
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby District Council
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby LDF
STATUS: Draft 1
DESCRIPTION: Roundabout Assessment

INPUT DATA

ARM A - A63 North
ARM B - A63 South
ARM C - A19 West

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	9.50	11.20	18.00	80.00	50.0	0.533	37.074
ARM B	7.75	10.50	8.50	15.00	80.00	60.0	0.552	40.427
ARM C	7.00	9.00	8.50	21.00	80.00	62.0	0.521	36.642

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

TIME PERIOD BEGINS 16.45 AND ENDS 18.15
LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19 / A63

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	14.68	22.01	14.68		
ARM B	15.00	45.00	75.00	8.40	12.60	8.40		
ARM C	15.00	45.00	75.00	5.20	7.80	5.20		

DEMAND SET TITLE: A19 / A63

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.773	0.227
		0.0	908.0	266.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.988	0.000	0.012
		664.0	0.0	8.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.947	0.053	0.000
		394.0	22.0	0.0
		(10.0)	(10.0)	(10.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	14.68	33.56	0.437		0.0	0.8	11.3		0.05
ARM B	8.40	34.92	0.241		0.0	0.3	4.7		0.04
ARM C	5.20	29.00	0.179		0.0	0.2	3.2		0.04
17.00-17.15									
ARM A	17.52	33.53	0.523		0.8	1.1	15.9		0.06
ARM B	10.03	34.56	0.290		0.3	0.4	6.0		0.04
ARM C	6.21	28.15	0.221		0.2	0.3	4.2		0.05
17.15-17.30									
ARM A	21.46	33.49	0.641		1.1	1.8	25.4		0.08
ARM B	12.28	34.07	0.361		0.4	0.6	8.3		0.05
ARM C	7.60	26.99	0.282		0.3	0.4	5.8		0.05
17.30-17.45									
ARM A	21.46	33.49	0.641		1.8	1.8	26.5		0.08
ARM B	12.28	34.07	0.361		0.6	0.6	8.4		0.05
ARM C	7.60	26.98	0.282		0.4	0.4	5.9		0.05
17.45-18.00									
ARM A	17.52	33.53	0.523		1.8	1.1	17.0		0.06
ARM B	10.03	34.55	0.290		0.6	0.4	6.2		0.04
ARM C	6.21	28.14	0.221		0.4	0.3	4.3		0.05
18.00-18.15									
ARM A	14.68	33.56	0.437		1.1	0.8	12.0		0.05
ARM B	8.40	34.91	0.241		0.4	0.3	4.8		0.04
ARM C	5.20	28.98	0.179		0.3	0.2	3.3		0.04

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.1	*
17.30	1.8	**
17.45	1.8	**
18.00	1.1	*
18.15	0.8	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4

17.45	0.4
18.00	0.3
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1609.8	1073.2	108.1	0.07	108.1	0.07
B	921.5	614.3	38.5	0.04	38.5	0.04
C	570.4	380.3	26.7	0.05	26.7	0.05
ALL	3101.7	2067.8	173.3	0.06	173.3	0.06

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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 North 2026site E.vai"
(drive-on-the-left) at 12:25:02 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A19 / A63 North
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby District Council
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby LDF
STATUS: Draft 1
DESCRIPTION: Roundabout Assessment

.INPUT DATA

ARM A - A63 North
ARM B - A63 South
ARM C - A19 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	9.50	11.20	18.00	80.00	50.0	0.533	37.074
ARM B	7.75	10.50	8.50	15.00	80.00	60.0	0.552	40.427
ARM C	7.00	9.00	8.50	21.00	80.00	62.0	0.521	36.642

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19 / A63

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK	RATE OF FLOW (VEH/MIN)
ARM A	15.00	45.00	75.00	11.64	17.46	11.64		
ARM B	15.00	45.00	75.00	7.63	11.44	7.63		
ARM C	15.00	45.00	75.00	4.50	6.75	4.50		

DEMAND SET TITLE: A19 / A63

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.794	0.206
		0.0	739.0	192.0
		(10.0)	(10.0)	(10.0)

```
I                   I  ARM B  I  0.990 I  0.000 I  0.010 I
I                   I         I  604.0 I    0.0 I    6.0 I
I                   I         I ( 10.0)I ( 10.0)I ( 10.0)I
I                   I         I       I       I       I
I                   I  ARM C  I  0.931 I  0.069 I  0.000 I
I                   I         I  335.0 I   25.0 I    0.0 I
I                   I         I ( 10.0)I ( 10.0)I ( 10.0)I
I                   I         I       I       I       I
```

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.64	33.54	0.347		0.0	0.5	7.8		0.05
ARM B	7.63	35.43	0.215		0.0	0.3	4.0		0.04
ARM C	4.50	29.39	0.153		0.0	0.2	2.7		0.04
17.00-17.15									
ARM A	13.90	33.50	0.415		0.5	0.7	10.4		0.05
ARM B	9.10	35.17	0.259		0.3	0.3	5.2		0.04
ARM C	5.37	28.61	0.188		0.2	0.2	3.4		0.04
17.15-17.30									
ARM A	17.02	33.46	0.509		0.7	1.0	15.1		0.06
ARM B	11.15	34.82	0.320		0.3	0.5	6.9		0.04
ARM C	6.58	27.56	0.239		0.2	0.3	4.6		0.05
17.30-17.45									
ARM A	17.02	33.46	0.509		1.0	1.0	15.4		0.06
ARM B	11.15	34.81	0.320		0.5	0.5	7.0		0.04
ARM C	6.58	27.56	0.239		0.3	0.3	4.7		0.05
17.45-18.00									
ARM A	13.90	33.50	0.415		1.0	0.7	10.9		0.05
ARM B	9.10	35.17	0.259		0.5	0.4	5.3		0.04
ARM C	5.37	28.61	0.188		0.3	0.2	3.5		0.04
18.00-18.15									
ARM A	11.64	33.54	0.347		0.7	0.5	8.1		0.05
ARM B	7.63	35.43	0.215		0.4	0.3	4.2		0.04
ARM C	4.50	29.37	0.153		0.2	0.2	2.8		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.0	*
17.45	1.0	*
18.00	0.7	*
18.15	0.5	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.4
18.15	0.3

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3

17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1276.6	851.1	67.7	0.05	67.7	0.05
B	836.4	557.6	32.7	0.04	32.7	0.04
C	493.6	329.1	21.7	0.04	21.7	0.04
ALL	2606.7	1737.8	122.1	0.05	122.1	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A19 North 2026site F.vai"
(drive-on-the-left) at 12:25:33 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A19 / A63 North
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby District Council
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby LDF
STATUS: Draft 1
DESCRIPTION: Roundabout Assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - A19 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	9.50	11.20	18.00	80.00	50.0	0.533	37.074
ARM B	7.75	10.50	8.50	15.00	80.00	60.0	0.552	40.427
ARM C	7.00	9.00	8.50	21.00	80.00	62.0	0.521	36.642

V = approach half-width E = entry width L = effective flare length R = entry radius D = inscribed circle diameter PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19 / A63

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	11.52	17.29	11.52
ARM B	15.00	45.00	75.00	7.60	11.40	7.60
ARM C	15.00	45.00	75.00	4.65	6.98	4.65

DEMAND SET TITLE: A19 / A63

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.791	0.209
		0.0	729.0	193.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.990	0.000	0.010
		602.0	0.0	6.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.935	0.065	0.000
		348.0	24.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.52	33.54	0.344		0.0	0.5	7.7		0.05
ARM B	7.60	35.42	0.215		0.0	0.3	4.0		0.04
ARM C	4.65	29.40	0.158		0.0	0.2	2.8		0.04
17.00-17.15									
ARM A	13.76	33.51	0.411		0.5	0.7	10.2		0.05
ARM B	9.08	35.16	0.258		0.3	0.3	5.1		0.04
ARM C	5.55	28.63	0.194		0.2	0.2	3.6		0.04
17.15-17.30									
ARM A	16.85	33.47	0.504		0.7	1.0	14.8		0.06
ARM B	11.11	34.81	0.319		0.3	0.5	6.9		0.04
ARM C	6.80	27.58	0.247		0.2	0.3	4.8		0.05
17.30-17.45									
ARM A	16.85	33.47	0.504		1.0	1.0	15.1		0.06
ARM B	11.11	34.80	0.319		0.5	0.5	7.0		0.04
ARM C	6.80	27.58	0.247		0.3	0.3	4.9		0.05
17.45-18.00									
ARM A	13.76	33.51	0.411		1.0	0.7	10.7		0.05
ARM B	9.08	35.16	0.258		0.5	0.3	5.3		0.04
ARM C	5.55	28.62	0.194		0.3	0.2	3.7		0.04
18.00-18.15									
ARM A	11.52	33.54	0.344		0.7	0.5	8.0		0.05
ARM B	7.60	35.42	0.215		0.3	0.3	4.2		0.04
ARM C	4.65	29.39	0.158		0.2	0.2	2.9		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.0	*
17.45	1.0	*
18.00	0.7	*
18.15	0.5	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.3

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3

17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1264.3	842.8	66.5	0.05	66.5	0.05
B	833.7	555.8	32.6	0.04	32.6	0.04
C	510.1	340.1	22.6	0.04	22.6	0.04
ALL	2608.0	1738.7	121.6	0.05	121.6	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 North 2026site G1.vai"
(drive-on-the-left) at 14:07:44 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A19 / A63 North
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby District Council
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby LDF
STATUS: Draft 1
DESCRIPTION: Roundabout Assessment

.INPUT DATA

ARM A - A63 North
ARM B - A63 South
ARM C - A19 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	9.50	11.20	18.00	80.00	50.0	0.533	37.074
ARM B	7.75	10.50	8.50	15.00	80.00	60.0	0.552	40.427
ARM C	7.00	9.00	8.50	21.00	80.00	62.0	0.521	36.642

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19 / A63

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TOP OF PEAK	FLOW STOPS	RATE OF FLOW (VEH/MIN) BEFORE	AT TOP	AFTER
	TO RISE	IS REACHED	IFALLING	PEAK	OF PEAK	PEAK
ARM A	15.00	45.00	75.00	12.50	18.75	12.50
ARM B	15.00	45.00	75.00	10.68	16.01	10.68
ARM C	15.00	45.00	75.00	4.29	6.43	4.29

DEMAND SET TITLE: A19 / A63

TIME	FROM/TO	ARM A	ARM B	ARM C
		TURNING PROPORTIONS		
		TURNING COUNTS (VEH/HR)		
		(PERCENTAGE OF H.V.S)		
16.45 - 18.15				
	ARM A	0.000	0.895	0.105
		0.0	895.0	105.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.867	0.000	0.133
		740.0	0.0	114.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.799	0.201	0.000
		274.0	69.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	12.50	33.25	0.376		0.0	0.6	8.8		0.05
ARM B	10.68	36.03	0.296		0.0	0.4	6.2		0.04
ARM C	4.29	28.50	0.150		0.0	0.2	2.6		0.04
17.00-17.15									
ARM A	14.93	33.16	0.450		0.6	0.8	12.0		0.05
ARM B	12.75	35.89	0.355		0.4	0.5	8.1		0.04
ARM C	5.12	27.56	0.186		0.2	0.2	3.4		0.04
17.15-17.30									
ARM A	18.28	33.03	0.553		0.8	1.2	17.9		0.07
ARM B	15.61	35.69	0.437		0.5	0.8	11.4		0.05
ARM C	6.27	26.27	0.239		0.2	0.3	4.6		0.05
17.30-17.45									
ARM A	18.28	33.03	0.553		1.2	1.2	18.5		0.07
ARM B	15.61	35.69	0.437		0.8	0.8	11.6		0.05
ARM C	6.27	26.26	0.239		0.3	0.3	4.7		0.05
17.45-18.00									
ARM A	14.93	33.15	0.450		1.2	0.8	12.6		0.05
ARM B	12.75	35.89	0.355		0.8	0.6	8.4		0.04
ARM C	5.12	27.55	0.186		0.3	0.2	3.5		0.04
18.00-18.15									
ARM A	12.50	33.24	0.376		0.8	0.6	9.2		0.05
ARM B	10.68	36.03	0.296		0.6	0.4	6.4		0.04
ARM C	4.29	28.49	0.151		0.2	0.2	2.7		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.8	*
17.30	1.2	*
17.45	1.2	*
18.00	0.8	*
18.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	*
17.30	0.8	*
17.45	0.8	*
18.00	0.6	*
18.15	0.4	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3

17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1371.2	914.1	79.0	0.06	79.0	0.06
B	1171.0	780.7	52.2	0.04	52.2	0.04
C	470.3	313.6	21.5	0.05	21.5	0.05
ALL	3012.6	2008.4	152.7	0.05	152.7	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 North 2026site G2.vai"
(drive-on-the-left) at 14:08:15 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A19 / A63 North
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby District Council
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby LDF
STATUS: Draft 1
DESCRIPTION: Roundabout Assessment

.INPUT DATA

ARM A - A63 North
ARM B - A63 South
ARM C - A19 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	9.50	11.20	18.00	80.00	50.0	0.533	37.074
ARM B	7.75	10.50	8.50	15.00	80.00	60.0	0.552	40.427
ARM C	7.00	9.00	8.50	21.00	80.00	62.0	0.521	36.642

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19 / A63

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	12.63	18.94	12.63
ARM B	15.00	45.00	75.00	11.71	17.57	11.71
ARM C	15.00	45.00	75.00	4.39	6.58	4.39

DEMAND SET TITLE: A19 / A63

TIME	TURNING PROPORTIONS (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.902	0.098
		0.0	911.0	99.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.842	0.000	0.158
		789.0	0.0	148.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.755	0.245	0.000
		265.0	86.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	12.63	33.13	0.381		0.0	0.6	9.0		0.05
ARM B	11.71	36.07	0.325		0.0	0.5	7.1		0.04
ARM C	4.39	28.18	0.156		0.0	0.2	2.7		0.04
17.00-17.15									
ARM A	15.08	33.02	0.457		0.6	0.8	12.3		0.06
ARM B	13.99	35.94	0.389		0.5	0.6	9.4		0.05
ARM C	5.24	27.18	0.193		0.2	0.2	3.5		0.05
17.15-17.30									
ARM A	18.46	32.87	0.562		0.8	1.3	18.5		0.07
ARM B	17.13	35.75	0.479		0.6	0.9	13.4		0.05
ARM C	6.42	25.80	0.249		0.2	0.3	4.9		0.05
17.30-17.45									
ARM A	18.46	32.87	0.562		1.3	1.3	19.1		0.07
ARM B	17.13	35.75	0.479		0.9	0.9	13.7		0.05
ARM C	6.42	25.79	0.249		0.3	0.3	5.0		0.05
17.45-18.00									
ARM A	15.08	33.02	0.457		1.3	0.8	13.0		0.06
ARM B	13.99	35.93	0.389		0.9	0.6	9.8		0.05
ARM C	5.24	27.16	0.193		0.3	0.2	3.6		0.05
18.00-18.15									
ARM A	12.63	33.13	0.381		0.8	0.6	9.4		0.05
ARM B	11.71	36.07	0.325		0.6	0.5	7.3		0.04
ARM C	4.39	28.17	0.156		0.2	0.2	2.8		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.8	*
17.30	1.3	*
17.45	1.3	*
18.00	0.8	*
18.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.5	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3

17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1384.9	923.3	81.3	0.06	81.3	0.06
B	1284.8	856.5	60.7	0.05	60.7	0.05
C	481.3	320.9	22.5	0.05	22.5	0.05
ALL	3151.0	2100.7	164.5	0.05	164.5	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 North 2026site H1.vai"
(drive-on-the-left) at 14:08:45 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A19 / A63 North
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby District Council
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby LDF
STATUS: Draft 1
DESCRIPTION: Roundabout Assessment

.INPUT DATA

ARM A - A63 North
ARM B - A63 South
ARM C - A19 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	9.50	11.20	18.00	80.00	50.0	0.533	37.074
ARM B	7.75	10.50	8.50	15.00	80.00	60.0	0.552	40.427
ARM C	7.00	9.00	8.50	21.00	80.00	62.0	0.521	36.642

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15

.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19 / A63

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TOP OF PEAK	FLOW STOPS	RATE OF FLOW (VEH/MIN) BEFORE	AT TOP	AFTER
	TO RISE	IS REACHED	IFALLING	PEAK	OF PEAK	PEAK
ARM A	15.00	45.00	75.00	11.85	17.78	11.85
ARM B	15.00	45.00	75.00	9.96	14.94	9.96
ARM C	15.00	45.00	75.00	2.95	4.43	2.95

DEMAND SET TITLE: A19 / A63

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15		TURNING PROPORTIONS		
		TURNING COUNTS (VEH/HR)		
		(PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.800	0.200
		0.0	758.0	190.0
		(10.0)	(10.0)	(10.0)

```
I                   I  ARM B  I  0.992 I  0.000 I  0.008 I
I                   I         I  791.0 I    0.0 I    6.0 I
I                   I         I ( 10.0)I ( 10.0)I ( 10.0)I
I                   I         I       I       I       I
I                   I  ARM C  I  0.886 I  0.114 I  0.000 I
I                   I         I  209.0 I   27.0 I    0.0 I
I                   I         I ( 10.0)I ( 10.0)I ( 10.0)I
I                   I         I       I       I       I
-------------------------------------------------------
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QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.85	33.52	0.353		0.0	0.5	8.0		0.05
ARM B	9.96	35.44	0.281		0.0	0.4	5.7		0.04
ARM C	2.95	28.17	0.105		0.0	0.1	1.7		0.04
17.00-17.15									
ARM A	14.15	33.49	0.423		0.5	0.7	10.7		0.05
ARM B	11.90	35.19	0.338		0.4	0.5	7.5		0.04
ARM C	3.52	27.16	0.130		0.1	0.1	2.2		0.04
17.15-17.30									
ARM A	17.33	33.44	0.518		0.7	1.1	15.6		0.06
ARM B	14.57	34.84	0.418		0.5	0.7	10.5		0.05
ARM C	4.31	25.78	0.167		0.1	0.2	3.0		0.05
17.30-17.45									
ARM A	17.33	33.44	0.518		1.1	1.1	16.0		0.06
ARM B	14.57	34.83	0.418		0.7	0.7	10.7		0.05
ARM C	4.31	25.77	0.167		0.2	0.2	3.0		0.05
17.45-18.00									
ARM A	14.15	33.49	0.423		1.1	0.7	11.3		0.05
ARM B	11.90	35.18	0.338		0.7	0.5	7.8		0.04
ARM C	3.52	27.15	0.130		0.2	0.1	2.3		0.04
18.00-18.15									
ARM A	11.85	33.52	0.353		0.7	0.5	8.4		0.05
ARM B	9.96	35.44	0.281		0.5	0.4	6.0		0.04
ARM C	2.95	28.15	0.105		0.1	0.1	1.8		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.1	*
17.45	1.1	*
18.00	0.7	*
18.15	0.5	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	*
17.30	0.7	*
17.45	0.7	*
18.00	0.5	*
18.15	0.4	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2

17.45	0.2
18.00	0.1
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1299.9	866.6	70.0	0.05	70.0	0.05
B	1092.9	728.6	48.3	0.04	48.3	0.04
C	323.6	215.7	14.0	0.04	14.0	0.04
ALL	2716.4	1810.9	132.3	0.05	132.3	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A19 North 2026site H2.vai"
(drive-on-the-left) at 14:09:13 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A19 / A63 North
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby District Council
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby LDF
STATUS: Draft 1
DESCRIPTION: Roundabout Assessment

.INPUT DATA

ARM A - A63 North
ARM B - A63 South
ARM C - A19 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	9.50	11.20	18.00	80.00	50.0	0.533	37.074
ARM B	7.75	10.50	8.50	15.00	80.00	60.0	0.552	40.427
ARM C	7.00	9.00	8.50	21.00	80.00	62.0	0.521	36.642

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A19 / A63

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK	RATE OF FLOW (VEH/MIN)
ARM A	15.00	45.00	75.00	11.98	17.96	11.98		
ARM B	15.00	45.00	75.00	11.30	16.95	11.30		
ARM C	15.00	45.00	75.00	2.60	3.90	2.60		

DEMAND SET TITLE: A19 / A63

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.862	0.138
		0.0	826.0	132.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.993	0.000	0.007
		898.0	0.0	6.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.865	0.135	0.000
		180.0	28.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.98	33.52	0.357		0.0	0.6	8.1		0.05
ARM B	11.30	35.84	0.315		0.0	0.5	6.8		0.04
ARM C	2.60	27.48	0.095		0.0	0.1	1.5		0.04
17.00-17.15									
ARM A	14.30	33.48	0.427		0.6	0.7	10.9		0.05
ARM B	13.49	35.67	0.378		0.5	0.6	9.0		0.05
ARM C	3.10	26.33	0.118		0.1	0.1	2.0		0.04
17.15-17.30									
ARM A	17.51	33.43	0.524		0.7	1.1	16.0		0.06
ARM B	16.53	35.42	0.467		0.6	0.9	12.8		0.05
ARM C	3.80	24.76	0.154		0.1	0.2	2.7		0.05
17.30-17.45									
ARM A	17.51	33.43	0.524		1.1	1.1	16.4		0.06
ARM B	16.53	35.42	0.467		0.9	0.9	13.1		0.05
ARM C	3.80	24.75	0.154		0.2	0.2	2.7		0.05
17.45-18.00									
ARM A	14.30	33.48	0.427		1.1	0.7	11.5		0.05
ARM B	13.49	35.66	0.378		0.9	0.6	9.3		0.05
ARM C	3.10	26.32	0.118		0.2	0.1	2.0		0.04
18.00-18.15									
ARM A	11.98	33.52	0.357		0.7	0.6	8.5		0.05
ARM B	11.30	35.84	0.315		0.6	0.5	7.0		0.04
ARM C	2.60	27.46	0.095		0.1	0.1	1.6		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.7	*
17.30	1.1	*
17.45	1.1	*
18.00	0.7	*
18.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.5	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2

17.45	0.2
18.00	0.1
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1313.6	875.7	71.4	0.05	71.4	0.05
B	1239.6	826.4	57.9	0.05	57.9	0.05
C	285.2	190.1	12.5	0.04	12.5	0.04
ALL	2838.4	1892.3	141.9	0.05	141.9	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited
Crowthorne House
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Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 South 2008 Base.vai"
(drive-on-the-left) at 12:32:15 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A19 South
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/A19 South Roundabout assessment

.INPUT DATA

ARM A - A19 North
ARM B - A63 East
ARM C - A19 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.00	9.00	7.00	10.00	103.00	45.0	0.496	36.525
ARM B	8.25	10.50	18.00	9.00	103.00	55.0	0.536	42.485
ARM C	9.50	11.00	12.00	8.00	103.00	41.0	0.585	47.432
ARM D	8.75	10.25	10.50	10.00	103.00	55.0	0.540	42.687

V = approach half-width E = entry width L = effective flare length R = entry radius D = inscribed circle diameter PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15

.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A19 South

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	4.28	6.41	4.28
ARM B	15.00	45.00	75.00	7.06	10.59	7.06
ARM C	15.00	45.00	75.00	9.21	13.82	9.21
ARM D	15.00	45.00	75.00	3.40	5.10	3.40

DEMAND SET TITLE: A63/A19 South

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.006	0.792	0.202
		0.0	2.0	271.0	69.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.589	0.411
		0.0	0.0	333.0	232.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.457	0.437	0.000	0.106
		337.0	322.0	0.0	78.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.489	0.379	0.132	0.000
		133.0	103.0	36.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	4.28	30.35	0.141		0.0	0.2	2.4		0.04
ARM B	7.06	36.10	0.196		0.0	0.2	3.6		0.03
ARM C	9.21	40.92	0.225		0.0	0.3	4.3		0.03
ARM D	3.40	34.36	0.099		0.0	0.1	1.6		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	5.10	29.79	0.171		0.2	0.2	3.1		0.04
ARM B	8.43	35.62	0.237		0.2	0.3	4.6		0.04
ARM C	11.00	40.49	0.272		0.3	0.4	5.5		0.03
ARM D	4.06	33.50	0.121		0.1	0.1	2.0		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	6.25	29.03	0.215		0.2	0.3	4.1		0.04
ARM B	10.33	34.94	0.296		0.3	0.4	6.2		0.04
ARM C	13.47	39.90	0.338		0.4	0.5	7.5		0.04
ARM D	4.97	32.30	0.154		0.1	0.2	2.7		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	6.25	29.03	0.215		0.3	0.3	4.1		0.04
ARM B	10.33	34.94	0.296		0.4	0.4	6.3		0.04
ARM C	13.47	39.90	0.338		0.5	0.5	7.6		0.04
ARM D	4.97	32.30	0.154		0.2	0.2	2.7		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	5.10	29.79	0.171		0.3	0.2	3.1		0.04
ARM B	8.43	35.61	0.237		0.4	0.3	4.7		0.04
ARM C	11.00	40.49	0.272		0.5	0.4	5.7		0.03
ARM D	4.06	33.49	0.121		0.2	0.1	2.1		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	4.28	30.34	0.141		0.2	0.2	2.5		0.04
ARM B	7.06	36.10	0.196		0.3	0.2	3.7		0.03
ARM C	9.21	40.91	0.225		0.4	0.3	4.4		0.03
ARM D	3.40	34.34	0.099		0.1	0.1	1.7		0.03

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4

18.00	0.3
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.5	*
17.45	0.5	*
18.00	0.4	
18.15	0.3	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	469.0	312.6	19.3	0.04	19.3	0.04
B	774.7	516.5	29.1	0.04	29.1	0.04
C	1010.6	673.7	35.1	0.03	35.1	0.03
D	373.0	248.6	12.8	0.03	12.8	0.03
ALL	2627.2	1751.5	96.2	0.04	96.3	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A19 South 2026 Base.vai"
(drive-on-the-left) at 12:32:59 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/A19 South
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/A19 South Roundabout assessment

.INPUT DATA
****
ARM A - A19 North
ARM B - A63 East
ARM C - A19 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.00	9.00	7.00	31.00	103.00	45.0	0.532	39.216
ARM B	8.25	10.50	18.00	29.00	103.00	55.0	0.583	46.216
ARM C	9.50	11.00	12.00	28.00	103.00	41.0	0.642	52.094
ARM D	8.75	10.25	10.50	31.00	103.00	55.0	0.582	45.959

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A19 South

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	6.22	9.34	6.22
ARM B	15.00	45.00	75.00	8.02	12.04	8.02
ARM C	15.00	45.00	75.00	10.96	16.44	10.96
ARM D	15.00	45.00	75.00	4.06	6.09	4.06

DEMAND SET TITLE: A63/A19 South

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.010	0.825	0.165
		0.0	5.0	411.0	82.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.555	0.445
		0.0	0.0	356.0	286.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.481	0.430	0.000	0.089
		422.0	377.0	0.0	78.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.486	0.385	0.129	0.000
		158.0	125.0	42.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	6.22	32.04	0.194		0.0	0.2	3.6		0.04
ARM B	8.02	38.12	0.210		0.0	0.3	3.9		0.03
ARM C	10.96	44.41	0.247		0.0	0.3	4.8		0.03
ARM D	4.06	35.98	0.113		0.0	0.1	1.9		0.03
17.00-17.15									
ARM A	7.43	31.33	0.237		0.2	0.3	4.6		0.04
ARM B	9.58	37.36	0.256		0.3	0.3	5.1		0.04
ARM C	13.09	43.83	0.299		0.3	0.4	6.3		0.03
ARM D	4.85	34.85	0.139		0.1	0.2	2.4		0.03
17.15-17.30									
ARM A	9.10	30.36	0.300		0.3	0.4	6.3		0.05
ARM B	11.74	36.32	0.323		0.3	0.5	7.0		0.04
ARM C	16.03	43.04	0.373		0.4	0.6	8.8		0.04
ARM D	5.94	33.29	0.178		0.2	0.2	3.2		0.04
17.30-17.45									
ARM A	9.10	30.36	0.300		0.4	0.4	6.4		0.05
ARM B	11.74	36.31	0.323		0.5	0.5	7.1		0.04
ARM C	16.03	43.04	0.373		0.6	0.6	8.9		0.04
ARM D	5.94	33.29	0.178		0.2	0.2	3.3		0.04
17.45-18.00									
ARM A	7.43	31.32	0.237		0.4	0.3	4.7		0.04
ARM B	9.58	37.35	0.257		0.5	0.3	5.3		0.04
ARM C	13.09	43.83	0.299		0.6	0.4	6.5		0.03
ARM D	4.85	34.84	0.139		0.2	0.2	2.5		0.03
18.00-18.15									
ARM A	6.22	32.03	0.194		0.3	0.2	3.7		0.04
ARM B	8.02	38.11	0.211		0.3	0.3	4.1		0.03
ARM C	10.96	44.40	0.247		0.4	0.3	5.0		0.03
ARM D	4.06	35.97	0.113		0.2	0.1	1.9		0.03

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.5
17.45	0.5

18.00	0.3
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	682.9	455.2	29.3	0.04	29.3	0.04
B	880.3	586.9	32.5	0.04	32.5	0.04
C	1202.6	801.7	40.2	0.03	40.2	0.03
D	445.6	297.1	15.1	0.03	15.1	0.03
ALL	3211.4	2140.9	117.2	0.04	117.2	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A19 South 2026 Site A.vai"
(drive-on-the-left) at 12:33:36 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/A19 South
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/A19 South Roundabout assessment

.INPUT DATA
****
ARM A - A19 North
ARM B - A63 East
ARM C - A19 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.00	9.00	7.00	31.00	103.00	45.0	0.532	39.216
ARM B	8.25	10.50	18.00	29.00	103.00	55.0	0.583	46.216
ARM C	9.50	11.00	12.00	28.00	103.00	41.0	0.642	52.094
ARM D	8.75	10.25	10.50	31.00	103.00	55.0	0.582	45.959

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A19 South

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	6.14	9.21	6.14
ARM B	15.00	45.00	75.00	8.16	12.24	8.16
ARM C	15.00	45.00	75.00	11.11	16.67	11.11
ARM D	15.00	45.00	75.00	4.03	6.04	4.03

DEMAND SET TITLE: A63/A19 South

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
	TURNING PROPORTIONS				
	TURNING COUNTS (VEH/HR)				
	(PERCENTAGE OF H.V.S)				
16.45 - 18.15					

	ARM A	0.000	0.010	0.825	0.165
		0.0	5.0	405.0	81.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.564	0.436
		0.0	0.0	368.0	285.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.489	0.424	0.000	0.087
		435.0	377.0	0.0	77.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.484	0.385	0.130	0.000
		156.0	124.0	42.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	6.14	32.04	0.192		0.0	0.2	3.5		0.04
ARM B	8.16	38.17	0.214		0.0	0.3	4.0		0.03
ARM C	11.11	44.43	0.250		0.0	0.3	4.9		0.03
ARM D	4.03	35.89	0.112		0.0	0.1	1.9		0.03
17.00-17.15									
ARM A	7.33	31.34	0.234		0.2	0.3	4.5		0.04
ARM B	9.75	37.42	0.260		0.3	0.4	5.2		0.04
ARM C	13.27	43.85	0.303		0.3	0.4	6.4		0.03
ARM D	4.81	34.74	0.138		0.1	0.2	2.4		0.03
17.15-17.30									
ARM A	8.98	30.37	0.296		0.3	0.4	6.2		0.05
ARM B	11.94	36.39	0.328		0.4	0.5	7.2		0.04
ARM C	16.25	43.06	0.377		0.4	0.6	8.9		0.04
ARM D	5.89	33.15	0.178		0.2	0.2	3.2		0.04
17.30-17.45									
ARM A	8.98	30.37	0.296		0.4	0.4	6.3		0.05
ARM B	11.94	36.38	0.328		0.5	0.5	7.3		0.04
ARM C	16.25	43.06	0.377		0.6	0.6	9.1		0.04
ARM D	5.89	33.15	0.178		0.2	0.2	3.2		0.04
17.45-18.00									
ARM A	7.33	31.33	0.234		0.4	0.3	4.7		0.04
ARM B	9.75	37.41	0.261		0.5	0.4	5.4		0.04
ARM C	13.27	43.85	0.303		0.6	0.4	6.6		0.03
ARM D	4.81	34.73	0.138		0.2	0.2	2.4		0.03
18.00-18.15									
ARM A	6.14	32.04	0.192		0.3	0.2	3.6		0.04
ARM B	8.16	38.16	0.214		0.4	0.3	4.1		0.03
ARM C	11.11	44.42	0.250		0.4	0.3	5.1		0.03
ARM D	4.03	35.87	0.112		0.2	0.1	1.9		0.03

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.4
17.30	0.5
17.45	0.5

18.00	0.4
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	673.3	448.8	28.7	0.04	28.7	0.04
B	895.4	596.9	33.2	0.04	33.2	0.04
C	1219.0	812.7	41.0	0.03	41.0	0.03
D	441.5	294.4	15.0	0.03	15.0	0.03
ALL	3229.2	2152.8	118.0	0.04	118.0	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 South 2026 Site D.vai"
(drive-on-the-left) at 12:34:21 on Tuesday, 22 September 2009

FILE PROPERTIES

RUN TITLE: A63/A19 South
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/A19 South Roundabout assessment

INPUT DATA

ARM A - A19 North
ARM B - A63 East
ARM C - A19 South
ARM D - A63 West

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.00	9.00	7.00	31.00	103.00	45.0	0.532	39.216
ARM B	8.25	10.50	18.00	29.00	103.00	55.0	0.583	46.216
ARM C	9.50	11.00	12.00	28.00	103.00	41.0	0.642	52.094
ARM D	8.75	10.25	10.50	31.00	103.00	55.0	0.582	45.959

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 16.45 AND ENDS 18.15
LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A19 South

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	4.69	7.03	4.69
ARM B	15.00	45.00	75.00	9.52	14.29	9.52
ARM C	15.00	45.00	75.00	10.81	16.22	10.81
ARM D	15.00	45.00	75.00	4.03	6.04	4.03

DEMAND SET TITLE: A63/A19 South

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.013	0.773	0.213
		0.0	5.0	290.0	80.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.374	0.626
		0.0	0.0	285.0	477.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.431	0.480	0.000	0.089
		373.0	415.0	0.0	77.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.484	0.385	0.130	0.000
		156.0	124.0	42.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	4.69	31.79	0.147		0.0	0.2	2.6		0.04
ARM B	9.52	39.02	0.244		0.0	0.3	4.8		0.03
ARM C	10.81	42.90	0.252		0.0	0.3	5.0		0.03
ARM D	4.03	36.06	0.112		0.0	0.1	1.9		0.03
17.00-17.15									
ARM A	5.60	31.04	0.180		0.2	0.2	3.3		0.04
ARM B	11.37	38.43	0.296		0.3	0.4	6.2		0.04
ARM C	12.91	42.02	0.307		0.3	0.4	6.6		0.03
ARM D	4.81	34.94	0.138		0.1	0.2	2.4		0.03
17.15-17.30									
ARM A	6.86	30.00	0.229		0.2	0.3	4.4		0.04
ARM B	13.93	37.62	0.370		0.4	0.6	8.7		0.04
ARM C	15.81	40.82	0.387		0.4	0.6	9.3		0.04
ARM D	5.89	33.41	0.176		0.2	0.2	3.2		0.04
17.30-17.45									
ARM A	6.86	30.00	0.229		0.3	0.3	4.4		0.04
ARM B	13.93	37.62	0.370		0.6	0.6	8.8		0.04
ARM C	15.81	40.82	0.387		0.6	0.6	9.5		0.04
ARM D	5.89	33.40	0.176		0.2	0.2	3.2		0.04
17.45-18.00									
ARM A	5.60	31.03	0.180		0.3	0.2	3.4		0.04
ARM B	11.37	38.42	0.296		0.6	0.4	6.4		0.04
ARM C	12.91	42.01	0.307		0.6	0.4	6.8		0.03
ARM D	4.81	34.93	0.138		0.2	0.2	2.4		0.03
18.00-18.15									
ARM A	4.69	31.78	0.147		0.2	0.2	2.6		0.04
ARM B	9.52	39.01	0.244		0.4	0.3	4.9		0.03
ARM C	10.81	42.88	0.252		0.4	0.3	5.1		0.03
ARM D	4.03	36.05	0.112		0.2	0.1	1.9		0.03

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.2	
17.30	0.3	
17.45	0.3	
18.00	0.2	
18.15	0.2	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*

18.00	0.4
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	514.2	342.8	20.6	0.04	20.6	0.04
B	1044.9	696.6	39.7	0.04	39.7	0.04
C	1186.1	790.7	42.2	0.04	42.2	0.04
D	441.5	294.4	14.9	0.03	14.9	0.03
ALL	3186.7	2124.5	117.4	0.04	117.4	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 South 2026 Site E.vai"
(drive-on-the-left) at 12:34:54 on Tuesday, 22 September 2009

FILE PROPERTIES

RUN TITLE: A63/A19 South
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/A19 South Roundabout assessment

INPUT DATA

ARM A - A19 North
ARM B - A63 East
ARM C - A19 South
ARM D - A63 West

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.00	9.00	7.00	31.00	103.00	45.0	0.532	39.216
ARM B	8.25	10.50	18.00	29.00	103.00	55.0	0.583	46.216
ARM C	9.50	11.00	12.00	28.00	103.00	41.0	0.642	52.094
ARM D	8.75	10.25	10.50	31.00	103.00	55.0	0.582	45.959

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 16.45 AND ENDS 18.15
LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A19 South

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	6.49	9.73	6.49
ARM B	15.00	45.00	75.00	8.06	12.09	8.06
ARM C	15.00	45.00	75.00	10.93	16.39	10.93
ARM D	15.00	45.00	75.00	5.18	7.76	5.18

DEMAND SET TITLE: A63/A19 South

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.013	0.790	0.197
		0.0	7.0	410.0	102.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.558	0.442
		0.0	0.0	360.0	285.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.481	0.431	0.000	0.088
		420.0	377.0	0.0	77.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.597	0.302	0.101	0.000
		247.0	125.0	42.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	6.49	32.04	0.202		0.0	0.3	3.7		0.04
ARM B	8.06	37.99	0.212		0.0	0.3	4.0		0.03
ARM C	10.93	44.26	0.247		0.0	0.3	4.8		0.03
ARM D	5.18	36.00	0.144		0.0	0.2	2.5		0.03
17.00-17.15									
ARM A	7.75	31.33	0.247		0.3	0.3	4.9		0.04
ARM B	9.63	37.19	0.259		0.3	0.3	5.2		0.04
ARM C	13.05	43.65	0.299		0.3	0.4	6.3		0.03
ARM D	6.18	34.87	0.177		0.2	0.2	3.2		0.03
17.15-17.30									
ARM A	9.49	30.36	0.313		0.3	0.5	6.7		0.05
ARM B	11.79	36.11	0.327		0.3	0.5	7.1		0.04
ARM C	15.98	42.82	0.373		0.4	0.6	8.8		0.04
ARM D	7.57	33.31	0.227		0.2	0.3	4.3		0.04
17.30-17.45									
ARM A	9.49	30.36	0.313		0.5	0.5	6.8		0.05
ARM B	11.79	36.11	0.327		0.5	0.5	7.3		0.04
ARM C	15.98	42.81	0.373		0.6	0.6	8.9		0.04
ARM D	7.57	33.31	0.227		0.3	0.3	4.4		0.04
17.45-18.00									
ARM A	7.75	31.32	0.247		0.5	0.3	5.0		0.04
ARM B	9.63	37.19	0.259		0.5	0.4	5.3		0.04
ARM C	13.05	43.64	0.299		0.6	0.4	6.5		0.03
ARM D	6.18	34.86	0.177		0.3	0.2	3.3		0.03
18.00-18.15									
ARM A	6.49	32.03	0.203		0.3	0.3	3.9		0.04
ARM B	8.06	37.97	0.212		0.4	0.3	4.1		0.03
ARM C	10.93	44.25	0.247		0.4	0.3	5.0		0.03
ARM D	5.18	35.98	0.144		0.2	0.2	2.5		0.03

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.3

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.5
17.45	0.5

18.00	0.4
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	711.7	474.4	31.0	0.04	31.0	0.04
B	884.4	589.6	33.0	0.04	33.0	0.04
C	1198.4	799.0	40.3	0.03	40.3	0.03
D	567.7	378.5	20.2	0.04	20.2	0.04
ALL	3362.2	2241.5	124.5	0.04	124.5	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 South 2026 Site F.vai"
(drive-on-the-left) at 12:35:28 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A19 South
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/A19 South Roundabout assessment

.INPUT DATA

ARM A - A19 North
ARM B - A63 East
ARM C - A19 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.00	9.00	7.00	31.00	103.00	45.0	0.532	39.216
ARM B	8.25	10.50	18.00	29.00	103.00	55.0	0.583	46.216
ARM C	9.50	11.00	12.00	28.00	103.00	41.0	0.642	52.094
ARM D	8.75	10.25	10.50	31.00	103.00	55.0	0.582	45.959

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A19 South

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	FLOW STOPS IF TOP OF PEAK IS REACHED	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	6.20	9.30	6.20
ARM B	15.00	45.00	75.00	8.06	12.09	8.06
ARM C	15.00	45.00	75.00	11.13	16.69	11.13
ARM D	15.00	45.00	75.00	4.05	6.08	4.05

DEMAND SET TITLE: A63/A19 South

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.010	0.827	0.163
		0.0	5.0	410.0	81.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.558	0.442
		0.0	0.0	360.0	285.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.490	0.424	0.000	0.087
		436.0	377.0	0.0	77.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.485	0.386	0.130	0.000
		157.0	125.0	42.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	6.20	32.04	0.194		0.0	0.2	3.5		0.04
ARM B	8.06	38.14	0.211		0.0	0.3	4.0		0.03
ARM C	11.13	44.43	0.250		0.0	0.3	4.9		0.03
ARM D	4.05	35.88	0.113		0.0	0.1	1.9		0.03
17.00-17.15									
ARM A	7.40	31.33	0.236		0.2	0.3	4.6		0.04
ARM B	9.63	37.38	0.258		0.3	0.3	5.1		0.04
ARM C	13.28	43.85	0.303		0.3	0.4	6.4		0.03
ARM D	4.84	34.73	0.139		0.1	0.2	2.4		0.03
17.15-17.30									
ARM A	9.07	30.36	0.299		0.3	0.4	6.3		0.05
ARM B	11.79	36.34	0.324		0.3	0.5	7.1		0.04
ARM C	16.27	43.06	0.378		0.4	0.6	9.0		0.04
ARM D	5.92	33.14	0.179		0.2	0.2	3.2		0.04
17.30-17.45									
ARM A	9.07	30.36	0.299		0.4	0.4	6.4		0.05
ARM B	11.79	36.33	0.325		0.5	0.5	7.2		0.04
ARM C	16.27	43.06	0.378		0.6	0.6	9.1		0.04
ARM D	5.92	33.14	0.179		0.2	0.2	3.3		0.04
17.45-18.00									
ARM A	7.40	31.32	0.236		0.4	0.3	4.7		0.04
ARM B	9.63	37.37	0.258		0.5	0.3	5.3		0.04
ARM C	13.28	43.85	0.303		0.6	0.4	6.6		0.03
ARM D	4.84	34.72	0.139		0.2	0.2	2.5		0.03
18.00-18.15									
ARM A	6.20	32.03	0.194		0.3	0.2	3.7		0.04
ARM B	8.06	38.13	0.211		0.3	0.3	4.1		0.03
ARM C	11.13	44.42	0.250		0.4	0.3	5.1		0.03
ARM D	4.05	35.87	0.113		0.2	0.1	1.9		0.03

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.5
17.45	0.5

18.00	0.3
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	680.1	453.4	29.1	0.04	29.1	0.04
B	884.4	589.6	32.7	0.04	32.7	0.04
C	1220.4	813.6	41.1	0.03	41.1	0.03
D	444.3	296.2	15.1	0.03	15.1	0.03
ALL	3229.2	2152.8	118.1	0.04	118.1	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 South 2026 Site G1.vai"
(drive-on-the-left) at 14:10:20 on Tuesday, 22 September 2009

FILE PROPERTIES

RUN TITLE: A63/A19 South
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/A19 South Roundabout assessment

INPUT DATA

ARM A - A19 North
ARM B - A63 East
ARM C - A19 South
ARM D - A63 West

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.00	9.00	7.00	31.00	103.00	45.0	0.532	39.216
ARM B	8.25	10.50	18.00	29.00	103.00	55.0	0.583	46.216
ARM C	9.50	11.00	12.00	28.00	103.00	41.0	0.642	52.094
ARM D	8.75	10.25	10.50	31.00	103.00	55.0	0.582	45.959

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 16.45 AND ENDS 18.15
LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A19 South

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	5.00	7.50	5.00
ARM B	15.00	45.00	75.00	9.81	14.72	9.81
ARM C	15.00	45.00	75.00	11.02	16.54	11.02
ARM D	15.00	45.00	75.00	3.95	5.93	3.95

DEMAND SET TITLE: A63/A19 South

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.013	0.788	0.200
		0.0	5.0	315.0	80.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.001	0.000	0.624	0.375
		1.0	0.0	490.0	294.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.473	0.441	0.000	0.086
		417.0	389.0	0.0	76.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.481	0.389	0.130	0.000
		152.0	123.0	41.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	5.00	31.98	0.156		0.0	0.2	2.7		0.04
ARM B	9.81	38.84	0.253		0.0	0.3	5.0		0.03
ARM C	11.02	44.35	0.249		0.0	0.3	4.9		0.03
ARM D	3.95	35.93	0.110		0.0	0.1	1.8		0.03
17.00-17.15									
ARM A	5.97	31.26	0.191		0.2	0.2	3.5		0.04
ARM B	11.72	38.22	0.307		0.3	0.4	6.5		0.04
ARM C	13.16	43.76	0.301		0.3	0.4	6.4		0.03
ARM D	4.72	34.78	0.136		0.1	0.2	2.3		0.03
17.15-17.30									
ARM A	7.31	30.27	0.242		0.2	0.3	4.7		0.04
ARM B	14.35	37.37	0.384		0.4	0.6	9.2		0.04
ARM C	16.12	42.96	0.375		0.4	0.6	8.9		0.04
ARM D	5.78	33.21	0.174		0.2	0.2	3.1		0.04
17.30-17.45									
ARM A	7.31	30.27	0.242		0.3	0.3	4.8		0.04
ARM B	14.35	37.37	0.384		0.6	0.6	9.3		0.04
ARM C	16.12	42.95	0.375		0.6	0.6	9.0		0.04
ARM D	5.78	33.20	0.174		0.2	0.2	3.2		0.04
17.45-18.00									
ARM A	5.97	31.25	0.191		0.3	0.2	3.6		0.04
ARM B	11.72	38.22	0.307		0.6	0.4	6.7		0.04
ARM C	13.16	43.76	0.301		0.6	0.4	6.6		0.03
ARM D	4.72	34.77	0.136		0.2	0.2	2.4		0.03
18.00-18.15									
ARM A	5.00	31.97	0.156		0.2	0.2	2.8		0.04
ARM B	9.81	38.83	0.253		0.4	0.3	5.1		0.03
ARM C	11.02	44.34	0.249		0.4	0.3	5.0		0.03
ARM D	3.95	35.91	0.110		0.2	0.1	1.9		0.03

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.2	
17.30	0.3	
17.45	0.3	
18.00	0.2	
18.15	0.2	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*

18.00	0.4
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	548.5	365.7	22.1	0.04	22.1	0.04
B	1076.4	717.6	41.9	0.04	41.9	0.04
C	1209.4	806.3	40.7	0.03	40.7	0.03
D	433.3	288.9	14.7	0.03	14.7	0.03
ALL	3267.6	2178.4	119.4	0.04	119.4	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 South 2026 Site G2.vai"
(drive-on-the-left) at 14:10:54 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A19 South
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/A19 South Roundabout assessment

.INPUT DATA

ARM A - A19 North
ARM B - A63 East
ARM C - A19 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.00	9.00	7.00	31.00	103.00	45.0	0.532	39.216
ARM B	8.25	10.50	18.00	29.00	103.00	55.0	0.583	46.216
ARM C	9.50	11.00	12.00	28.00	103.00	41.0	0.642	52.094
ARM D	8.75	10.25	10.50	31.00	103.00	55.0	0.582	45.959

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15

.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A19 South

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	5.11	7.67	5.11
ARM B	15.00	45.00	75.00	10.18	15.26	10.18
ARM C	15.00	45.00	75.00	11.09	16.63	11.09
ARM D	15.00	45.00	75.00	3.92	5.89	3.92

DEMAND SET TITLE: A63/A19 South

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.012	0.792	0.196
		0.0	5.0	324.0	80.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.001	0.000	0.614	0.385
		1.0	0.0	500.0	313.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.496	0.419	0.000	0.085
		440.0	372.0	0.0	75.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.478	0.392	0.131	0.000
		150.0	123.0	41.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	5.11	32.09	0.159		0.0	0.2	2.8		0.04
ARM B	10.18	38.78	0.262		0.0	0.4	5.2		0.03
ARM C	11.09	44.20	0.251		0.0	0.3	4.9		0.03
ARM D	3.92	35.88	0.109		0.0	0.1	1.8		0.03
17.00-17.15									
ARM A	6.10	31.39	0.194		0.2	0.2	3.6		0.04
ARM B	12.15	38.14	0.319		0.4	0.5	6.9		0.04
ARM C	13.24	43.58	0.304		0.3	0.4	6.5		0.03
ARM D	4.69	34.73	0.135		0.1	0.2	2.3		0.03
17.15-17.30									
ARM A	7.48	30.44	0.246		0.2	0.3	4.8		0.04
ARM B	14.88	37.27	0.399		0.5	0.7	9.8		0.04
ARM C	16.22	42.73	0.379		0.4	0.6	9.0		0.04
ARM D	5.74	33.14	0.173		0.2	0.2	3.1		0.04
17.30-17.45									
ARM A	7.48	30.43	0.246		0.3	0.3	4.9		0.04
ARM B	14.88	37.27	0.399		0.7	0.7	9.9		0.04
ARM C	16.22	42.73	0.379		0.6	0.6	9.1		0.04
ARM D	5.74	33.14	0.173		0.2	0.2	3.1		0.04
17.45-18.00									
ARM A	6.10	31.39	0.194		0.3	0.2	3.7		0.04
ARM B	12.15	38.14	0.319		0.7	0.5	7.1		0.04
ARM C	13.24	43.58	0.304		0.6	0.4	6.6		0.03
ARM D	4.69	34.72	0.135		0.2	0.2	2.4		0.03
18.00-18.15									
ARM A	5.11	32.08	0.159		0.2	0.2	2.9		0.04
ARM B	10.18	38.77	0.262		0.5	0.4	5.4		0.03
ARM C	11.09	44.19	0.251		0.4	0.3	5.1		0.03
ARM D	3.92	35.87	0.109		0.2	0.1	1.9		0.03

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.2	
17.30	0.3	
17.45	0.3	
18.00	0.2	
18.15	0.2	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*

18.00	0.5
18.15	0.4

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	560.8	373.9	22.6	0.04	22.6	0.04
B	1116.2	744.1	44.4	0.04	44.4	0.04
C	1216.3	810.8	41.3	0.03	41.3	0.03
D	430.6	287.0	14.6	0.03	14.6	0.03
ALL	3323.8	2215.9	122.9	0.04	122.9	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A19 South 2026 Site H1.vai"
(drive-on-the-left) at 14:12:06 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A19 South
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/A19 South Roundabout assessment

.INPUT DATA

ARM A - A19 North
ARM B - A63 East
ARM C - A19 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.00	9.00	7.00	31.00	103.00	45.0	0.532	39.216
ARM B	8.25	10.50	18.00	29.00	103.00	55.0	0.583	46.216
ARM C	9.50	11.00	12.00	28.00	103.00	41.0	0.642	52.094
ARM D	8.75	10.25	10.50	31.00	103.00	55.0	0.582	45.959

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15

.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A19 South

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	7.49	11.23	7.49
ARM B	15.00	45.00	75.00	9.66	14.49	9.66
ARM C	15.00	45.00	75.00	16.85	25.28	16.85
ARM D	15.00	45.00	75.00	4.00	6.00	4.00

DEMAND SET TITLE: A63/A19 South

.TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.003	0.865	0.132
		0.0	2.0	518.0	79.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.634	0.366
		0.0	0.0	490.0	283.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.524	0.384	0.000	0.093
		706.0	517.0	0.0	125.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.478	0.391	0.131	0.000
		153.0	125.0	42.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	7.49	31.11	0.241		0.0	0.3	4.7		0.04
ARM B	9.66	37.37	0.259		0.0	0.3	5.1		0.04
ARM C	16.85	44.46	0.379		0.0	0.6	9.0		0.04
ARM D	4.00	32.91	0.122		0.0	0.1	2.0		0.03
17.00-17.15									
ARM A	8.94	30.22	0.296		0.3	0.4	6.2		0.05
ARM B	11.54	36.46	0.316		0.3	0.5	6.8		0.04
ARM C	20.12	43.89	0.458		0.6	0.8	12.4		0.04
ARM D	4.78	31.17	0.153		0.1	0.2	2.7		0.04
17.15-17.30									
ARM A	10.95	29.00	0.378		0.4	0.6	8.9		0.06
ARM B	14.13	35.21	0.401		0.5	0.7	9.8		0.05
ARM C	24.64	43.11	0.572		0.8	1.3	19.4		0.05
ARM D	5.85	28.80	0.203		0.2	0.3	3.8		0.04
17.30-17.45									
ARM A	10.95	28.99	0.378		0.6	0.6	9.1		0.06
ARM B	14.13	35.20	0.401		0.7	0.7	10.0		0.05
ARM C	24.64	43.11	0.572		1.3	1.3	19.9		0.05
ARM D	5.85	28.78	0.203		0.3	0.3	3.8		0.04
17.45-18.00									
ARM A	8.94	30.21	0.296		0.6	0.4	6.4		0.05
ARM B	11.54	36.44	0.317		0.7	0.5	7.1		0.04
ARM C	20.12	43.88	0.459		1.3	0.9	13.0		0.04
ARM D	4.78	31.15	0.153		0.3	0.2	2.8		0.04
18.00-18.15									
ARM A	7.49	31.10	0.241		0.4	0.3	4.8		0.04
ARM B	9.66	37.35	0.259		0.5	0.4	5.3		0.04
ARM C	16.85	44.45	0.379		0.9	0.6	9.3		0.04
ARM D	4.00	32.88	0.122		0.2	0.1	2.1		0.03

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*

18.00	0.5
18.15	0.4

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.8	*
17.30	1.3	*
17.45	1.3	*
18.00	0.9	*
18.15	0.6	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	821.4	547.6	40.1	0.05	40.1	0.05
B	1059.9	706.6	44.2	0.04	44.2	0.04
C	1848.4	1232.3	83.0	0.04	83.0	0.04
D	438.8	292.5	17.2	0.04	17.2	0.04
ALL	4168.5	2779.0	184.5	0.04	184.5	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A19 South 2026 Site H2.vai"
(drive-on-the-left) at 14:12:48 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A19 South
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/A19 South Roundabout assessment

.INPUT DATA

ARM A - A19 North
ARM B - A63 East
ARM C - A19 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.00	9.00	7.00	31.00	103.00	45.0	0.532	39.216
ARM B	8.25	10.50	18.00	29.00	103.00	55.0	0.583	46.216
ARM C	9.50	11.00	12.00	28.00	103.00	41.0	0.642	52.094
ARM D	8.75	10.25	10.50	31.00	103.00	55.0	0.582	45.959

V = approach half-width E = entry width L = effective flare length R = entry radius D = inscribed circle diameter PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15

.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A19 South

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	8.16	12.24	8.16
ARM B	15.00	45.00	75.00	10.41	15.62	10.41
ARM C	15.00	45.00	75.00	20.13	30.19	20.13
ARM D	15.00	45.00	75.00	4.05	6.08	4.05

DEMAND SET TITLE: A63/A19 South

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.003	0.877	0.119
		0.0	2.0	573.0	78.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.658	0.342
		0.0	0.0	548.0	285.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.521	0.393	0.000	0.086
		839.0	633.0	0.0	138.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.469	0.383	0.148	0.000
		152.0	124.0	48.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	8.16	30.31	0.269		0.0	0.4	5.4		0.05
ARM B	10.41	36.93	0.282		0.0	0.4	5.8		0.04
ARM C	20.13	44.45	0.453		0.0	0.8	12.1		0.04
ARM D	4.05	31.11	0.130		0.0	0.1	2.2		0.04
17.00-17.15									
ARM A	9.75	29.26	0.333		0.4	0.5	7.3		0.05
ARM B	12.43	35.93	0.346		0.4	0.5	7.8		0.04
ARM C	24.03	43.88	0.548		0.8	1.2	17.7		0.05
ARM D	4.84	29.02	0.167		0.1	0.2	3.0		0.04
17.15-17.30									
ARM A	11.94	27.83	0.429		0.5	0.7	10.9		0.06
ARM B	15.23	34.57	0.440		0.5	0.8	11.5		0.05
ARM C	29.43	43.10	0.683		1.2	2.1	30.6		0.07
ARM D	5.92	26.16	0.226		0.2	0.3	4.3		0.05
17.30-17.45									
ARM A	11.94	27.82	0.429		0.7	0.7	11.2		0.06
ARM B	15.23	34.56	0.441		0.8	0.8	11.8		0.05
ARM C	29.43	43.09	0.683		2.1	2.1	32.0		0.07
ARM D	5.92	26.13	0.227		0.3	0.3	4.4		0.05
17.45-18.00									
ARM A	9.75	29.24	0.333		0.7	0.5	7.7		0.05
ARM B	12.43	35.92	0.346		0.8	0.5	8.1		0.04
ARM C	24.03	43.87	0.548		2.1	1.2	18.8		0.05
ARM D	4.84	28.97	0.167		0.3	0.2	3.1		0.04
18.00-18.15									
ARM A	8.16	30.29	0.269		0.5	0.4	5.6		0.05
ARM B	10.41	36.91	0.282		0.5	0.4	6.0		0.04
ARM C	20.13	44.44	0.453		1.2	0.8	12.7		0.04
ARM D	4.05	31.07	0.130		0.2	0.2	2.3		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*
18.00	0.5	*
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	*
17.30	0.8	*
17.45	0.8	*

18.00	0.5	*
18.15	0.4	

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.2	*
17.30	2.1	**
17.45	2.1	**
18.00	1.2	*
18.15	0.8	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	895.4	596.9	48.2	0.05	48.2	0.05
B	1142.2	761.5	50.9	0.04	50.9	0.04
C	2207.6	1471.8	123.8	0.06	123.8	0.06
D	444.3	296.2	19.2	0.04	19.2	0.04
ALL	4689.5	3126.4	242.2	0.05	242.2	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A1041 2008 Base.vai"
(drive-on-the-left) at 12:10:42 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A1041
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A53/A1041 roundabout assessment

.INPUT DATA

ARM A - A1041 North
ARM B - A63 East
ARM C - A1041 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	8.50	10.50	8.00	16.50	80.00	57.0	0.583	43.485
ARM B	8.50	10.50	8.00	21.00	80.00	35.0	0.640	47.807
ARM C	7.15	9.00	9.00	22.00	80.00	47.0	0.558	39.466
ARM D	6.50	11.25	18.00	28.00	80.00	63.0	0.563	41.223

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A1041

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	12.35	18.53	12.35
ARM B	15.00	45.00	75.00	4.47	6.71	4.47
ARM C	15.00	45.00	75.00	8.02	12.04	8.02
ARM D	15.00	45.00	75.00	5.32	7.99	5.32

DEMAND SET TITLE: A63/A1041

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING PROPORTIONS (PERCENTAGE OF H.V.S)				
	TURNING COUNTS (VEH/HR)				

	ARM A	0.000	0.018	0.720	0.262
		0.0	18.0	711.0	259.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.047	0.000	0.746	0.207
		17.0	0.0	267.0	74.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.908	0.022	0.008	0.062
		583.0	14.0	5.0	40.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.521	0.472	0.007	0.000
		222.0	201.0	3.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	12.35	37.91	0.326		0.0	0.5	7.1		0.04
ARM B	4.47	35.65	0.126		0.0	0.1	2.1		0.03
ARM C	8.02	33.44	0.240		0.0	0.3	4.6		0.04
ARM D	5.32	33.13	0.161		0.0	0.2	2.8		0.04
17.00-17.15									
ARM A	14.75	37.59	0.392		0.5	0.6	9.5		0.04
ARM B	5.34	34.12	0.157		0.1	0.2	2.8		0.03
ARM C	9.58	32.96	0.291		0.3	0.4	6.0		0.04
ARM D	6.36	32.27	0.197		0.2	0.2	3.6		0.04
17.15-17.30									
ARM A	18.06	37.16	0.486		0.6	0.9	13.8		0.05
ARM B	6.54	32.02	0.204		0.2	0.3	3.8		0.04
ARM C	11.74	32.31	0.363		0.4	0.6	8.4		0.05
ARM D	7.79	31.11	0.250		0.2	0.3	4.9		0.04
17.30-17.45									
ARM A	18.06	37.16	0.486		0.9	0.9	14.1		0.05
ARM B	6.54	32.01	0.204		0.3	0.3	3.8		0.04
ARM C	11.74	32.31	0.363		0.6	0.6	8.5		0.05
ARM D	7.79	31.10	0.250		0.3	0.3	5.0		0.04
17.45-18.00									
ARM A	14.75	37.59	0.392		0.9	0.6	9.9		0.04
ARM B	5.34	34.10	0.157		0.3	0.2	2.8		0.03
ARM C	9.58	32.96	0.291		0.6	0.4	6.3		0.04
ARM D	6.36	32.26	0.197		0.3	0.2	3.7		0.04
18.00-18.15									
ARM A	12.35	37.91	0.326		0.6	0.5	7.4		0.04
ARM B	4.47	35.62	0.126		0.2	0.1	2.2		0.03
ARM C	8.02	33.43	0.240		0.4	0.3	4.8		0.04
ARM D	5.32	33.11	0.161		0.2	0.2	2.9		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.5	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3

18.00	0.2
18.15	0.1

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1354.8	903.2	61.8	0.05	61.8	0.05
B	490.9	327.3	17.5	0.04	17.5	0.04
C	880.3	586.9	38.7	0.04	38.7	0.04
D	584.1	389.4	23.0	0.04	23.0	0.04
ALL	3310.1	2206.7	141.0	0.04	141.0	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A1041 2026 Base.vai"
(drive-on-the-left) at 12:11:34 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A1041
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A53/A1041 roundabout assessment

.INPUT DATA

ARM A - A1041 North
ARM B - A63 East
ARM C - A1041 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	8.50	10.50	8.00	16.50	80.00	57.0	0.583	43.485
ARM B	8.50	10.50	8.00	21.00	80.00	35.0	0.640	47.807
ARM C	7.15	9.00	9.00	22.00	80.00	47.0	0.558	39.466
ARM D	6.50	11.25	18.00	28.00	80.00	63.0	0.563	41.223

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A1041

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	15.76	23.64	15.76
ARM B	15.00	45.00	75.00	5.70	8.55	5.70
ARM C	15.00	45.00	75.00	9.84	14.76	9.84
ARM D	15.00	45.00	75.00	6.35	9.52	6.35

DEMAND SET TITLE: A63/A1041

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.017	0.725	0.258
		0.0	22.0	914.0	325.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.072	0.000	0.331	0.596
		33.0	0.0	151.0	272.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.910	0.024	0.008	0.058
		716.0	19.0	6.0	46.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.555	0.437	0.008	0.000
		282.0	222.0	4.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	15.76	37.71	0.418		0.0	0.7	10.5		0.05
ARM B	5.70	33.49	0.170		0.0	0.2	3.0		0.04
ARM C	9.84	31.49	0.312		0.0	0.5	6.7		0.05
ARM D	6.35	32.04	0.198		0.0	0.2	3.6		0.04
17.00-17.15									
ARM A	18.82	37.35	0.504		0.7	1.0	14.8		0.05
ARM B	6.81	31.53	0.216		0.2	0.3	4.1		0.04
ARM C	11.75	30.63	0.383		0.5	0.6	9.1		0.05
ARM D	7.58	30.97	0.245		0.2	0.3	4.8		0.04
17.15-17.30									
ARM A	23.05	36.86	0.625		1.0	1.6	23.9		0.07
ARM B	8.34	28.86	0.289		0.3	0.4	6.0		0.05
ARM C	14.39	29.46	0.488		0.6	0.9	13.9		0.07
ARM D	9.29	29.52	0.315		0.3	0.5	6.7		0.05
17.30-17.45									
ARM A	23.05	36.86	0.625		1.6	1.7	24.8		0.07
ARM B	8.34	28.84	0.289		0.4	0.4	6.1		0.05
ARM C	14.39	29.45	0.489		0.9	1.0	14.2		0.07
ARM D	9.29	29.50	0.315		0.5	0.5	6.9		0.05
17.45-18.00									
ARM A	18.82	37.35	0.504		1.7	1.0	15.7		0.05
ARM B	6.81	31.49	0.216		0.4	0.3	4.2		0.04
ARM C	11.75	30.62	0.384		1.0	0.6	9.6		0.05
ARM D	7.58	30.95	0.245		0.5	0.3	5.0		0.04
18.00-18.15									
ARM A	15.76	37.70	0.418		1.0	0.7	11.0		0.05
ARM B	5.70	33.45	0.170		0.3	0.2	3.1		0.04
ARM C	9.84	31.48	0.313		0.6	0.5	7.0		0.05
ARM D	6.35	32.02	0.198		0.3	0.2	3.8		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.0	*
17.30	1.6	**
17.45	1.7	**
18.00	1.0	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4

18.00	0.3
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	0.9	*
17.45	1.0	*
18.00	0.6	*
18.15	0.5	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1729.1	1152.7	100.8	0.06	100.8	0.06
B	625.3	416.8	26.5	0.04	26.5	0.04
C	1079.1	719.4	60.4	0.06	60.4	0.06
D	696.6	464.4	30.8	0.04	30.8	0.04
ALL	4130.1	2753.4	218.5	0.05	218.5	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A1041 2026 Site A.vai"
(drive-on-the-left) at 12:12:20 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A1041
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A53/A1041 roundabout assessment

.INPUT DATA

ARM A - A1041 North
ARM B - A63 East
ARM C - A1041 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	8.50	10.50	8.00	16.50	80.00	57.0	0.583	43.485
ARM B	8.50	10.50	8.00	21.00	80.00	35.0	0.640	47.807
ARM C	7.15	9.00	9.00	22.00	80.00	47.0	0.558	39.466
ARM D	6.50	11.25	18.00	28.00	80.00	63.0	0.563	41.223

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A1041

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	15.77	23.66	15.77
ARM B	15.00	45.00	75.00	5.88	8.81	5.88
ARM C	15.00	45.00	75.00	9.86	14.79	9.86
ARM D	15.00	45.00	75.00	6.32	9.49	6.32

DEMAND SET TITLE: A63/A1041

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S)				

	ARM A	0.000	0.018	0.726	0.256
		0.0	23.0	916.0	323.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.070	0.000	0.323	0.606
		33.0	0.0	152.0	285.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.909	0.025	0.009	0.057
		717.0	20.0	7.0	45.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.553	0.439	0.008	0.000
		280.0	222.0	4.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	15.77	37.69	0.418		0.0	0.7	10.5		0.05
ARM B	5.88	33.48	0.175		0.0	0.2	3.1		0.04
ARM C	9.86	31.42	0.314		0.0	0.5	6.7		0.05
ARM D	6.32	32.02	0.198		0.0	0.2	3.6		0.04
17.00-17.15									
ARM A	18.84	37.33	0.505		0.7	1.0	14.9		0.05
ARM B	7.02	31.52	0.223		0.2	0.3	4.2		0.04
ARM C	11.78	30.54	0.386		0.5	0.6	9.2		0.05
ARM D	7.55	30.95	0.244		0.2	0.3	4.8		0.04
17.15-17.30									
ARM A	23.07	36.84	0.626		1.0	1.7	24.0		0.07
ARM B	8.59	28.85	0.298		0.3	0.4	6.2		0.05
ARM C	14.42	29.35	0.491		0.6	1.0	14.0		0.07
ARM D	9.25	29.48	0.314		0.3	0.5	6.7		0.05
17.30-17.45									
ARM A	23.07	36.84	0.626		1.7	1.7	24.9		0.07
ARM B	8.59	28.83	0.298		0.4	0.4	6.3		0.05
ARM C	14.42	29.34	0.492		1.0	1.0	14.4		0.07
ARM D	9.25	29.47	0.314		0.5	0.5	6.8		0.05
17.45-18.00									
ARM A	18.84	37.33	0.505		1.7	1.0	15.8		0.05
ARM B	7.02	31.48	0.223		0.4	0.3	4.4		0.04
ARM C	11.78	30.53	0.386		1.0	0.6	9.7		0.05
ARM D	7.55	30.93	0.244		0.5	0.3	4.9		0.04
18.00-18.15									
ARM A	15.77	37.69	0.419		1.0	0.7	11.0		0.05
ARM B	5.88	33.44	0.176		0.3	0.2	3.2		0.04
ARM C	9.86	31.40	0.314		0.6	0.5	7.0		0.05
ARM D	6.32	32.00	0.198		0.3	0.2	3.8		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.0	*
17.30	1.7	**
17.45	1.7	**
18.00	1.0	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4

18.00	0.3
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	1.0	*
17.45	1.0	*
18.00	0.6	*
18.15	0.5	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1730.5	1153.6	101.1	0.06	101.1	0.06
B	644.5	429.6	27.6	0.04	27.6	0.04
C	1081.9	721.3	61.0	0.06	61.0	0.06
D	693.8	462.6	30.6	0.04	30.6	0.04
ALL	4150.7	2767.1	220.3	0.05	220.3	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A1041 2026 Site D.vai"
(drive-on-the-left) at 12:13:20 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A1041
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A53/A1041 roundabout assessment

.INPUT DATA

ARM A - A1041 North
ARM B - A63 East
ARM C - A1041 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	8.50	10.50	8.00	16.50	80.00	57.0	0.583	43.485
ARM B	8.50	10.50	8.00	21.00	80.00	35.0	0.640	47.807
ARM C	7.15	9.00	9.00	22.00	80.00	47.0	0.558	39.466
ARM D	6.50	11.25	18.00	28.00	80.00	63.0	0.563	41.223

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A1041

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	15.02	22.54	15.02
ARM B	15.00	45.00	75.00	7.75	11.63	7.75
ARM C	15.00	45.00	75.00	9.75	14.63	9.75
ARM D	15.00	45.00	75.00	6.81	10.22	6.81

DEMAND SET TITLE: A63/A1041

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING PROPORTIONS (PERCENTAGE OF H.V.S)				
	TURNING COUNTS (VEH/HR)				

	ARM A	0.000	0.022	0.710	0.269
		0.0	26.0	853.0	323.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.037	0.000	0.329	0.634
		23.0	0.0	204.0	393.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.908	0.027	0.008	0.058
		708.0	21.0	6.0	45.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.514	0.479	0.007	0.000
		280.0	261.0	4.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	15.02	37.41	0.402		0.0	0.7	9.8		0.04
ARM B	7.75	33.99	0.228		0.0	0.3	4.3		0.04
ARM C	9.75	30.74	0.317		0.0	0.5	6.8		0.05
ARM D	6.81	32.15	0.212		0.0	0.3	4.0		0.04
17.00-17.15									
ARM A	17.94	36.99	0.485		0.7	0.9	13.8		0.05
ARM B	9.25	32.13	0.288		0.3	0.4	6.0		0.04
ARM C	11.64	29.73	0.392		0.5	0.6	9.4		0.06
ARM D	8.13	31.11	0.262		0.3	0.4	5.2		0.04
17.15-17.30									
ARM A	21.97	36.43	0.603		0.9	1.5	21.9		0.07
ARM B	11.33	29.60	0.383		0.4	0.6	9.1		0.05
ARM C	14.26	28.35	0.503		0.6	1.0	14.7		0.07
ARM D	9.96	29.68	0.336		0.4	0.5	7.4		0.05
17.30-17.45									
ARM A	21.97	36.42	0.603		1.5	1.5	22.6		0.07
ARM B	11.33	29.58	0.383		0.6	0.6	9.3		0.05
ARM C	14.26	28.34	0.503		1.0	1.0	15.1		0.07
ARM D	9.96	29.67	0.336		0.5	0.5	7.6		0.05
17.45-18.00									
ARM A	17.94	36.99	0.485		1.5	0.9	14.6		0.05
ARM B	9.25	32.10	0.288		0.6	0.4	6.2		0.04
ARM C	11.64	29.71	0.392		1.0	0.6	9.9		0.06
ARM D	8.13	31.09	0.262		0.5	0.4	5.4		0.04
18.00-18.15									
ARM A	15.02	37.40	0.402		0.9	0.7	10.3		0.04
ARM B	7.75	33.95	0.228		0.4	0.3	4.5		0.04
ARM C	9.75	30.72	0.317		0.6	0.5	7.1		0.05
ARM D	6.81	32.13	0.212		0.4	0.3	4.1		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	0.9	*
17.30	1.5	**
17.45	1.5	**
18.00	0.9	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*

18.00	0.4
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	1.0	*
17.45	1.0	*
18.00	0.6	*
18.15	0.5	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.5	*
17.45	0.5	*
18.00	0.4	
18.15	0.3	

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1648.2	1098.8	92.9	0.06	92.9	0.06
B	850.2	566.8	39.4	0.05	39.4	0.05
C	1069.5	713.0	63.0	0.06	63.0	0.06
D	747.3	498.2	33.7	0.05	33.7	0.05
ALL	4315.2	2876.8	229.0	0.05	229.0	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A1041 2026 Site E.vai"
(drive-on-the-left) at 12:15:11 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/A1041
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A53/A1041 roundabout assessment

.INPUT DATA
****
ARM A - A1041 North
ARM B - A63 East
ARM C - A1041 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	8.50	10.50	8.00	16.50	80.00	57.0	0.583	43.485
ARM B	8.50	10.50	8.00	21.00	80.00	35.0	0.640	47.807
ARM C	7.15	9.00	9.00	22.00	80.00	47.0	0.558	39.466
ARM D	6.50	11.25	18.00	28.00	80.00	63.0	0.563	41.223

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A1041

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	15.76	23.64	15.76
ARM B	15.00	45.00	75.00	5.89	8.83	5.89
ARM C	15.00	45.00	75.00	10.07	15.11	10.07
ARM D	15.00	45.00	75.00	6.36	9.54	6.36

DEMAND SET TITLE: A63/A1041

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.017	0.726	0.257
		0.0	22.0	915.0	324.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.070	0.000	0.344	0.586
		33.0	0.0	162.0	276.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.908	0.030	0.005	0.057
		732.0	24.0	4.0	46.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.556	0.436	0.008	0.000
		283.0	222.0	4.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	15.76	37.69	0.418		0.0	0.7	10.5		0.05
ARM B	5.89	33.51	0.176		0.0	0.2	3.1		0.04
ARM C	10.07	31.47	0.320		0.0	0.5	6.9		0.05
ARM D	6.36	31.91	0.199		0.0	0.2	3.7		0.04
17.00-17.15									
ARM A	18.82	37.32	0.504		0.7	1.0	14.8		0.05
ARM B	7.03	31.55	0.223		0.2	0.3	4.2		0.04
ARM C	12.03	30.61	0.393		0.5	0.6	9.5		0.05
ARM D	7.60	30.81	0.247		0.2	0.3	4.8		0.04
17.15-17.30									
ARM A	23.05	36.83	0.626		1.0	1.7	24.0		0.07
ARM B	8.61	28.89	0.298		0.3	0.4	6.2		0.05
ARM C	14.73	29.43	0.501		0.6	1.0	14.5		0.07
ARM D	9.30	29.32	0.317		0.3	0.5	6.8		0.05
17.30-17.45									
ARM A	23.05	36.83	0.626		1.7	1.7	24.9		0.07
ARM B	8.61	28.86	0.298		0.4	0.4	6.4		0.05
ARM C	14.73	29.42	0.501		1.0	1.0	15.0		0.07
ARM D	9.30	29.31	0.317		0.5	0.5	7.0		0.05
17.45-18.00									
ARM A	18.82	37.32	0.504		1.7	1.0	15.7		0.05
ARM B	7.03	31.51	0.223		0.4	0.3	4.4		0.04
ARM C	12.03	30.60	0.393		1.0	0.7	10.0		0.05
ARM D	7.60	30.79	0.247		0.5	0.3	5.0		0.04
18.00-18.15									
ARM A	15.76	37.68	0.418		1.0	0.7	11.0		0.05
ARM B	5.89	33.46	0.176		0.3	0.2	3.2		0.04
ARM C	10.07	31.46	0.320		0.7	0.5	7.2		0.05
ARM D	6.36	31.88	0.200		0.3	0.3	3.8		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.0	*
17.30	1.7	**
17.45	1.7	**
18.00	1.0	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4

18.00	0.3
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	1.0	*
17.45	1.0	*
18.00	0.7	*
18.15	0.5	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.3

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1729.1	1152.7	101.0	0.06	101.0	0.06
B	645.8	430.6	27.6	0.04	27.6	0.04
C	1105.2	736.8	63.1	0.06	63.1	0.06
D	697.9	465.3	31.1	0.04	31.1	0.04
ALL	4178.1	2785.4	222.7	0.05	222.8	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

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Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A1041 2026 Site F.vai"
(drive-on-the-left) at 12:15:55 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/A1041
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A53/A1041 roundabout assessment

.INPUT DATA
****
ARM A - A1041 North
ARM B - A63 East
ARM C - A1041 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	8.50	10.50	8.00	16.50	80.00	57.0	0.583	43.485
ARM B	8.50	10.50	8.00	21.00	80.00	35.0	0.640	47.807
ARM C	7.15	9.00	9.00	22.00	80.00	47.0	0.558	39.466
ARM D	6.50	11.25	18.00	28.00	80.00	63.0	0.563	41.223

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A1041

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	16.00	24.00	16.00
ARM B	15.00	45.00	75.00	5.75	8.63	5.75
ARM C	15.00	45.00	75.00	10.14	15.21	10.14
ARM D	15.00	45.00	75.00	6.32	9.49	6.32

DEMAND SET TITLE: A63/A1041

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING PROPORTIONS				
	TURNING COUNTS (VEH/HR)				
	(PERCENTAGE OF H.V.S)				

	ARM A	0.000	0.017	0.730	0.253
		0.0	22.0	934.0	324.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.072	0.000	0.328	0.600
		33.0	0.0	151.0	276.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.908	0.025	0.011	0.057
		736.0	20.0	9.0	46.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.553	0.439	0.008	0.000
		280.0	222.0	4.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	16.00	37.68	0.425		0.0	0.7	10.8		0.05
ARM B	5.75	33.32	0.173		0.0	0.2	3.1		0.04
ARM C	10.14	31.47	0.322		0.0	0.5	7.0		0.05
ARM D	6.32	31.87	0.198		0.0	0.2	3.6		0.04
17.00-17.15									
ARM A	19.11	37.32	0.512		0.7	1.0	15.3		0.05
ARM B	6.87	31.32	0.219		0.2	0.3	4.1		0.04
ARM C	12.11	30.61	0.395		0.5	0.7	9.6		0.05
ARM D	7.55	30.77	0.245		0.2	0.3	4.8		0.04
17.15-17.30									
ARM A	23.40	36.82	0.636		1.0	1.7	25.0		0.07
ARM B	8.41	28.61	0.294		0.3	0.4	6.1		0.05
ARM C	14.83	29.43	0.504		0.7	1.0	14.7		0.07
ARM D	9.25	29.27	0.316		0.3	0.5	6.8		0.05
17.30-17.45									
ARM A	23.40	36.82	0.636		1.7	1.7	25.9		0.07
ARM B	8.41	28.58	0.294		0.4	0.4	6.2		0.05
ARM C	14.83	29.42	0.504		1.0	1.0	15.1		0.07
ARM D	9.25	29.26	0.316		0.5	0.5	6.9		0.05
17.45-18.00									
ARM A	19.11	37.31	0.512		1.7	1.1	16.3		0.06
ARM B	6.87	31.28	0.219		0.4	0.3	4.3		0.04
ARM C	12.11	30.59	0.396		1.0	0.7	10.1		0.05
ARM D	7.55	30.75	0.246		0.5	0.3	5.0		0.04
18.00-18.15									
ARM A	16.00	37.67	0.425		1.1	0.7	11.3		0.05
ARM B	5.75	33.27	0.173		0.3	0.2	3.2		0.04
ARM C	10.14	31.46	0.322		0.7	0.5	7.3		0.05
ARM D	6.32	31.85	0.199		0.3	0.2	3.8		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.0	*
17.30	1.7	**
17.45	1.7	**
18.00	1.1	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4

18.00	0.3
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.7	*
17.30	1.0	*
17.45	1.0	*
18.00	0.7	*
18.15	0.5	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1755.2	1170.1	104.5	0.06	104.5	0.06
B	630.8	420.5	27.0	0.04	27.0	0.04
C	1112.1	741.4	63.8	0.06	63.8	0.06
D	693.8	462.6	30.9	0.04	30.9	0.04
ALL	4191.8	2794.5	226.2	0.05	226.2	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A1041 2026 Site G1.vai"
(drive-on-the-left) at 14:02:11 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A1041
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A53/A1041 roundabout assessment

.INPUT DATA

ARM A - A1041 North
ARM B - A63 East
ARM C - A1041 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	8.50	10.50	8.00	16.50	80.00	57.0	0.583	43.485
ARM B	8.50	10.50	8.00	21.00	80.00	35.0	0.640	47.807
ARM C	7.15	9.00	9.00	22.00	80.00	47.0	0.558	39.466
ARM D	6.50	11.25	18.00	28.00	80.00	63.0	0.563	41.223

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A1041

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	15.45	23.17	15.45
ARM B	15.00	45.00	75.00	8.05	12.08	8.05
ARM C	15.00	45.00	75.00	9.93	14.89	9.93
ARM D	15.00	45.00	75.00	6.47	9.71	6.47

DEMAND SET TITLE: A63/A1041

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING COUNTS (VEH/HR)				
	(PERCENTAGE OF H.V.S)				

	ARM A	0.000	0.019	0.725	0.256
		0.0	24.0	896.0	316.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.053	0.000	0.289	0.658
		34.0	0.0	186.0	424.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.894	0.043	0.008	0.055
		710.0	34.0	6.0	44.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.533	0.459	0.008	0.000
		276.0	238.0	4.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	15.45	37.48	0.412		0.0	0.7	10.2		0.05
ARM B	8.05	33.71	0.239		0.0	0.3	4.6		0.04
ARM C	9.93	30.49	0.325		0.0	0.5	7.1		0.05
ARM D	6.47	31.97	0.203		0.0	0.3	3.7		0.04
17.00-17.15									
ARM A	18.45	37.08	0.498		0.7	1.0	14.5		0.05
ARM B	9.61	31.79	0.302		0.3	0.4	6.4		0.05
ARM C	11.85	29.44	0.403		0.5	0.7	9.9		0.06
ARM D	7.73	30.89	0.250		0.3	0.3	4.9		0.04
17.15-17.30									
ARM A	22.60	36.53	0.618		1.0	1.6	23.3		0.07
ARM B	11.77	29.18	0.403		0.4	0.7	9.9		0.06
ARM C	14.51	27.99	0.519		0.7	1.1	15.6		0.07
ARM D	9.47	29.41	0.322		0.3	0.5	7.0		0.05
17.30-17.45									
ARM A	22.60	36.53	0.619		1.6	1.6	24.1		0.07
ARM B	11.77	29.15	0.404		0.7	0.7	10.1		0.06
ARM C	14.51	27.98	0.519		1.1	1.1	16.0		0.07
ARM D	9.47	29.40	0.322		0.5	0.5	7.1		0.05
17.45-18.00									
ARM A	18.45	37.08	0.498		1.6	1.0	15.3		0.05
ARM B	9.61	31.75	0.303		0.7	0.4	6.6		0.05
ARM C	11.85	29.42	0.403		1.1	0.7	10.4		0.06
ARM D	7.73	30.87	0.250		0.5	0.3	5.1		0.04
18.00-18.15									
ARM A	15.45	37.48	0.412		1.0	0.7	10.8		0.05
ARM B	8.05	33.67	0.239		0.4	0.3	4.8		0.04
ARM C	9.93	30.47	0.326		0.7	0.5	7.4		0.05
ARM D	6.47	31.95	0.203		0.3	0.3	3.9		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.0	*
17.30	1.6	**
17.45	1.6	**
18.00	1.0	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.7	*
17.45	0.7	*

18.00	0.4
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.7	*
17.30	1.1	*
17.45	1.1	*
18.00	0.7	*
18.15	0.5	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.3

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1694.8	1129.9	98.2	0.06	98.2	0.06
B	883.1	588.7	42.4	0.05	42.4	0.05
C	1088.7	725.8	66.3	0.06	66.3	0.06
D	710.3	473.5	31.7	0.04	31.7	0.04
ALL	4376.9	2917.9	238.7	0.05	238.7	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A63 A1041 2026 Site G2.vai"
(drive-on-the-left) at 14:04:22 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A1041
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A53/A1041 roundabout assessment

.INPUT DATA

ARM A - A1041 North
ARM B - A63 East
ARM C - A1041 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	8.50	10.50	8.00	16.50	80.00	57.0	0.583	43.485
ARM B	8.50	10.50	8.00	21.00	80.00	35.0	0.640	47.807
ARM C	7.15	9.00	9.00	22.00	80.00	47.0	0.558	39.466
ARM D	6.50	11.25	18.00	28.00	80.00	63.0	0.563	41.223

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A1041

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	15.43	23.14	15.43
ARM B	15.00	45.00	75.00	8.65	12.97	8.65
ARM C	15.00	45.00	75.00	10.02	15.04	10.02
ARM D	15.00	45.00	75.00	6.26	9.39	6.26

DEMAND SET TITLE: A63/A1041

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.020	0.725	0.254
		0.0	25.0	895.0	314.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.051	0.000	0.290	0.659
		35.0	0.0	201.0	456.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.885	0.052	0.007	0.055
		710.0	42.0	6.0	44.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.547	0.445	0.008	0.000
		274.0	223.0	4.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	15.43	37.53	0.411		0.0	0.7	10.2		0.05
ARM B	8.65	33.73	0.256		0.0	0.3	5.1		0.04
ARM C	10.02	30.28	0.331		0.0	0.5	7.2		0.05
ARM D	6.26	31.91	0.196		0.0	0.2	3.6		0.04
17.00-17.15									
ARM A	18.42	37.14	0.496		0.7	1.0	14.4		0.05
ARM B	10.33	31.82	0.325		0.3	0.5	7.1		0.05
ARM C	11.97	29.18	0.410		0.5	0.7	10.2		0.06
ARM D	7.48	30.81	0.243		0.2	0.3	4.7		0.04
17.15-17.30									
ARM A	22.56	36.61	0.616		1.0	1.6	23.1		0.07
ARM B	12.65	29.21	0.433		0.5	0.8	11.1		0.06
ARM C	14.66	27.68	0.530		0.7	1.1	16.2		0.08
ARM D	9.16	29.32	0.312		0.3	0.5	6.7		0.05
17.30-17.45									
ARM A	22.56	36.60	0.616		1.6	1.6	23.9		0.07
ARM B	12.65	29.19	0.433		0.8	0.8	11.4		0.06
ARM C	14.66	27.66	0.530		1.1	1.1	16.8		0.08
ARM D	9.16	29.31	0.313		0.5	0.5	6.8		0.05
17.45-18.00									
ARM A	18.42	37.14	0.496		1.6	1.0	15.2		0.05
ARM B	10.33	31.78	0.325		0.8	0.5	7.4		0.05
ARM C	11.97	29.16	0.411		1.1	0.7	10.8		0.06
ARM D	7.48	30.79	0.243		0.5	0.3	4.9		0.04
18.00-18.15									
ARM A	15.43	37.53	0.411		1.0	0.7	10.7		0.05
ARM B	8.65	33.69	0.257		0.5	0.3	5.3		0.04
ARM C	10.02	30.26	0.331		0.7	0.5	7.6		0.05
ARM D	6.26	31.88	0.196		0.3	0.2	3.7		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.0	*
17.30	1.6	**
17.45	1.6	**
18.00	1.0	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	
17.30	0.8	*
17.45	0.8	*

18.00	0.5
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.7	*
17.30	1.1	*
17.45	1.1	*
18.00	0.7	*
18.15	0.5	

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1692.1	1128.0	97.4	0.06	97.4	0.06
B	948.9	632.6	47.3	0.05	47.3	0.05
C	1099.7	733.1	68.8	0.06	68.8	0.06
D	687.0	458.0	30.4	0.04	30.4	0.04
ALL	4427.6	2951.8	244.0	0.06	244.0	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A1041 2026 Site H1.vai"
(drive-on-the-left) at 14:05:15 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A1041
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A53/A1041 roundabout assessment

.INPUT DATA

ARM A - A1041 North
ARM B - A63 East
ARM C - A1041 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	8.50	10.50	8.00	16.50	80.00	57.0	0.583	43.485
ARM B	8.50	10.50	8.00	21.00	80.00	35.0	0.640	47.807
ARM C	7.15	9.00	9.00	22.00	80.00	47.0	0.558	39.466
ARM D	6.50	11.25	18.00	28.00	80.00	63.0	0.563	41.223

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A1041

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	16.88	25.31	16.88
ARM B	15.00	45.00	75.00	6.15	9.23	6.15
ARM C	15.00	45.00	75.00	10.91	16.37	10.91
ARM D	15.00	45.00	75.00	8.05	12.08	8.05

DEMAND SET TITLE: A63/A1041

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.016	0.693	0.291
		0.0	22.0	935.0	393.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.067	0.000	0.262	0.671
		33.0	0.0	129.0	330.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.832	0.103	0.007	0.058
		726.0	90.0	6.0	51.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.483	0.511	0.006	0.000
		311.0	329.0	4.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	16.88	36.42	0.463		0.0	0.9	12.6		0.05
ARM B	6.15	32.79	0.188		0.0	0.2	3.4		0.04
ARM C	10.91	30.62	0.356		0.0	0.6	8.1		0.05
ARM D	8.05	31.47	0.256		0.0	0.3	5.0		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	20.15	35.81	0.563		0.9	1.3	18.6		0.06
ARM B	7.34	30.69	0.239		0.2	0.3	4.6		0.04
ARM C	13.03	29.59	0.440		0.6	0.8	11.5		0.06
ARM D	9.61	30.29	0.317		0.3	0.5	6.8		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	24.68	34.97	0.706		1.3	2.3	33.6		0.10
ARM B	8.99	27.84	0.323		0.3	0.5	7.0		0.05
ARM C	15.96	28.18	0.566		0.8	1.3	18.7		0.08
ARM D	11.77	28.69	0.410		0.5	0.7	10.2		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	24.68	34.96	0.706		2.3	2.4	35.5		0.10
ARM B	8.99	27.80	0.324		0.5	0.5	7.1		0.05
ARM C	15.96	28.16	0.567		1.3	1.3	19.4		0.08
ARM D	11.77	28.67	0.411		0.7	0.7	10.4		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	20.15	35.79	0.563		2.4	1.3	20.1		0.06
ARM B	7.34	30.62	0.240		0.5	0.3	4.8		0.04
ARM C	13.03	29.56	0.441		1.3	0.8	12.2		0.06
ARM D	9.61	30.27	0.318		0.7	0.5	7.1		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	16.88	36.40	0.464		1.3	0.9	13.3		0.05
ARM B	6.15	32.73	0.188		0.3	0.2	3.5		0.04
ARM C	10.91	30.60	0.357		0.8	0.6	8.5		0.05
ARM D	8.05	31.44	0.256		0.5	0.3	5.3		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.3	*
17.30	2.3	**
17.45	2.4	**
18.00	1.3	*
18.15	0.9	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.5
17.45	0.5

18.00	0.3
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.8	*
17.30	1.3	*
17.45	1.3	*
18.00	0.8	*
18.15	0.6	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*
18.00	0.5	
18.15	0.3	

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1851.1	1234.1	133.7	0.07	133.7	0.07
B	674.6	449.8	30.5	0.05	30.5	0.05
C	1197.1	798.0	78.5	0.07	78.5	0.07
D	883.1	588.7	44.8	0.05	44.8	0.05
ALL	4605.9	3070.6	287.5	0.06	287.5	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\A63 A1041 2026 Site H2.vai"
(drive-on-the-left) at 14:06:01 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/A1041
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A53/A1041 roundabout assessment

.INPUT DATA

ARM A - A1041 North
ARM B - A63 East
ARM C - A1041 South
ARM D - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	8.50	10.50	8.00	16.50	80.00	57.0	0.583	43.485
ARM B	8.50	10.50	8.00	21.00	80.00	35.0	0.640	47.807
ARM C	7.15	9.00	9.00	22.00	80.00	47.0	0.558	39.466
ARM D	6.50	11.25	18.00	28.00	80.00	63.0	0.563	41.223

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/A1041

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	17.09	25.63	17.09
ARM B	15.00	45.00	75.00	6.68	10.01	6.68
ARM C	15.00	45.00	75.00	10.95	16.42	10.95
ARM D	15.00	45.00	75.00	9.49	14.23	9.49

DEMAND SET TITLE: A63/A1041

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S)				

	ARM A	0.000	0.016	0.693	0.291
		0.0	22.0	947.0	398.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.062	0.000	0.225	0.713
		33.0	0.0	120.0	381.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.816	0.115	0.007	0.062
		715.0	101.0	6.0	54.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.453	0.542	0.005	0.000
		344.0	411.0	4.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	17.09	35.74	0.478		0.0	0.9	13.3		0.05
ARM B	6.68	32.65	0.204		0.0	0.3	3.8		0.04
ARM C	10.95	30.23	0.362		0.0	0.6	8.3		0.05
ARM D	9.49	31.47	0.301		0.0	0.4	6.3		0.05
17.00-17.15									
ARM A	20.40	35.00	0.583		0.9	1.4	20.2		0.07
ARM B	7.97	30.53	0.261		0.3	0.4	5.2		0.04
ARM C	13.08	29.12	0.449		0.6	0.8	11.9		0.06
ARM D	11.33	30.29	0.374		0.4	0.6	8.8		0.05
17.15-17.30									
ARM A	24.99	33.98	0.735		1.4	2.7	38.3		0.11
ARM B	9.76	27.65	0.353		0.4	0.5	8.0		0.06
ARM C	16.01	27.61	0.580		0.8	1.4	19.7		0.09
ARM D	13.88	28.69	0.484		0.6	0.9	13.6		0.07
17.30-17.45									
ARM A	24.99	33.97	0.736		2.7	2.7	40.9		0.11
ARM B	9.76	27.60	0.354		0.5	0.5	8.2		0.06
ARM C	16.01	27.59	0.580		1.4	1.4	20.5		0.09
ARM D	13.88	28.67	0.484		0.9	0.9	14.0		0.07
17.45-18.00									
ARM A	20.40	34.98	0.583		2.7	1.4	22.0		0.07
ARM B	7.97	30.45	0.262		0.5	0.4	5.4		0.04
ARM C	13.08	29.09	0.449		1.4	0.8	12.7		0.06
ARM D	11.33	30.26	0.374		0.9	0.6	9.2		0.05
18.00-18.15									
ARM A	17.09	35.73	0.478		1.4	0.9	14.2		0.05
ARM B	6.68	32.59	0.205		0.4	0.3	3.9		0.04
ARM C	10.95	30.20	0.363		0.8	0.6	8.7		0.05
ARM D	9.49	31.44	0.302		0.6	0.4	6.6		0.05

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.4	*
17.30	2.7	***
17.45	2.7	***
18.00	1.4	*
18.15	0.9	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.5	*
17.45	0.5	*

18.00	0.4
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.8	*
17.30	1.4	*
17.45	1.4	*
18.00	0.8	*
18.15	0.6	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.4	

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1874.4	1249.6	148.9	0.08	148.9	0.08
B	732.2	488.2	34.5	0.05	34.5	0.05
C	1201.2	800.8	81.8	0.07	81.8	0.07
D	1040.7	693.8	58.5	0.06	58.5	0.06
ALL	4848.6	3232.4	323.7	0.07	323.7	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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TRL Limited Tel: +44 (0) 1344 770018
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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\a63 Leeds Rd 2008 Base.vai"
(drive-on-the-left) at 12:43:12 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/Leeds Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: Foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Leeds Rd(A63) Roundabout assessment

.INPUT DATA

ARM A - Leeds Rd (A63)
ARM B - A63 East
ARM C - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	8.25	8.20	23.00	100.00	55.0	0.482	34.242
ARM B	6.00	9.25	9.50	22.00	100.00	50.0	0.497	35.658
ARM C	6.25	8.00	6.00	25.00	100.00	45.0	0.493	34.606

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Leeds Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO TOP OF PEAK	TO RISE	IS REACHED IFALLING	FLOW STOPS	RATE OF FLOW (VEH/MIN) BEFORE	AT TOP	OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	0.98	1.46	0.98
ARM B	15.00	45.00	75.00	4.35	6.52	4.35
ARM C	15.00	45.00	75.00	5.19	7.78	5.19

DEMAND SET TITLE: A63/Leeds Rd

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	78.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.138	0.000	0.862
		48.0	0.0	300.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.345	0.655	0.000
		143.0	272.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	0.98	29.49	0.033		0.0	0.0	0.5		0.04
ARM B	4.35	31.93	0.136		0.0	0.2	2.3		0.04
ARM C	5.19	31.16	0.166		0.0	0.2	2.9		0.04
17.00-17.15									
ARM A	1.16	29.17	0.040		0.0	0.0	0.6		0.04
ARM B	5.19	31.84	0.163		0.2	0.2	2.9		0.04
ARM C	6.19	31.11	0.199		0.2	0.2	3.7		0.04
17.15-17.30									
ARM A	1.43	28.73	0.050		0.0	0.1	0.8		0.04
ARM B	6.36	31.71	0.201		0.2	0.3	3.7		0.04
ARM C	7.59	31.03	0.245		0.2	0.3	4.8		0.04
17.30-17.45									
ARM A	1.43	28.73	0.050		0.1	0.1	0.8		0.04
ARM B	6.36	31.71	0.201		0.3	0.3	3.8		0.04
ARM C	7.59	31.03	0.245		0.3	0.3	4.8		0.04
17.45-18.00									
ARM A	1.16	29.16	0.040		0.1	0.0	0.6		0.04
ARM B	5.19	31.84	0.163		0.3	0.2	3.0		0.04
ARM C	6.19	31.11	0.199		0.3	0.2	3.8		0.04
18.00-18.15									
ARM A	0.98	29.48	0.033		0.0	0.0	0.5		0.04
ARM B	4.35	31.93	0.136		0.2	0.2	2.4		0.04
ARM C	5.19	31.16	0.166		0.2	0.2	3.0		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3

17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	107.0	71.3	3.8	0.04	3.8	0.04
B	477.2	318.1	18.0	0.04	18.0	0.04
C	569.1	379.4	23.1	0.04	23.1	0.04
ALL	1153.2	768.8	44.9	0.04	44.9	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
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TRL Limited Tel: +44 (0) 1344 770018
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Nine Mile Ride Email: softwarebureau@trl.co.uk
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RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 Leeds Rd 2026 Base.vai"
(drive-on-the-left) at 12:43:41 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Leeds Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: Foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Leeds Rd(A63) Roundabout assessment

.INPUT DATA
****
ARM A - Leeds Rd (A63)
ARM B - A63 East
ARM C - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	8.25	8.20	23.00	100.00	55.0	0.482	34.242
ARM B	6.00	9.25	9.50	22.00	100.00	50.0	0.497	35.658
ARM C	6.25	8.00	6.00	25.00	100.00	45.0	0.493	34.606

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Leeds Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	0.98	1.46	0.98
ARM B	15.00	45.00	75.00	5.09	7.63	5.09
ARM C	15.00	45.00	75.00	6.43	9.64	6.43

DEMAND SET TITLE: A63/Leeds Rd

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	78.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.093	0.000	0.907
		38.0	0.0	369.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.368	0.632	0.000
		189.0	325.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	0.98	29.17	0.033		0.0	0.0	0.5		0.04
ARM B	5.09	31.93	0.159		0.0	0.2	2.8		0.04
ARM C	6.43	31.23	0.206		0.0	0.3	3.8		0.04
17.00-17.15									
ARM A	1.16	28.79	0.040		0.0	0.0	0.6		0.04
ARM B	6.07	31.84	0.191		0.2	0.2	3.5		0.04
ARM C	7.67	31.18	0.246		0.3	0.3	4.8		0.04
17.15-17.30									
ARM A	1.43	28.27	0.050		0.0	0.1	0.8		0.04
ARM B	7.44	31.71	0.235		0.2	0.3	4.5		0.04
ARM C	9.40	31.12	0.302		0.3	0.4	6.4		0.05
17.30-17.45									
ARM A	1.43	28.26	0.050		0.1	0.1	0.8		0.04
ARM B	7.44	31.71	0.235		0.3	0.3	4.6		0.04
ARM C	9.40	31.12	0.302		0.4	0.4	6.5		0.05
17.45-18.00									
ARM A	1.16	28.79	0.040		0.1	0.0	0.6		0.04
ARM B	6.07	31.84	0.191		0.3	0.2	3.6		0.04
ARM C	7.67	31.18	0.246		0.4	0.3	5.0		0.04
18.00-18.15									
ARM A	0.98	29.16	0.033		0.0	0.0	0.5		0.04
ARM B	5.09	31.93	0.159		0.2	0.2	2.9		0.04
ARM C	6.43	31.23	0.206		0.3	0.3	3.9		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.4

17.45	0.4
18.00	0.3
18.15	0.3

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	107.0	71.3	3.9	0.04	3.9	0.04
B	558.1	372.1	21.9	0.04	21.9	0.04
C	704.8	469.9	30.4	0.04	30.4	0.04
ALL	1369.8	913.2	56.2	0.04	56.2	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 Leeds Rd 2026 Site A.vai"
(drive-on-the-left) at 12:44:45 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Leeds Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: Foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Leeds Rd(A63) Roundabout assessment

.INPUT DATA
****
ARM A - Leeds Rd (A63)
ARM B - A63 East
ARM C - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	8.25	8.20	23.00	100.00	55.0	0.482	34.242
ARM B	6.00	9.25	9.50	22.00	100.00	50.0	0.497	35.658
ARM C	6.25	8.00	6.00	25.00	100.00	45.0	0.493	34.606

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Leeds Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	0.99	1.48	0.99
ARM B	15.00	45.00	75.00	5.05	7.58	5.05
ARM C	15.00	45.00	75.00	6.50	9.75	6.50

DEMAND SET TITLE: A63/Leeds Rd

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	79.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.092	0.000	0.908
		37.0	0.0	367.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.381	0.619	0.000
		198.0	322.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	0.99	29.19	0.034		0.0	0.0	0.5		0.04
ARM B	5.05	31.93	0.158		0.0	0.2	2.8		0.04
ARM C	6.50	31.23	0.208		0.0	0.3	3.9		0.04
17.00-17.15									
ARM A	1.18	28.81	0.041		0.0	0.0	0.6		0.04
ARM B	6.03	31.83	0.189		0.2	0.2	3.5		0.04
ARM C	7.76	31.19	0.249		0.3	0.3	4.9		0.04
17.15-17.30									
ARM A	1.44	28.29	0.051		0.0	0.1	0.8		0.04
ARM B	7.39	31.70	0.233		0.2	0.3	4.5		0.04
ARM C	9.51	31.13	0.305		0.3	0.4	6.5		0.05
17.30-17.45									
ARM A	1.44	28.29	0.051		0.1	0.1	0.8		0.04
ARM B	7.39	31.70	0.233		0.3	0.3	4.5		0.04
ARM C	9.51	31.13	0.305		0.4	0.4	6.6		0.05
17.45-18.00									
ARM A	1.18	28.81	0.041		0.1	0.0	0.6		0.04
ARM B	6.03	31.83	0.189		0.3	0.2	3.6		0.04
ARM C	7.76	31.19	0.249		0.4	0.3	5.1		0.04
18.00-18.15									
ARM A	0.99	29.18	0.034		0.0	0.0	0.5		0.04
ARM B	5.05	31.92	0.158		0.2	0.2	2.9		0.04
ARM C	6.50	31.23	0.208		0.3	0.3	4.0		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.4

17.45	0.4
18.00	0.3
18.15	0.3

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	108.3	72.2	3.9	0.04	3.9	0.04
B	554.0	369.3	21.7	0.04	21.7	0.04
C	713.0	475.4	30.9	0.04	30.9	0.04
ALL	1375.3	916.9	56.5	0.04	56.5	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 Leeds Rd 2026 Site D.vai"
(drive-on-the-left) at 12:45:11 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Leeds Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: Foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Leeds Rd(A63) Roundabout assessment

.INPUT DATA
****
ARM A - Leeds Rd (A63)
ARM B - A63 East
ARM C - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	8.25	8.20	23.00	100.00	55.0	0.482	34.242
ARM B	6.00	9.25	9.50	22.00	100.00	50.0	0.497	35.658
ARM C	6.25	8.00	6.00	25.00	100.00	45.0	0.493	34.606

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Leeds Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE TO TOP OF PEAK	IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	0.98	1.46	0.98
ARM B	15.00	45.00	75.00	5.05	7.58	5.05
ARM C	15.00	45.00	75.00	6.40	9.60	6.40

DEMAND SET TITLE: A63/Leeds Rd

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	78.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.092	0.000	0.908
		37.0	0.0	367.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.371	0.629	0.000
		190.0	322.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	0.98	29.19	0.033		0.0	0.0	0.5		0.04
ARM B	5.05	31.93	0.158		0.0	0.2	2.8		0.04
ARM C	6.40	31.23	0.205		0.0	0.3	3.8		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	1.16	28.81	0.040		0.0	0.0	0.6		0.04
ARM B	6.03	31.84	0.189		0.2	0.2	3.5		0.04
ARM C	7.64	31.19	0.245		0.3	0.3	4.8		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	1.43	28.29	0.050		0.0	0.1	0.8		0.04
ARM B	7.39	31.71	0.233		0.2	0.3	4.5		0.04
ARM C	9.36	31.13	0.301		0.3	0.4	6.3		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	1.43	28.29	0.050		0.1	0.1	0.8		0.04
ARM B	7.39	31.71	0.233		0.3	0.3	4.5		0.04
ARM C	9.36	31.13	0.301		0.4	0.4	6.4		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	1.16	28.81	0.040		0.1	0.0	0.6		0.04
ARM B	6.03	31.84	0.189		0.3	0.2	3.6		0.04
ARM C	7.64	31.19	0.245		0.4	0.3	4.9		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	0.98	29.18	0.033		0.0	0.0	0.5		0.04
ARM B	5.05	31.93	0.158		0.2	0.2	2.9		0.04
ARM C	6.40	31.23	0.205		0.3	0.3	3.9		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.4

17.45	0.4
18.00	0.3
18.15	0.3

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	107.0	71.3	3.9	0.04	3.9	0.04
B	554.0	369.3	21.7	0.04	21.7	0.04
C	702.1	468.0	30.2	0.04	30.2	0.04
ALL	1363.0	908.7	55.8	0.04	55.8	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 Leeds Rd 2026 Site E.vai"
(drive-on-the-left) at 12:45:37 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/Leeds Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: Foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Leeds Rd(A63) Roundabout assessment

.INPUT DATA

ARM A - Leeds Rd (A63)
ARM B - A63 East
ARM C - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	8.25	8.20	23.00	100.00	55.0	0.482	34.242
ARM B	6.00	9.25	9.50	22.00	100.00	50.0	0.497	35.658
ARM C	6.25	8.00	6.00	25.00	100.00	45.0	0.493	34.606

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Leeds Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	IS REACHED IFALLING	RATE OF FLOW (VEH/MIN) BEFORE	PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	0.96	1.44	0.96			
ARM B	15.00	45.00	75.00	5.28	7.91	5.28			
ARM C	15.00	45.00	75.00	7.51	11.27	7.51			

DEMAND SET TITLE: A63/Leeds Rd

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	77.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.090	0.000	0.910
		38.0	0.0	384.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.313	0.687	0.000
		188.0	413.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	0.96	28.65	0.034		0.0	0.0	0.5		0.04
ARM B	5.28	31.94	0.165		0.0	0.2	2.9		0.04
ARM C	7.51	31.23	0.241		0.0	0.3	4.7		0.04
17.00-17.15									
ARM A	1.15	28.16	0.041		0.0	0.0	0.6		0.04
ARM B	6.30	31.85	0.198		0.2	0.2	3.6		0.04
ARM C	8.97	31.18	0.288		0.3	0.4	6.0		0.05
17.15-17.30									
ARM A	1.41	27.49	0.051		0.0	0.1	0.8		0.04
ARM B	7.71	31.72	0.243		0.2	0.3	4.7		0.04
ARM C	10.99	31.12	0.353		0.4	0.5	8.0		0.05
17.30-17.45									
ARM A	1.41	27.49	0.051		0.1	0.1	0.8		0.04
ARM B	7.71	31.72	0.243		0.3	0.3	4.8		0.04
ARM C	10.99	31.12	0.353		0.5	0.5	8.2		0.05
17.45-18.00									
ARM A	1.15	28.15	0.041		0.1	0.0	0.6		0.04
ARM B	6.30	31.84	0.198		0.3	0.2	3.8		0.04
ARM C	8.97	31.18	0.288		0.5	0.4	6.2		0.05
18.00-18.15									
ARM A	0.96	28.64	0.034		0.0	0.0	0.5		0.04
ARM B	5.28	31.94	0.165		0.2	0.2	3.0		0.04
ARM C	7.51	31.23	0.241		0.4	0.3	4.8		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.5	*

17.45	0.5	*
18.00	0.4	
18.15	0.3	

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	105.6	70.4	3.9	0.04	3.9	0.04
B	578.7	385.8	22.9	0.04	22.9	0.04
C	824.1	549.4	37.8	0.05	37.8	0.05
ALL	1508.3	1005.6	64.6	0.04	64.6	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 Leeds Rd 2026 Site F.vai"
(drive-on-the-left) at 12:46:02 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/Leeds Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: Foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Leeds Rd(A63) Roundabout assessment

.INPUT DATA

ARM A - Leeds Rd (A63)
ARM B - A63 East
ARM C - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	8.25	8.20	23.00	100.00	55.0	0.482	34.242
ARM B	6.00	9.25	9.50	22.00	100.00	50.0	0.497	35.658
ARM C	6.25	8.00	6.00	25.00	100.00	45.0	0.493	34.606

V = approach half-width E = entry width L = effective flare length R = entry radius D = inscribed circle diameter PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Leeds Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	FLOW STOPS TOP OF PEAK IS REACHED	FLOW STOPS FALLING OF PEAK	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	0.98	1.46	0.98
ARM B	15.00	45.00	75.00	5.05	7.58	5.05
ARM C	15.00	45.00	75.00	6.43	9.64	6.43

DEMAND SET TITLE: A63/Leeds Rd

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15		TURNING PROPORTIONS		
		TURNING COUNTS (VEH/HR)		
		(PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.000	1.000
		0.0	0.0	78.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.092	0.000	0.908
		37.0	0.0	367.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.372	0.628	0.000
		191.0	323.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	0.98	29.18	0.033		0.0	0.0	0.5		0.04
ARM B	5.05	31.93	0.158		0.0	0.2	2.8		0.04
ARM C	6.43	31.23	0.206		0.0	0.3	3.8		0.04
17.00-17.15									
ARM A	1.16	28.81	0.040		0.0	0.0	0.6		0.04
ARM B	6.03	31.84	0.189		0.2	0.2	3.5		0.04
ARM C	7.67	31.19	0.246		0.3	0.3	4.8		0.04
17.15-17.30									
ARM A	1.43	28.28	0.050		0.0	0.1	0.8		0.04
ARM B	7.39	31.71	0.233		0.2	0.3	4.5		0.04
ARM C	9.40	31.13	0.302		0.3	0.4	6.4		0.05
17.30-17.45									
ARM A	1.43	28.28	0.050		0.1	0.1	0.8		0.04
ARM B	7.39	31.71	0.233		0.3	0.3	4.5		0.04
ARM C	9.40	31.13	0.302		0.4	0.4	6.5		0.05
17.45-18.00									
ARM A	1.16	28.80	0.040		0.1	0.0	0.6		0.04
ARM B	6.03	31.84	0.189		0.3	0.2	3.6		0.04
ARM C	7.67	31.19	0.246		0.4	0.3	5.0		0.04
18.00-18.15									
ARM A	0.98	29.18	0.033		0.0	0.0	0.5		0.04
ARM B	5.05	31.93	0.158		0.2	0.2	2.9		0.04
ARM C	6.43	31.23	0.206		0.3	0.3	3.9		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.4

17.45	0.4
18.00	0.3
18.15	0.3

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	107.0	71.3	3.9	0.04	3.9	0.04
B	554.0	369.3	21.7	0.04	21.7	0.04
C	704.8	469.9	30.4	0.04	30.4	0.04
ALL	1365.7	910.5	55.9	0.04	55.9	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 Leeds Rd 2026 Site G1.vai"
(drive-on-the-left) at 14:13:29 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/Leeds Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: Foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Leeds Rd(A63) Roundabout assessment

.INPUT DATA

ARM A - Leeds Rd (A63)
ARM B - A63 East
ARM C - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	8.25	8.20	23.00	100.00	55.0	0.482	34.242
ARM B	6.00	9.25	9.50	22.00	100.00	50.0	0.497	35.658
ARM C	6.25	8.00	6.00	25.00	100.00	45.0	0.493	34.606

V = approach half-width E = entry width L = effective flare length R = entry radius D = inscribed circle diameter PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Leeds Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	FLOW STOPS IF TOP OF PEAK IS REACHED	FLOW STOPS IF FALLING BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	1.10	1.65	1.10
ARM B	15.00	45.00	75.00	5.11	7.67	5.11
ARM C	15.00	45.00	75.00	6.30	9.45	6.30

DEMAND SET TITLE: A63/Leeds Rd

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	88.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.088	0.000	0.912
		36.0	0.0	373.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.373	0.627	0.000
		188.0	316.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	1.10	29.22	0.038		0.0	0.0	0.6		0.04
ARM B	5.11	31.87	0.160		0.0	0.2	2.8		0.04
ARM C	6.30	31.24	0.202		0.0	0.3	3.7		0.04
17.00-17.15									
ARM A	1.31	28.86	0.046		0.0	0.0	0.7		0.04
ARM B	6.10	31.76	0.192		0.2	0.2	3.5		0.04
ARM C	7.52	31.20	0.241		0.3	0.3	4.7		0.04
17.15-17.30									
ARM A	1.61	28.35	0.057		0.0	0.1	0.9		0.04
ARM B	7.48	31.62	0.236		0.2	0.3	4.6		0.04
ARM C	9.21	31.14	0.296		0.3	0.4	6.2		0.05
17.30-17.45									
ARM A	1.61	28.34	0.057		0.1	0.1	0.9		0.04
ARM B	7.48	31.62	0.236		0.3	0.3	4.6		0.04
ARM C	9.21	31.14	0.296		0.4	0.4	6.3		0.05
17.45-18.00									
ARM A	1.31	28.85	0.046		0.1	0.0	0.7		0.04
ARM B	6.10	31.76	0.192		0.3	0.2	3.6		0.04
ARM C	7.52	31.19	0.241		0.4	0.3	4.8		0.04
18.00-18.15									
ARM A	1.10	29.22	0.038		0.0	0.0	0.6		0.04
ARM B	5.11	31.87	0.160		0.2	0.2	2.9		0.04
ARM C	6.30	31.24	0.202		0.3	0.3	3.8		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.4

17.45	0.4
18.00	0.3
18.15	0.3

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	120.7	80.4	4.4	0.04	4.4	0.04
B	560.8	373.9	22.1	0.04	22.1	0.04
C	691.1	460.7	29.6	0.04	29.6	0.04
ALL	1372.6	915.1	56.1	0.04	56.1	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 Leeds Rd 2026 Site G2.vai"
(drive-on-the-left) at 14:14:07 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Leeds Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: Foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Leeds Rd(A63) Roundabout assessment

.INPUT DATA
****
ARM A - Leeds Rd (A63)
ARM B - A63 East
ARM C - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	8.25	8.20	23.00	100.00	55.0	0.482	34.242
ARM B	6.00	9.25	9.50	22.00	100.00	50.0	0.497	35.658
ARM C	6.25	8.00	6.00	25.00	100.00	45.0	0.493	34.606

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Leeds Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	1.09	1.63	1.09
ARM B	15.00	45.00	75.00	5.34	8.01	5.34
ARM C	15.00	45.00	75.00	6.28	9.41	6.28

DEMAND SET TITLE: A63/Leeds Rd

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	87.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.084	0.000	0.916
		36.0	0.0	391.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.375	0.625	0.000
		188.0	314.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	1.09	29.24	0.037		0.0	0.0	0.6		0.04
ARM B	5.34	31.88	0.167		0.0	0.2	3.0		0.04
ARM C	6.28	31.24	0.201		0.0	0.3	3.7		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	1.30	28.87	0.045		0.0	0.0	0.7		0.04
ARM B	6.37	31.77	0.201		0.2	0.3	3.7		0.04
ARM C	7.49	31.20	0.240		0.3	0.3	4.7		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	1.59	28.36	0.056		0.0	0.1	0.9		0.04
ARM B	7.81	31.63	0.247		0.3	0.3	4.8		0.04
ARM C	9.18	31.14	0.295		0.3	0.4	6.2		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	1.59	28.36	0.056		0.1	0.1	0.9		0.04
ARM B	7.81	31.63	0.247		0.3	0.3	4.9		0.04
ARM C	9.18	31.14	0.295		0.4	0.4	6.3		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	1.30	28.87	0.045		0.1	0.0	0.7		0.04
ARM B	6.37	31.77	0.201		0.3	0.3	3.8		0.04
ARM C	7.49	31.19	0.240		0.4	0.3	4.8		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	1.09	29.23	0.037		0.0	0.0	0.6		0.04
ARM B	5.34	31.87	0.167		0.3	0.2	3.1		0.04
ARM C	6.28	31.24	0.201		0.3	0.3	3.8		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.3
17.45	0.3
18.00	0.3
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.4

17.45	0.4
18.00	0.3
18.15	0.3

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	119.3	79.5	4.3	0.04	4.3	0.04
B	585.5	390.3	23.3	0.04	23.3	0.04
C	688.3	458.9	29.4	0.04	29.4	0.04
ALL	1393.2	928.8	57.1	0.04	57.1	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 Leeds Rd 2026 Site H1.vai"
(drive-on-the-left) at 14:14:31 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Leeds Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: Foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Leeds Rd(A63) Roundabout assessment

.INPUT DATA
****
ARM A - Leeds Rd (A63)
ARM B - A63 East
ARM C - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	8.25	8.20	23.00	100.00	55.0	0.482	34.242
ARM B	6.00	9.25	9.50	22.00	100.00	50.0	0.497	35.658
ARM C	6.25	8.00	6.00	25.00	100.00	45.0	0.493	34.606

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Leeds Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO PEAK	FLOW STOPS	BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	AFTER PEAK
	TO RISE	IS REACHED	IFALLING			
ARM A	15.00	45.00	75.00	1.05	1.57	1.05
ARM B	15.00	45.00	75.00	5.56	8.34	5.56
ARM C	15.00	45.00	75.00	7.05	10.58	7.05

DEMAND SET TITLE: A63/Leeds Rd

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.012	0.988
		0.0	1.0	83.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.074	0.000	0.926
		33.0	0.0	412.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.436	0.564	0.000
		246.0	318.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	1.05	29.21	0.036		0.0	0.0	0.6		0.04
ARM B	5.56	31.90	0.174		0.0	0.2	3.1		0.04
ARM C	7.05	31.26	0.226		0.0	0.3	4.3		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	1.25	28.84	0.043		0.0	0.0	0.7		0.04
ARM B	6.64	31.80	0.209		0.2	0.3	3.9		0.04
ARM C	8.42	31.22	0.270		0.3	0.4	5.5		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	1.54	28.33	0.054		0.0	0.1	0.8		0.04
ARM B	8.13	31.66	0.257		0.3	0.3	5.1		0.04
ARM C	10.31	31.16	0.331		0.4	0.5	7.3		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	1.54	28.33	0.054		0.1	0.1	0.9		0.04
ARM B	8.13	31.66	0.257		0.3	0.3	5.2		0.04
ARM C	10.31	31.16	0.331		0.5	0.5	7.4		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	1.25	28.84	0.043		0.1	0.0	0.7		0.04
ARM B	6.64	31.80	0.209		0.3	0.3	4.0		0.04
ARM C	8.42	31.22	0.270		0.5	0.4	5.6		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	1.05	29.21	0.036		0.0	0.0	0.6		0.04
ARM B	5.56	31.90	0.174		0.3	0.2	3.2		0.04
ARM C	7.05	31.26	0.226		0.4	0.3	4.4		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.3
17.45	0.3
18.00	0.3
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.4
17.30	0.5

17.45	0.5
18.00	0.4
18.15	0.3

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	115.2	76.8	4.2	0.04	4.2	0.04
B	610.2	406.8	24.5	0.04	24.5	0.04
C	773.4	515.6	34.5	0.04	34.5	0.04
ALL	1498.7	999.2	63.2	0.04	63.2	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

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program advice and maintenance, contact:

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Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 Leeds Rd 2026 Site H2.vai"
(drive-on-the-left) at 14:14:57 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Leeds Rd
LOCATION: Selby
DATE: 03/09/09
CLIENT: Selby
ENUMERATOR: Foleyd [LEC10579]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Leeds Rd(A63) Roundabout assessment

.INPUT DATA
****
ARM A - Leeds Rd (A63)
ARM B - A63 East
ARM C - A63 West

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.25	8.25	8.20	23.00	100.00	55.0	0.482	34.242
ARM B	6.00	9.25	9.50	22.00	100.00	50.0	0.497	35.658
ARM C	6.25	8.00	6.00	25.00	100.00	45.0	0.493	34.606

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Leeds Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO PEAK	FLOW STOPS	BEFORE AT TOP	AFTER AT TOP	RATE OF FLOW (VEH/MIN) PEAK	OF PEAK	PEAK
	TO RISE	IS REACHED	IFALLING					
ARM A	15.00	45.00	75.00	1.09	1.63	1.09		
ARM B	15.00	45.00	75.00	5.75	8.63	5.75		
ARM C	15.00	45.00	75.00	7.45	11.17	7.45		

DEMAND SET TITLE: A63/Leeds Rd

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15				
	ARM A	0.000	0.023	0.977
		0.0	2.0	85.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.061	0.000	0.939
		28.0	0.0	432.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.460	0.540	0.000
		274.0	322.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	1.09	29.19	0.037		0.0	0.0	0.6		0.04
ARM B	5.75	31.89	0.180		0.0	0.2	3.2		0.04
ARM C	7.45	31.29	0.238		0.0	0.3	4.6		0.04
17.00-17.15									
ARM A	1.30	28.81	0.045		0.0	0.0	0.7		0.04
ARM B	6.87	31.79	0.216		0.2	0.3	4.1		0.04
ARM C	8.90	31.25	0.285		0.3	0.4	5.9		0.04
17.15-17.30									
ARM A	1.59	28.29	0.056		0.0	0.1	0.9		0.04
ARM B	8.41	31.64	0.266		0.3	0.4	5.3		0.04
ARM C	10.90	31.21	0.349		0.4	0.5	7.9		0.05
17.30-17.45									
ARM A	1.59	28.29	0.056		0.1	0.1	0.9		0.04
ARM B	8.41	31.64	0.266		0.4	0.4	5.4		0.04
ARM C	10.90	31.21	0.349		0.5	0.5	8.0		0.05
17.45-18.00									
ARM A	1.30	28.81	0.045		0.1	0.0	0.7		0.04
ARM B	6.87	31.79	0.216		0.4	0.3	4.2		0.04
ARM C	8.90	31.25	0.285		0.5	0.4	6.1		0.04
18.00-18.15									
ARM A	1.09	29.19	0.037		0.0	0.0	0.6		0.04
ARM B	5.75	31.89	0.180		0.3	0.2	3.3		0.04
ARM C	7.45	31.29	0.238		0.4	0.3	4.8		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.0	
17.15	0.0	
17.30	0.1	
17.45	0.1	
18.00	0.0	
18.15	0.0	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.3	
17.30	0.4	
17.45	0.4	
18.00	0.3	
18.15	0.2	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.5	*

17.45	0.5	*
18.00	0.4	
18.15	0.3	

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	119.3	79.5	4.4	0.04	4.4	0.04
B	630.8	420.5	25.6	0.04	25.6	0.04
C	817.2	544.8	37.2	0.05	37.2	0.05
ALL	1567.3	1044.9	67.2	0.04	67.2	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 minor road 2008 Base.vai"
(drive-on-the-left) at 12:48:29 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Minor Road
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Minor road junction assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - Minor Road

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.50	8.00	7.80	19.00	60.00	55.0	0.594	34.163
ARM B	8.00	10.25	11.00	18.00	60.00	50.0	0.697	43.730
ARM C	4.75	8.25	10.50	19.00	60.00	68.0	0.520	28.165

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Minor Road

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO TOP OF PEAK	TO RISE	IS REACHED IFALLING	FLOW STOPS	RATE OF FLOW (VEH/MIN) BEFORE	AT TOP	AFTER
ARM A	15.00	45.00	75.00		6.95	10.42		6.95
ARM B	15.00	45.00	75.00		6.40	9.60		6.40
ARM C	15.00	45.00	75.00		0.00	0.00		0.00

DEMAND SET TITLE: A63/Minor Road

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	1.000	0.000
		0.0	556.0	0.0
		(10.0)	(10.0)	(10.0)

	ARM B	1.000	0.000	0.000
		512.0	0.0	0.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.000	0.000	0.000
		0.0	0.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	6.95	31.06	0.224		0.0	0.3	4.2		0.04
ARM B	6.40	39.75	0.161		0.0	0.2	2.8		0.03
ARM C	0.00	24.50	0.000		0.0	0.0	0.0		0.00
17.00-17.15									
ARM A	8.30	31.06	0.267		0.3	0.4	5.4		0.04
ARM B	7.64	39.75	0.192		0.2	0.2	3.5		0.03
ARM C	0.00	23.80	0.000		0.0	0.0	0.0		0.00
17.15-17.30									
ARM A	10.16	31.06	0.327		0.4	0.5	7.2		0.05
ARM B	9.36	39.75	0.235		0.2	0.3	4.6		0.03
ARM C	0.00	22.81	0.000		0.0	0.0	0.0		0.00
17.30-17.45									
ARM A	10.16	31.06	0.327		0.5	0.5	7.3		0.05
ARM B	9.36	39.75	0.235		0.3	0.3	4.6		0.03
ARM C	0.00	22.81	0.000		0.0	0.0	0.0		0.00
17.45-18.00									
ARM A	8.30	31.06	0.267		0.5	0.4	5.6		0.04
ARM B	7.64	39.75	0.192		0.3	0.2	3.6		0.03
ARM C	0.00	23.79	0.000		0.0	0.0	0.0		0.00
18.00-18.15									
ARM A	6.95	31.06	0.224		0.4	0.3	4.4		0.04
ARM B	6.40	39.75	0.161		0.2	0.2	2.9		0.03
ARM C	0.00	24.50	0.000		0.0	0.0	0.0		0.00

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.4
17.30	0.5
17.45	0.5
18.00	0.4
18.15	0.3

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0

17.45	0.0
18.00	0.0
18.15	0.0

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	762.4	508.3	34.0	0.04	34.0	0.04
B	702.1	468.0	22.1	0.03	22.1	0.03
C	0.0	0.0	0.0	0.00	0.0	0.00
ALL	1464.5	976.3	56.1	0.04	56.1	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 minor road base2026.vai"
(drive-on-the-left) at 12:49:50 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Minor Road
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Minor road junction assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - Minor Road

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.50	8.00	7.80	19.00	60.00	55.0	0.594	34.163
ARM B	8.00	10.25	11.00	18.00	60.00	50.0	0.697	43.730
ARM C	4.75	8.25	10.50	19.00	60.00	68.0	0.520	28.165

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Minor Road

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO TOP OF PEAK	TO RISE	FLOW STOPS	IS REACHED IFALLING	RATE OF FLOW (VEH/MIN) BEFORE	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.35	14.03	9.35
ARM B	15.00	45.00	75.00	7.69	11.53	7.69
ARM C	15.00	45.00	75.00	0.00	0.00	0.00

DEMAND SET TITLE: A63/Minor Road

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15				
	ARM A	0.000	1.000	0.000
		0.0	748.0	0.0
		(10.0)	(10.0)	(10.0)

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

```
I                   I  ARM B  I  1.000 I  0.000 I  0.000 I
I                   I         I  615.0 I    0.0 I    0.0 I
I                   I         I ( 10.0)I ( 10.0)I ( 10.0)I
I                   I         I       I       I       I
I                   I  ARM C  I  0.000 I  0.000 I  0.000 I
I                   I         I    0.0 I    0.0 I    0.0 I
I                   I         I ( 10.0)I ( 10.0)I ( 10.0)I
I                   I         I       I       I       I
-------------------------------------------------------
```

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00										
	ARM A	9.35	31.06	0.301		0.0	0.4	6.3		0.05
	ARM B	7.69	39.75	0.193		0.0	0.2	3.5		0.03
	ARM C	0.00	23.78	0.000		0.0	0.0	0.0		0.00
17.00-17.15										
	ARM A	11.16	31.06	0.359		0.4	0.6	8.3		0.05
	ARM B	9.18	39.75	0.231		0.2	0.3	4.4		0.03
	ARM C	0.00	22.92	0.000		0.0	0.0	0.0		0.00
17.15-17.30										
	ARM A	13.67	31.06	0.440		0.6	0.8	11.5		0.06
	ARM B	11.24	39.75	0.283		0.3	0.4	5.8		0.04
	ARM C	0.00	21.74	0.000		0.0	0.0	0.0		0.00
17.30-17.45										
	ARM A	13.67	31.06	0.440		0.8	0.8	11.7		0.06
	ARM B	11.24	39.75	0.283		0.4	0.4	5.9		0.04
	ARM C	0.00	21.73	0.000		0.0	0.0	0.0		0.00
17.45-18.00										
	ARM A	11.16	31.06	0.359		0.8	0.6	8.6		0.05
	ARM B	9.18	39.75	0.231		0.4	0.3	4.6		0.03
	ARM C	0.00	22.91	0.000		0.0	0.0	0.0		0.00
18.00-18.15										
	ARM A	9.35	31.06	0.301		0.6	0.4	6.6		0.05
	ARM B	7.69	39.75	0.193		0.3	0.2	3.6		0.03
	ARM C	0.00	23.77	0.000		0.0	0.0	0.0		0.00

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.8	*
17.45	0.8	*
18.00	0.6	*
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0

17.45	0.0
18.00	0.0
18.15	0.0

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1025.7	683.8	53.0	0.05	53.0	0.05
B	843.3	562.2	27.9	0.03	27.9	0.03
C	0.0	0.0	0.0	0.00	0.0	0.00
ALL	1869.0	1246.0	80.9	0.04	80.9	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 minor road 2026 site a.vai"
(drive-on-the-left) at 12:51:17 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Minor Road
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Minor road junction assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - Minor Road

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.50	8.00	7.80	19.00	60.00	55.0	0.594	34.163
ARM B	8.00	10.25	11.00	18.00	60.00	50.0	0.697	43.730
ARM C	4.75	8.25	10.50	19.00	60.00	68.0	0.520	28.165

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Minor Road

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK	RATE OF FLOW (VEH/MIN)
ARM A	15.00	45.00	75.00	9.93	14.89	9.93		
ARM B	15.00	45.00	75.00	7.80	11.70	7.80		
ARM C	15.00	45.00	75.00	0.00	0.00	0.00		

DEMAND SET TITLE: A63/Minor Road

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	1.000	0.000
		0.0	794.0	0.0
		(10.0)	(10.0)	(10.0)

	ARM B	1.000	0.000	0.000
		624.0	0.0	0.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.000	0.000	0.000
		0.0	0.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.93	31.06	0.320		0.0	0.5	6.9		0.05
ARM B	7.80	39.75	0.196		0.0	0.2	3.6		0.03
ARM C	0.00	23.71	0.000		0.0	0.0	0.0		0.00
17.00-17.15									
ARM A	11.85	31.06	0.382		0.5	0.6	9.1		0.05
ARM B	9.31	39.75	0.234		0.2	0.3	4.5		0.03
ARM C	0.00	22.84	0.000		0.0	0.0	0.0		0.00
17.15-17.30									
ARM A	14.51	31.06	0.467		0.6	0.9	12.8		0.06
ARM B	11.41	39.75	0.287		0.3	0.4	6.0		0.04
ARM C	0.00	21.64	0.000		0.0	0.0	0.0		0.00
17.30-17.45									
ARM A	14.51	31.06	0.467		0.9	0.9	13.1		0.06
ARM B	11.41	39.75	0.287		0.4	0.4	6.0		0.04
ARM C	0.00	21.64	0.000		0.0	0.0	0.0		0.00
17.45-18.00									
ARM A	11.85	31.06	0.382		0.9	0.6	9.5		0.05
ARM B	9.31	39.75	0.234		0.4	0.3	4.7		0.03
ARM C	0.00	22.83	0.000		0.0	0.0	0.0		0.00
18.00-18.15									
ARM A	9.93	31.06	0.320		0.6	0.5	7.2		0.05
ARM B	7.80	39.75	0.196		0.3	0.2	3.7		0.03
ARM C	0.00	23.70	0.000		0.0	0.0	0.0		0.00

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.5	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0

17.45	0.0
18.00	0.0
18.15	0.0

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1088.7	725.8	58.5	0.05	58.5	0.05
B	855.6	570.4	28.5	0.03	28.5	0.03
C	0.0	0.0	0.0	0.00	0.0	0.00
ALL	1944.4	1296.3	87.0	0.04	87.0	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 minor road 2026 site d.vai"
(drive-on-the-left) at 12:51:31 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Minor Road
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Minor road junction assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - Minor Road

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.50	8.00	7.80	19.00	60.00	55.0	0.594	34.163
ARM B	8.00	10.25	11.00	18.00	60.00	50.0	0.697	43.730
ARM C	4.75	8.25	10.50	19.00	60.00	68.0	0.520	28.165

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Minor Road

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	IS REACHED IFALLING	BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	11.63	17.44	11.63		
ARM B	15.00	45.00	75.00	8.40	12.60	8.40		
ARM C	15.00	45.00	75.00	0.00	0.00	0.00		

DEMAND SET TITLE: A63/Minor Road

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	1.000	0.000
		0.0	930.0	0.0
		(10.0)	(10.0)	(10.0)

	ARM B	1.000	0.000	0.000
		672.0	0.0	0.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.000	0.000	0.000
		0.0	0.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.63	31.06	0.374		0.0	0.6	8.7		0.05
ARM B	8.40	39.75	0.211		0.0	0.3	4.0		0.03
ARM C	0.00	23.37	0.000		0.0	0.0	0.0		0.00
17.00-17.15									
ARM A	13.88	31.06	0.447		0.6	0.8	11.8		0.06
ARM B	10.03	39.75	0.252		0.3	0.3	5.0		0.03
ARM C	0.00	22.43	0.000		0.0	0.0	0.0		0.00
17.15-17.30									
ARM A	17.00	31.06	0.547		0.8	1.2	17.5		0.07
ARM B	12.28	39.75	0.309		0.3	0.4	6.6		0.04
ARM C	0.00	21.14	0.000		0.0	0.0	0.0		0.00
17.30-17.45									
ARM A	17.00	31.06	0.547		1.2	1.2	18.0		0.07
ARM B	12.28	39.75	0.309		0.4	0.4	6.7		0.04
ARM C	0.00	21.14	0.000		0.0	0.0	0.0		0.00
17.45-18.00									
ARM A	13.88	31.06	0.447		1.2	0.8	12.5		0.06
ARM B	10.03	39.75	0.252		0.4	0.3	5.1		0.03
ARM C	0.00	22.42	0.000		0.0	0.0	0.0		0.00
18.00-18.15									
ARM A	11.63	31.06	0.374		0.8	0.6	9.2		0.05
ARM B	8.40	39.75	0.211		0.3	0.3	4.1		0.03
ARM C	0.00	23.36	0.000		0.0	0.0	0.0		0.00

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.8	*
17.30	1.2	*
17.45	1.2	*
18.00	0.8	*
18.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.3

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0

17.45	0.0
18.00	0.0
18.15	0.0

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1275.2	850.2	77.7	0.06	77.7	0.06
B	921.5	614.3	31.5	0.03	31.5	0.03
C	0.0	0.0	0.0	0.00	0.0	0.00
ALL	2196.7	1464.5	109.1	0.05	109.2	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

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Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 minor road 2026 Site E.vai"
(drive-on-the-left) at 12:52:01 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Minor Road
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Minor road junction assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - Minor Road

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.50	8.00	7.80	19.00	60.00	55.0	0.594	34.163
ARM B	8.00	10.25	11.00	18.00	60.00	50.0	0.697	43.730
ARM C	4.75	8.25	10.50	19.00	60.00	68.0	0.520	28.165

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Minor Road

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK	RATE OF FLOW (VEH/MIN)
ARM A	15.00	45.00	75.00	9.55	14.33	9.55		
ARM B	15.00	45.00	75.00	7.63	11.44	7.63		
ARM C	15.00	45.00	75.00	0.00	0.00	0.00		

DEMAND SET TITLE: A63/Minor Road

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15				
	ARM A	0.000	1.000	0.000
		0.0	764.0	0.0
		(10.0)	(10.0)	(10.0)

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

	ARM B	1.000	0.000	0.000
		610.0	0.0	0.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.000	0.000	0.000
		0.0	0.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.55	31.06	0.307		0.0	0.4	6.5		0.05
ARM B	7.63	39.75	0.192		0.0	0.2	3.5		0.03
ARM C	0.00	23.81	0.000		0.0	0.0	0.0		0.00
17.00-17.15									
ARM A	11.40	31.06	0.367		0.4	0.6	8.5		0.05
ARM B	9.10	39.75	0.229		0.2	0.3	4.4		0.03
ARM C	0.00	22.96	0.000		0.0	0.0	0.0		0.00
17.15-17.30									
ARM A	13.97	31.06	0.450		0.6	0.8	11.9		0.06
ARM B	11.15	39.75	0.281		0.3	0.4	5.8		0.03
ARM C	0.00	21.79	0.000		0.0	0.0	0.0		0.00
17.30-17.45									
ARM A	13.97	31.06	0.450		0.8	0.8	12.2		0.06
ARM B	11.15	39.75	0.281		0.4	0.4	5.8		0.03
ARM C	0.00	21.79	0.000		0.0	0.0	0.0		0.00
17.45-18.00									
ARM A	11.40	31.06	0.367		0.8	0.6	8.9		0.05
ARM B	9.10	39.75	0.229		0.4	0.3	4.5		0.03
ARM C	0.00	22.95	0.000		0.0	0.0	0.0		0.00
18.00-18.15									
ARM A	9.55	31.06	0.307		0.6	0.4	6.8		0.05
ARM B	7.63	39.75	0.192		0.3	0.2	3.6		0.03
ARM C	0.00	23.80	0.000		0.0	0.0	0.0		0.00

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.8	*
17.45	0.8	*
18.00	0.6	*
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0

17.45	0.0
18.00	0.0
18.15	0.0

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1047.6	698.4	54.9	0.05	54.9	0.05
B	836.4	557.6	27.6	0.03	27.6	0.03
C	0.0	0.0	0.0	0.00	0.0	0.00
ALL	1884.0	1256.0	82.5	0.04	82.5	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 minor road 2026 Site F.vai"
(drive-on-the-left) at 12:52:28 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Minor Road
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Minor road junction assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - Minor Road

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.50	8.00	7.80	19.00	60.00	55.0	0.594	34.163
ARM B	8.00	10.25	11.00	18.00	60.00	50.0	0.697	43.730
ARM C	4.75	8.25	10.50	19.00	60.00	68.0	0.520	28.165

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Minor Road

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK	RATE OF FLOW (VEH/MIN)
ARM A	15.00	45.00	75.00	9.41	14.12	9.41		
ARM B	15.00	45.00	75.00	7.59	11.38	7.59		
ARM C	15.00	45.00	75.00	0.00	0.00	0.00		

DEMAND SET TITLE: A63/Minor Road

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15		TURNING PROPORTIONS		
		TURNING COUNTS (VEH/HR)		
		(PERCENTAGE OF H.V.S)		
	ARM A	0.000	1.000	0.000
		0.0	753.0	0.0
		(10.0)	(10.0)	(10.0)

	ARM B	1.000	0.000	0.000
		607.0	0.0	0.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.000	0.000	0.000
		0.0	0.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.41	31.06	0.303		0.0	0.4	6.4		0.05
ARM B	7.59	39.75	0.191		0.0	0.2	3.5		0.03
ARM C	0.00	23.83	0.000		0.0	0.0	0.0		0.00
17.00-17.15									
ARM A	11.24	31.06	0.362		0.4	0.6	8.3		0.05
ARM B	9.06	39.75	0.228		0.2	0.3	4.4		0.03
ARM C	0.00	22.99	0.000		0.0	0.0	0.0		0.00
17.15-17.30									
ARM A	13.77	31.06	0.443		0.6	0.8	11.6		0.06
ARM B	11.10	39.75	0.279		0.3	0.4	5.7		0.03
ARM C	0.00	21.82	0.000		0.0	0.0	0.0		0.00
17.30-17.45									
ARM A	13.77	31.06	0.443		0.8	0.8	11.9		0.06
ARM B	11.10	39.75	0.279		0.4	0.4	5.8		0.03
ARM C	0.00	21.82	0.000		0.0	0.0	0.0		0.00
17.45-18.00									
ARM A	11.24	31.06	0.362		0.8	0.6	8.7		0.05
ARM B	9.06	39.75	0.228		0.4	0.3	4.5		0.03
ARM C	0.00	22.98	0.000		0.0	0.0	0.0		0.00
18.00-18.15									
ARM A	9.41	31.06	0.303		0.6	0.4	6.6		0.05
ARM B	7.59	39.75	0.191		0.3	0.2	3.6		0.03
ARM C	0.00	23.82	0.000		0.0	0.0	0.0		0.00

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.8	*
17.45	0.8	*
18.00	0.6	*
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0

17.45	0.0
18.00	0.0
18.15	0.0

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1032.5	688.3	53.6	0.05	53.6	0.05
B	832.3	554.9	27.4	0.03	27.4	0.03
C	0.0	0.0	0.0	0.00	0.0	0.00
ALL	1864.8	1243.2	81.0	0.04	81.0	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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For sales and distribution information,
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TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 minor road 2026 Site G1.vai"
(drive-on-the-left) at 14:15:39 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Minor Road
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Minor road junction assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - Minor Road

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.50	8.00	7.80	19.00	60.00	55.0	0.594	34.163
ARM B	8.00	10.25	11.00	18.00	60.00	50.0	0.697	43.730
ARM C	4.75	8.25	10.50	19.00	60.00	68.0	0.520	28.165

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Minor Road

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK	RATE OF FLOW (VEH/MIN)
ARM A	15.00	45.00	75.00	12.05	18.08	12.05		
ARM B	15.00	45.00	75.00	8.94	13.41	8.94		
ARM C	15.00	45.00	75.00	4.74	7.11	4.74		

DEMAND SET TITLE: A63/Minor Road

TIME	FROM/TO	TURNING PROPORTIONS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.949	0.051
		0.0	915.0	49.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.855	0.000	0.145
		611.0	0.0	104.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.641	0.359	0.000
		243.0	136.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	12.05	30.05	0.401		0.0	0.7	9.7		0.06
ARM B	8.94	39.33	0.227		0.0	0.3	4.3		0.03
ARM C	4.74	21.64	0.219		0.0	0.3	4.1		0.06
17.00-17.15									
ARM A	14.39	29.85	0.482		0.7	0.9	13.5		0.06
ARM B	10.67	39.25	0.272		0.3	0.4	5.5		0.03
ARM C	5.66	20.86	0.271		0.3	0.4	5.5		0.07
17.15-17.30									
ARM A	17.62	29.58	0.596		0.9	1.5	21.1		0.08
ARM B	13.07	39.13	0.334		0.4	0.5	7.4		0.04
ARM C	6.93	19.80	0.350		0.4	0.5	7.8		0.08
17.30-17.45									
ARM A	17.62	29.58	0.596		1.5	1.5	21.9		0.08
ARM B	13.07	39.13	0.334		0.5	0.5	7.5		0.04
ARM C	6.93	19.80	0.350		0.5	0.5	8.0		0.08
17.45-18.00									
ARM A	14.39	29.85	0.482		1.5	0.9	14.4		0.06
ARM B	10.67	39.24	0.272		0.5	0.4	5.7		0.04
ARM C	5.66	20.86	0.271		0.5	0.4	5.7		0.07
18.00-18.15									
ARM A	12.05	30.05	0.401		0.9	0.7	10.3		0.06
ARM B	8.94	39.33	0.227		0.4	0.3	4.5		0.03
ARM C	4.74	21.63	0.219		0.4	0.3	4.3		0.06

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	0.9	*
17.30	1.5	*
17.45	1.5	*
18.00	0.9	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.5	
17.45	0.5	*
18.00	0.4	
18.15	0.3	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.5	*

17.45	0.5	*
18.00	0.4	
18.15	0.3	

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1321.8	881.2	91.0	0.07	91.0	0.07
B	980.4	653.6	34.9	0.04	34.9	0.04
C	519.7	346.5	35.4	0.07	35.4	0.07
ALL	2822.0	1881.3	161.4	0.06	161.4	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 minor road 2026 Site G2.vai"
(drive-on-the-left) at 14:16:02 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A63/Minor Road
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Minor road junction assessment

.INPUT DATA

ARM A - A63 North
ARM B - A63 South
ARM C - Minor Road

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.50	8.00	7.80	19.00	60.00	55.0	0.594	34.163
ARM B	8.00	10.25	11.00	18.00	60.00	50.0	0.697	43.730
ARM C	4.75	8.25	10.50	19.00	60.00	68.0	0.520	28.165

V = approach half-width E = entry width L = effective flare length R = entry radius D = inscribed circle diameter PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Minor Road

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK	FLOW STOPS	BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK	RATE OF FLOW (VEH/MIN)
ARM A	15.00	45.00	75.00		12.46	18.69	12.46	
ARM B	15.00	45.00	75.00		9.46	14.19	9.46	
ARM C	15.00	45.00	75.00		6.97	10.46	6.97	

DEMAND SET TITLE: A63/Minor Road

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.931	0.069
		0.0	928.0	69.0
		(10.0)	(10.0)	(10.0)

	ARM B	0.793	0.000	0.207
		600.0	0.0	157.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.604	0.396	0.000
		337.0	221.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	12.46	29.42	0.424		0.0	0.7	10.7		0.06
ARM B	9.46	39.16	0.242		0.0	0.3	4.7		0.03
ARM C	6.97	21.71	0.321		0.0	0.5	6.9		0.07
17.00-17.15									
ARM A	14.88	29.10	0.511		0.7	1.0	15.2		0.07
ARM B	11.30	39.04	0.289		0.3	0.4	6.0		0.04
ARM C	8.33	20.95	0.398		0.5	0.7	9.6		0.08
17.15-17.30									
ARM A	18.23	28.66	0.636		1.0	1.7	24.8		0.09
ARM B	13.84	38.88	0.356		0.4	0.6	8.1		0.04
ARM C	10.20	19.91	0.512		0.7	1.0	15.0		0.10
17.30-17.45									
ARM A	18.23	28.66	0.636		1.7	1.7	25.9		0.10
ARM B	13.84	38.88	0.356		0.6	0.6	8.3		0.04
ARM C	10.20	19.90	0.513		1.0	1.0	15.6		0.10
17.45-18.00									
ARM A	14.88	29.09	0.512		1.7	1.1	16.3		0.07
ARM B	11.30	39.03	0.289		0.6	0.4	6.2		0.04
ARM C	8.33	20.94	0.398		1.0	0.7	10.3		0.08
18.00-18.15									
ARM A	12.46	29.41	0.424		1.1	0.7	11.3		0.06
ARM B	9.46	39.15	0.242		0.4	0.3	4.8		0.03
ARM C	6.97	21.70	0.321		0.7	0.5	7.3		0.07

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.0	*
17.30	1.7	**
17.45	1.7	**
18.00	1.1	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.7	*
17.30	1.0	*

17.45	1.0	*
18.00	0.7	*
18.15	0.5	

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1367.1	911.4	104.2	0.08	104.2	0.08
B	1038.0	692.0	38.2	0.04	38.2	0.04
C	765.1	510.1	64.7	0.08	64.7	0.08
ALL	3170.2	2113.5	207.0	0.07	207.0	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 minor road 2026 Site H1.vai"
(drive-on-the-left) at 14:16:19 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Minor Road
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Minor road junction assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - Minor Road

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.50	8.00	7.80	19.00	60.00	55.0	0.594	34.163
ARM B	8.00	10.25	11.00	18.00	60.00	50.0	0.697	43.730
ARM C	4.75	8.25	10.50	19.00	60.00	68.0	0.520	28.165

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Minor Road

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.80	14.70	9.80
ARM B	15.00	45.00	75.00	9.96	14.94	9.96
ARM C	15.00	45.00	75.00	0.00	0.00	0.00

DEMAND SET TITLE: A63/Minor Road

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	1.000	0.000
		0.0	784.0	0.0
		(10.0)	(10.0)	(10.0)

	ARM B	1.000	0.000	0.000
		797.0	0.0	0.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.000	0.000	0.000
		0.0	0.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.80	31.06	0.316		0.0	0.5	6.7		0.05
ARM B	9.96	39.75	0.251		0.0	0.3	4.9		0.03
ARM C	0.00	22.48	0.000		0.0	0.0	0.0		0.00
17.00-17.15									
ARM A	11.70	31.06	0.377		0.5	0.6	8.9		0.05
ARM B	11.90	39.75	0.299		0.3	0.4	6.3		0.04
ARM C	0.00	21.36	0.000		0.0	0.0	0.0		0.00
17.15-17.30									
ARM A	14.33	31.06	0.461		0.6	0.9	12.5		0.06
ARM B	14.57	39.75	0.366		0.4	0.6	8.5		0.04
ARM C	0.00	19.84	0.000		0.0	0.0	0.0		0.00
17.30-17.45									
ARM A	14.33	31.06	0.461		0.9	0.9	12.8		0.06
ARM B	14.57	39.75	0.366		0.6	0.6	8.7		0.04
ARM C	0.00	19.83	0.000		0.0	0.0	0.0		0.00
17.45-18.00									
ARM A	11.70	31.06	0.377		0.9	0.6	9.3		0.05
ARM B	11.90	39.75	0.299		0.6	0.4	6.5		0.04
ARM C	0.00	21.35	0.000		0.0	0.0	0.0		0.00
18.00-18.15									
ARM A	9.80	31.06	0.316		0.6	0.5	7.0		0.05
ARM B	9.96	39.75	0.251		0.4	0.3	5.1		0.03
ARM C	0.00	22.46	0.000		0.0	0.0	0.0		0.00

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.5	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0

17.45	0.0
18.00	0.0
18.15	0.0

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1075.0	716.7	57.3	0.05	57.3	0.05
B	1092.9	728.6	40.0	0.04	40.0	0.04
C	0.0	0.0	0.0	0.00	0.0	0.00
ALL	2167.9	1445.3	97.3	0.04	97.3	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
a63 minor road 2026 Site H2.vai"
(drive-on-the-left) at 14:16:40 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A63/Minor Road
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby CC
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A63/Minor road junction assessment

.INPUT DATA
****
ARM A - A63 North
ARM B - A63 South
ARM C - Minor Road

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.50	8.00	7.80	19.00	60.00	55.0	0.594	34.163
ARM B	8.00	10.25	11.00	18.00	60.00	50.0	0.697	43.730
ARM C	4.75	8.25	10.50	19.00	60.00	68.0	0.520	28.165

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A63/Minor Road

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK	FLOW STOPS IS REACHED	BEFORE FALLING	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	10.68	16.01	10.68
ARM B	15.00	45.00	75.00	11.30	16.95	11.30
ARM C	15.00	45.00	75.00	0.00	0.00	0.00

DEMAND SET TITLE: A63/Minor Road

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	1.000	0.000
		0.0	854.0	0.0
		(10.0)	(10.0)	(10.0)

	ARM B	1.000	0.000	0.000
		904.0	0.0	0.0
		(10.0)	(10.0)	(10.0)
	ARM C	0.000	0.000	0.000
		0.0	0.0	0.0
		(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	10.68	31.06	0.344		0.0	0.5	7.7		0.05
ARM B	11.30	39.75	0.284		0.0	0.4	5.8		0.04
ARM C	0.00	21.72	0.000		0.0	0.0	0.0		0.00
17.00-17.15									
ARM A	12.75	31.06	0.410		0.5	0.7	10.2		0.05
ARM B	13.49	39.75	0.339		0.4	0.5	7.6		0.04
ARM C	0.00	20.45	0.000		0.0	0.0	0.0		0.00
17.15-17.30									
ARM A	15.61	31.06	0.503		0.7	1.0	14.7		0.06
ARM B	16.53	39.75	0.416		0.5	0.7	10.5		0.04
ARM C	0.00	18.72	0.000		0.0	0.0	0.0		0.00
17.30-17.45									
ARM A	15.61	31.06	0.503		1.0	1.0	15.1		0.06
ARM B	16.53	39.75	0.416		0.7	0.7	10.6		0.04
ARM C	0.00	18.71	0.000		0.0	0.0	0.0		0.00
17.45-18.00									
ARM A	12.75	31.06	0.410		1.0	0.7	10.7		0.05
ARM B	13.49	39.75	0.339		0.7	0.5	7.8		0.04
ARM C	0.00	20.44	0.000		0.0	0.0	0.0		0.00
18.00-18.15									
ARM A	10.68	31.06	0.344		0.7	0.5	8.0		0.05
ARM B	11.30	39.75	0.284		0.5	0.4	6.0		0.04
ARM C	0.00	21.70	0.000		0.0	0.0	0.0		0.00

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.0	*
17.45	1.0	*
18.00	0.7	*
18.15	0.5	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	*
17.30	0.7	*
17.45	0.7	*
18.00	0.5	*
18.15	0.4	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0

17.45	0.0
18.00	0.0
18.15	0.0

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1171.0	780.7	66.4	0.06	66.4	0.06
B	1239.6	826.4	48.4	0.04	48.4	0.04
C	0.0	0.0	0.0	0.00	0.0	0.00
ALL	2410.6	1607.1	114.8	0.05	114.8	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A1041 Abbots Rd 2008 Base.vai"
(drive-on-the-left) at 11:51:23 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A1041/Abbots Rd
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A1041/Abbots Rd Roundabout Assessment

.INPUT DATA
****
ARM A - A1041 North
ARM B - Abbots Rd East
ARM C - A1041 South
ARM D - Shop Car Park

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.50	5.50	0.00	20.00	35.00	55.0	0.589	25.366
ARM B	3.50	5.75	5.50	23.00	35.00	50.0	0.545	21.172
ARM C	5.25	5.75	3.00	15.00	35.00	45.0	0.605	26.235
ARM D	3.75	5.00	3.00	19.00	35.00	53.0	0.523	19.860

V = approach half-width E = entry width L = effective flare length R = entry radius D = inscribed circle diameter PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A1041/Abbots Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	8.06	12.09	8.06
ARM B	15.00	45.00	75.00	2.36	3.54	2.36
ARM C	15.00	45.00	75.00	10.39	15.58	10.39
ARM D	15.00	45.00	75.00	1.42	2.14	1.42

DEMAND SET TITLE: A1041/Abbots Rd

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.009	0.909	0.082
		0.0	6.0	586.0	53.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.079	0.000	0.889	0.032
		15.0	0.0	168.0	6.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.721	0.155	0.000	0.124
		599.0	129.0	0.0	103.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.693	0.018	0.289	0.000
		79.0	2.0	33.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	8.06	21.86	0.369		0.0	0.6	8.5		0.07
ARM B	2.36	14.69	0.161		0.0	0.2	2.8		0.08
ARM C	10.39	23.29	0.446		0.0	0.8	11.6		0.08
ARM D	1.42	13.22	0.108		0.0	0.1	1.8		0.08
17.00-17.15									
ARM A	9.63	21.62	0.445		0.6	0.8	11.6		0.08
ARM B	2.82	13.79	0.205		0.2	0.3	3.8		0.09
ARM C	12.40	23.18	0.535		0.8	1.1	16.5		0.09
ARM D	1.70	12.26	0.139		0.1	0.2	2.4		0.09
17.15-17.30									
ARM A	11.79	21.30	0.554		0.8	1.2	17.7		0.10
ARM B	3.46	12.57	0.275		0.3	0.4	5.5		0.11
ARM C	15.19	23.03	0.660		1.1	1.9	27.0		0.13
ARM D	2.08	10.97	0.190		0.2	0.2	3.4		0.11
17.30-17.45									
ARM A	11.79	21.29	0.554		1.2	1.2	18.4		0.11
ARM B	3.46	12.55	0.275		0.4	0.4	5.7		0.11
ARM C	15.19	23.03	0.660		1.9	1.9	28.6		0.13
ARM D	2.08	10.95	0.190		0.2	0.2	3.5		0.11
17.45-18.00									
ARM A	9.63	21.61	0.445		1.2	0.8	12.5		0.08
ARM B	2.82	13.76	0.205		0.4	0.3	4.0		0.09
ARM C	12.40	23.18	0.535		1.9	1.2	18.1		0.09
ARM D	1.70	12.23	0.139		0.2	0.2	2.5		0.10
18.00-18.15									
ARM A	8.06	21.85	0.369		0.8	0.6	9.0		0.07
ARM B	2.36	14.66	0.161		0.3	0.2	3.0		0.08
ARM C	10.39	23.29	0.446		1.2	0.8	12.5		0.08
ARM D	1.42	13.18	0.108		0.2	0.1	1.9		0.09

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.8	*
17.30	1.2	*
17.45	1.2	*
18.00	0.8	*
18.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4

18.00	0.3
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.1	*
17.30	1.9	**
17.45	1.9	**
18.00	1.2	*
18.15	0.8	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	884.4	589.6	77.7	0.09	77.7	0.09
B	259.2	172.8	24.6	0.10	24.6	0.10
C	1139.5	759.7	114.4	0.10	114.4	0.10
D	156.3	104.2	15.4	0.10	15.4	0.10
ALL	2439.4	1626.3	232.1	0.10	232.1	0.10

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A1041 Abbots Rd 2026 Base.vai"
(drive-on-the-left) at 11:54:03 on Tuesday, 22 September 2009

.FILE PROPERTIES

RUN TITLE: A1041/Abbots Rd
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A1041/Abbots Rd Roundabout Assessment

.INPUT DATA

ARM A - A1041 North
ARM B - Abbots Rd East
ARM C - A1041 South
ARM D - Shop Car Park

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.50	5.50	0.00	20.00	35.00	55.0	0.589	25.366
ARM B	3.50	5.75	5.50	23.00	35.00	50.0	0.545	21.172
ARM C	5.25	5.75	3.00	15.00	35.00	45.0	0.605	26.235
ARM D	3.75	5.00	3.00	19.00	35.00	53.0	0.523	19.860

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A1041/Abbots Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	10.24	15.36	10.24
ARM B	15.00	45.00	75.00	2.99	4.48	2.99
ARM C	15.00	45.00	75.00	10.88	16.31	10.88
ARM D	15.00	45.00	75.00	1.74	2.61	1.74

DEMAND SET TITLE: A1041/Abbots Rd

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.009	0.917	0.074
		0.0	7.0	751.0	61.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.075	0.000	0.883	0.042
		18.0	0.0	211.0	10.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.670	0.182	0.000	0.148
		583.0	158.0	0.0	129.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.676	0.022	0.302	0.000
		94.0	3.0	42.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	10.24	21.57	0.475		0.0	0.9	12.9		0.09
ARM B	2.99	13.46	0.222		0.0	0.3	4.1		0.10
ARM C	10.88	23.18	0.469		0.0	0.9	12.7		0.08
ARM D	1.74	13.12	0.132		0.0	0.2	2.2		0.09
17.00-17.15									
ARM A	12.22	21.28	0.574		0.9	1.3	19.2		0.11
ARM B	3.57	12.31	0.290		0.3	0.4	5.9		0.11
ARM C	12.99	23.05	0.563		0.9	1.3	18.5		0.10
ARM D	2.07	12.14	0.171		0.2	0.2	3.0		0.10
17.15-17.30									
ARM A	14.97	20.88	0.717		1.3	2.4	34.2		0.16
ARM B	4.37	10.78	0.405		0.4	0.7	9.7		0.16
ARM C	15.90	22.87	0.695		1.3	2.2	31.4		0.14
ARM D	2.54	10.82	0.235		0.2	0.3	4.4		0.12
17.30-17.45									
ARM A	14.97	20.87	0.717		2.4	2.5	37.0		0.17
ARM B	4.37	10.74	0.407		0.7	0.7	10.1		0.16
ARM C	15.90	22.87	0.696		2.2	2.2	33.6		0.14
ARM D	2.54	10.80	0.235		0.3	0.3	4.6		0.12
17.45-18.00									
ARM A	12.22	21.27	0.575		2.5	1.4	21.6		0.11
ARM B	3.57	12.26	0.291		0.7	0.4	6.4		0.12
ARM C	12.99	23.04	0.564		2.2	1.3	20.5		0.10
ARM D	2.07	12.10	0.171		0.3	0.2	3.2		0.10
18.00-18.15									
ARM A	10.24	21.56	0.475		1.4	0.9	14.1		0.09
ARM B	2.99	13.41	0.223		0.4	0.3	4.4		0.10
ARM C	10.88	23.17	0.469		1.3	0.9	13.8		0.08
ARM D	1.74	13.08	0.133		0.2	0.2	2.4		0.09

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.3	*
17.30	2.4	**
17.45	2.5	**
18.00	1.4	*
18.15	0.9	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.7	*
17.45	0.7	*

18.00	0.4
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.3	*
17.30	2.2	**
17.45	2.2	**
18.00	1.3	*
18.15	0.9	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1123.0	748.7	139.1	0.12	139.1	0.12
B	327.7	218.5	40.7	0.12	40.7	0.12
C	1193.0	795.3	130.3	0.11	130.3	0.11
D	190.6	127.1	19.8	0.10	19.8	0.10
ALL	2834.3	1889.5	329.9	0.12	329.9	0.12

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A1041 Abbots Rd 2026 Site A.vai"
(drive-on-the-left) at 11:55:34 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A1041/Abbots Rd
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A1041/Abbots Rd Roundabout Assessment

.INPUT DATA
****
ARM A - A1041 North
ARM B - Abbots Rd East
ARM C - A1041 South
ARM D - Shop Car Park

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.50	5.50	0.00	20.00	35.00	55.0	0.589	25.366
ARM B	3.50	5.75	5.50	23.00	35.00	50.0	0.545	21.172
ARM C	5.25	5.75	3.00	15.00	35.00	45.0	0.605	26.235
ARM D	3.75	5.00	3.00	19.00	35.00	53.0	0.523	19.860

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A1041/Abbots Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.91	14.87	9.91
ARM B	15.00	45.00	75.00	3.35	5.02	3.35
ARM C	15.00	45.00	75.00	10.93	16.39	10.93
ARM D	15.00	45.00	75.00	1.79	2.68	1.79

DEMAND SET TITLE: A1041/Abbots Rd

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15					

	ARM A	0.000	0.009	0.948	0.043
		0.0	7.0	752.0	34.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.071	0.000	0.787	0.142
		19.0	0.0	211.0	38.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.672	0.182	0.000	0.146
		587.0	159.0	0.0	128.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.678	0.028	0.294	0.000
		97.0	4.0	42.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.91	21.56	0.460		0.0	0.8	12.2		0.09
ARM B	3.35	13.64	0.246		0.0	0.3	4.7		0.10
ARM C	10.93	23.17	0.472		0.0	0.9	12.8		0.08
ARM D	1.79	13.08	0.137		0.0	0.2	2.3		0.09
17.00-17.15									
ARM A	11.84	21.26	0.557		0.8	1.2	17.9		0.11
ARM B	4.00	12.52	0.319		0.3	0.5	6.8		0.12
ARM C	13.05	23.03	0.566		0.9	1.3	18.7		0.10
ARM D	2.13	12.09	0.177		0.2	0.2	3.1		0.10
17.15-17.30									
ARM A	14.50	20.86	0.695		1.2	2.2	31.1		0.15
ARM B	4.90	11.03	0.444		0.5	0.8	11.3		0.16
ARM C	15.98	22.85	0.699		1.3	2.3	31.9		0.14
ARM D	2.61	10.77	0.243		0.2	0.3	4.6		0.12
17.30-17.45									
ARM A	14.50	20.85	0.695		2.2	2.2	33.4		0.16
ARM B	4.90	11.00	0.445		0.8	0.8	11.9		0.16
ARM C	15.98	22.84	0.699		2.3	2.3	34.2		0.15
ARM D	2.61	10.74	0.243		0.3	0.3	4.8		0.12
17.45-18.00									
ARM A	11.84	21.25	0.557		2.2	1.3	20.0		0.11
ARM B	4.00	12.47	0.321		0.8	0.5	7.4		0.12
ARM C	13.05	23.02	0.567		2.3	1.3	20.7		0.10
ARM D	2.13	12.05	0.177		0.3	0.2	3.3		0.10
18.00-18.15									
ARM A	9.91	21.55	0.460		1.3	0.9	13.3		0.09
ARM B	3.35	13.59	0.247		0.5	0.3	5.1		0.10
ARM C	10.93	23.16	0.472		1.3	0.9	13.9		0.08
ARM D	1.79	13.04	0.137		0.2	0.2	2.4		0.09

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.2	*
17.30	2.2	**
17.45	2.2	**
18.00	1.3	*
18.15	0.9	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	
17.30	0.8	*
17.45	0.8	*

18.00	0.5
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.3	*
17.30	2.3	**
17.45	2.3	**
18.00	1.3	*
18.15	0.9	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1087.4	724.9	127.9	0.12	127.9	0.12
B	367.5	245.0	47.1	0.13	47.1	0.13
C	1198.4	799.0	132.2	0.11	132.2	0.11
D	196.1	130.7	20.6	0.11	20.6	0.11
ALL	2849.4	1899.6	327.8	0.12	327.9	0.12

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A1041 Abbots Rd 2026 Site D.vai"
(drive-on-the-left) at 11:57:08 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A1041/Abbots Rd
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A1041/Abbots Rd Roundabout Assessment

.INPUT DATA
****
ARM A - A1041 North
ARM B - Abbots Rd East
ARM C - A1041 South
ARM D - Shop Car Park

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.50	5.50	0.00	20.00	35.00	55.0	0.589	25.366
ARM B	3.50	5.75	5.50	23.00	35.00	50.0	0.545	21.172
ARM C	5.25	5.75	3.00	15.00	35.00	45.0	0.605	26.235
ARM D	3.75	5.00	3.00	19.00	35.00	53.0	0.523	19.860

V = approach half-width E = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A1041/Abbots Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.66	14.49	9.66
ARM B	15.00	45.00	75.00	2.96	4.44	2.96
ARM C	15.00	45.00	75.00	10.88	16.31	10.88
ARM D	15.00	45.00	75.00	1.91	2.87	1.91

DEMAND SET TITLE: A1041/Abbots Rd

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING PROPORTIONS (PERCENTAGE OF H.V.S) TURNING COUNTS (VEH/HR)				

	ARM A	0.000	0.008	0.909	0.083
		0.0	6.0	703.0	64.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.076	0.000	0.882	0.042
		18.0	0.0	209.0	10.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.672	0.180	0.000	0.147
		585.0	157.0	0.0	128.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.699	0.026	0.275	0.000
		107.0	4.0	42.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.66	21.57	0.448		0.0	0.8	11.6		0.08
ARM B	2.96	13.77	0.215		0.0	0.3	4.0		0.09
ARM C	10.88	23.16	0.470		0.0	0.9	12.7		0.08
ARM D	1.91	13.11	0.146		0.0	0.2	2.5		0.09
17.00-17.15									
ARM A	11.54	21.28	0.542		0.8	1.2	16.9		0.10
ARM B	3.54	12.68	0.279		0.3	0.4	5.6		0.11
ARM C	12.99	23.02	0.564		0.9	1.3	18.5		0.10
ARM D	2.28	12.13	0.188		0.2	0.2	3.4		0.10
17.15-17.30									
ARM A	14.13	20.88	0.677		1.2	2.0	28.8		0.15
ARM B	4.33	11.22	0.386		0.4	0.6	9.0		0.14
ARM C	15.90	22.84	0.696		1.3	2.2	31.5		0.14
ARM D	2.80	10.81	0.259		0.2	0.3	5.0		0.12
17.30-17.45									
ARM A	14.13	20.87	0.677		2.0	2.1	30.8		0.15
ARM B	4.33	11.19	0.387		0.6	0.6	9.4		0.15
ARM C	15.90	22.83	0.697		2.2	2.3	33.7		0.14
ARM D	2.80	10.79	0.259		0.3	0.3	5.2		0.12
17.45-18.00									
ARM A	11.54	21.27	0.543		2.1	1.2	18.8		0.10
ARM B	3.54	12.63	0.280		0.6	0.4	6.1		0.11
ARM C	12.99	23.01	0.564		2.3	1.3	20.5		0.10
ARM D	2.28	12.09	0.189		0.3	0.2	3.6		0.10
18.00-18.15									
ARM A	9.66	21.56	0.448		1.2	0.8	12.7		0.08
ARM B	2.96	13.72	0.216		0.4	0.3	4.3		0.09
ARM C	10.88	23.15	0.470		1.3	0.9	13.8		0.08
ARM D	1.91	13.07	0.146		0.2	0.2	2.6		0.09

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.2	*
17.30	2.0	**
17.45	2.1	**
18.00	1.2	*
18.15	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*

18.00	0.4
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.3	*
17.30	2.2	**
17.45	2.3	**
18.00	1.3	*
18.15	0.9	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1059.9	706.6	119.6	0.11	119.6	0.11
B	325.0	216.7	38.2	0.12	38.2	0.12
C	1193.0	795.3	130.8	0.11	130.8	0.11
D	209.8	139.9	22.3	0.11	22.3	0.11
ALL	2787.7	1858.4	311.0	0.11	311.0	0.11

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A1041 Abbots Rd 2026 Site E.vai"
(drive-on-the-left) at 11:58:19 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A1041/Abbots Rd
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A1041/Abbots Rd Roundabout Assessment

.INPUT DATA
****
ARM A - A1041 North
ARM B - Abbots Rd East
ARM C - A1041 South
ARM D - Shop Car Park

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.50	5.50	0.00	20.00	35.00	55.0	0.589	25.366
ARM B	3.50	5.75	5.50	23.00	35.00	50.0	0.545	21.172
ARM C	5.25	5.75	3.00	15.00	35.00	45.0	0.605	26.235
ARM D	3.75	5.00	3.00	19.00	35.00	53.0	0.523	19.860

V = approach half-width E = entry width L = effective flare length R = entry radius D = inscribed circle diameter PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A1041/Abbots Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	11.07	16.61	11.07
ARM B	15.00	45.00	75.00	3.08	4.61	3.08
ARM C	15.00	45.00	75.00	11.50	17.25	11.50
ARM D	15.00	45.00	75.00	1.76	2.64	1.76

DEMAND SET TITLE: A1041/Abbots Rd

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S)				

	ARM A	0.000	0.014	0.893	0.094
		0.0	12.0	791.0	83.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.126	0.000	0.833	0.041
		31.0	0.0	205.0	10.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.698	0.155	0.000	0.147
		642.0	143.0	0.0	135.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.695	0.028	0.277	0.000
		98.0	4.0	39.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.07	21.70	0.510		0.0	1.0	14.8		0.09
ARM B	3.08	13.06	0.235		0.0	0.3	4.4		0.10
ARM C	11.50	22.92	0.502		0.0	1.0	14.4		0.09
ARM D	1.76	12.75	0.138		0.0	0.2	2.3		0.09
17.00-17.15									
ARM A	13.22	21.43	0.617		1.0	1.6	22.7		0.12
ARM B	3.67	11.84	0.310		0.3	0.4	6.5		0.12
ARM C	13.73	22.73	0.604		1.0	1.5	21.6		0.11
ARM D	2.10	11.70	0.180		0.2	0.2	3.2		0.10
17.15-17.30									
ARM A	16.20	21.07	0.769		1.6	3.2	43.4		0.20
ARM B	4.50	10.21	0.441		0.4	0.8	11.1		0.17
ARM C	16.82	22.49	0.748		1.5	2.8	39.6		0.17
ARM D	2.58	10.29	0.250		0.2	0.3	4.8		0.13
17.30-17.45									
ARM A	16.20	21.06	0.769		3.2	3.2	48.1		0.20
ARM B	4.50	10.15	0.443		0.8	0.8	11.7		0.18
ARM C	16.82	22.48	0.748		2.8	2.9	43.2		0.18
ARM D	2.58	10.25	0.251		0.3	0.3	5.0		0.13
17.45-18.00									
ARM A	13.22	21.42	0.618		3.2	1.6	26.1		0.13
ARM B	3.67	11.76	0.312		0.8	0.5	7.1		0.12
ARM C	13.73	22.72	0.604		2.9	1.6	24.5		0.11
ARM D	2.10	11.64	0.181		0.3	0.2	3.4		0.11
18.00-18.15									
ARM A	11.07	21.69	0.511		1.6	1.1	16.4		0.09
ARM B	3.08	13.00	0.236		0.5	0.3	4.8		0.10
ARM C	11.50	22.91	0.502		1.6	1.0	15.8		0.09
ARM D	1.76	12.70	0.139		0.2	0.2	2.5		0.09

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	1.6	**
17.30	3.2	***
17.45	3.2	***
18.00	1.6	**
18.15	1.1	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.8	*
17.45	0.8	*

18.00	0.5
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	1.5	*
17.30	2.8	***
17.45	2.9	***
18.00	1.6	**
18.15	1.0	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1214.9	809.9	171.4	0.14	171.5	0.14
B	337.3	224.9	45.6	0.14	45.6	0.14
C	1261.5	841.0	159.0	0.13	159.1	0.13
D	193.3	128.9	21.2	0.11	21.2	0.11
ALL	3007.1	2004.7	397.3	0.13	397.4	0.13

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A1041 Abbots Rd 2026 Site F.vai"
(drive-on-the-left) at 11:59:33 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A1041/Abbots Rd
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A1041/Abbots Rd Roundabout Assessment

.INPUT DATA
****
ARM A - A1041 North
ARM B - Abbots Rd East
ARM C - A1041 South
ARM D - Shop Car Park

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.50	5.50	0.00	20.00	35.00	55.0	0.589	25.366
ARM B	3.50	5.75	5.50	23.00	35.00	50.0	0.545	21.172
ARM C	5.25	5.75	3.00	15.00	35.00	45.0	0.605	26.235
ARM D	3.75	5.00	3.00	19.00	35.00	53.0	0.523	19.860

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A1041/Abbots Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	10.26	15.39	10.26
ARM B	15.00	45.00	75.00	3.08	4.61	3.08
ARM C	15.00	45.00	75.00	10.84	16.26	10.84
ARM D	15.00	45.00	75.00	1.96	2.94	1.96

DEMAND SET TITLE: A1041/Abbots Rd

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
	TURNING PROPORTIONS				
	TURNING COUNTS (VEH/HR)				
	(PERCENTAGE OF H.V.S)				
16.45 - 18.15					

	ARM A	0.000	0.009	0.914	0.078
		0.0	7.0	750.0	64.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.106	0.000	0.854	0.041
		26.0	0.0	210.0	10.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.670	0.181	0.000	0.149
		581.0	157.0	0.0	129.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.707	0.025	0.268	0.000
		111.0	4.0	42.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	10.26	21.57	0.476		0.0	0.9	13.0		0.09
ARM B	3.08	13.45	0.229		0.0	0.3	4.3		0.10
ARM C	10.84	23.10	0.469		0.0	0.9	12.7		0.08
ARM D	1.96	13.08	0.150		0.0	0.2	2.6		0.09
17.00-17.15									
ARM A	12.25	21.28	0.576		0.9	1.3	19.3		0.11
ARM B	3.67	12.30	0.299		0.3	0.4	6.1		0.12
ARM C	12.94	22.95	0.564		0.9	1.3	18.5		0.10
ARM D	2.34	12.10	0.194		0.2	0.2	3.5		0.10
17.15-17.30									
ARM A	15.01	20.88	0.719		1.3	2.5	34.5		0.17
ARM B	4.50	10.76	0.418		0.4	0.7	10.2		0.16
ARM C	15.85	22.75	0.697		1.3	2.2	31.6		0.14
ARM D	2.87	10.78	0.266		0.2	0.4	5.2		0.13
17.30-17.45									
ARM A	15.01	20.87	0.719		2.5	2.5	37.3		0.17
ARM B	4.50	10.72	0.420		0.7	0.7	10.7		0.16
ARM C	15.85	22.74	0.697		2.2	2.3	33.8		0.14
ARM D	2.87	10.75	0.267		0.4	0.4	5.4		0.13
17.45-18.00									
ARM A	12.25	21.27	0.576		2.5	1.4	21.7		0.11
ARM B	3.67	12.24	0.300		0.7	0.4	6.7		0.12
ARM C	12.94	22.94	0.564		2.3	1.3	20.5		0.10
ARM D	2.34	12.06	0.194		0.4	0.2	3.7		0.10
18.00-18.15									
ARM A	10.26	21.56	0.476		1.4	0.9	14.2		0.09
ARM B	3.08	13.40	0.230		0.4	0.3	4.6		0.10
ARM C	10.84	23.09	0.469		1.3	0.9	13.8		0.08
ARM D	1.96	13.04	0.150		0.2	0.2	2.7		0.09

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.3	*
17.30	2.5	**
17.45	2.5	***
18.00	1.4	*
18.15	0.9	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.7	*
17.45	0.7	*

18.00	0.4
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.3	*
17.30	2.2	**
17.45	2.3	**
18.00	1.3	*
18.15	0.9	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.4
17.45	0.4
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1125.8	750.5	140.0	0.12	140.0	0.12
B	337.3	224.9	42.6	0.13	42.6	0.13
C	1188.8	792.6	130.8	0.11	130.8	0.11
D	215.3	143.5	23.2	0.11	23.2	0.11
ALL	2867.2	1911.5	336.6	0.12	336.6	0.12

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A1041 Abbots Rd 2026 Site G1.vai"
(drive-on-the-left) at 13:18:06 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A1041/Abbots Rd
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A1041/Abbots Rd Roundabout Assessment

.INPUT DATA
****
ARM A - A1041 North
ARM B - Abbots Rd East
ARM C - A1041 South
ARM D - Shop Car Park

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.50	5.50	0.00	20.00	35.00	55.0	0.589	25.366
ARM B	3.50	5.75	5.50	23.00	35.00	50.0	0.545	21.172
ARM C	5.25	5.75	3.00	15.00	35.00	45.0	0.605	26.235
ARM D	3.75	5.00	3.00	19.00	35.00	53.0	0.523	19.860

V = approach half-width E = entry width L = effective flare length R = entry radius D = inscribed circle diameter PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A1041/Abbots Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.69	14.53	9.69
ARM B	15.00	45.00	75.00	3.30	4.95	3.30
ARM C	15.00	45.00	75.00	10.76	16.14	10.76
ARM D	15.00	45.00	75.00	1.70	2.55	1.70

DEMAND SET TITLE: A1041/Abbots Rd

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S)				

	ARM A	0.000	0.009	0.950	0.041
		0.0	7.0	736.0	32.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.068	0.000	0.784	0.148
		18.0	0.0	207.0	39.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.671	0.182	0.000	0.146
		578.0	157.0	0.0	126.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.662	0.037	0.301	0.000
		90.0	5.0	41.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.69	21.57	0.449		0.0	0.8	11.7		0.08
ARM B	3.30	13.77	0.240		0.0	0.3	4.5		0.10
ARM C	10.76	23.18	0.464		0.0	0.9	12.4		0.08
ARM D	1.70	13.16	0.129		0.0	0.1	2.2		0.09
17.00-17.15									
ARM A	11.57	21.28	0.544		0.8	1.2	17.0		0.10
ARM B	3.94	12.68	0.311		0.3	0.4	6.5		0.11
ARM C	12.85	23.05	0.558		0.9	1.2	18.0		0.10
ARM D	2.03	12.19	0.167		0.1	0.2	2.9		0.10
17.15-17.30									
ARM A	14.17	20.88	0.678		1.2	2.0	29.0		0.15
ARM B	4.83	11.22	0.430		0.4	0.7	10.7		0.16
ARM C	15.74	22.87	0.688		1.2	2.1	30.4		0.14
ARM D	2.49	10.88	0.229		0.2	0.3	4.3		0.12
17.30-17.45									
ARM A	14.17	20.87	0.679		2.0	2.1	31.0		0.15
ARM B	4.83	11.19	0.431		0.7	0.8	11.2		0.16
ARM C	15.74	22.87	0.688		2.1	2.2	32.5		0.14
ARM D	2.49	10.85	0.229		0.3	0.3	4.4		0.12
17.45-18.00									
ARM A	11.57	21.27	0.544		2.1	1.2	18.9		0.10
ARM B	3.94	12.63	0.312		0.8	0.5	7.1		0.12
ARM C	12.85	23.04	0.558		2.2	1.3	20.0		0.10
ARM D	2.03	12.15	0.167		0.3	0.2	3.1		0.10
18.00-18.15									
ARM A	9.69	21.56	0.449		1.2	0.8	12.7		0.08
ARM B	3.30	13.72	0.241		0.5	0.3	4.9		0.10
ARM C	10.76	23.17	0.464		1.3	0.9	13.5		0.08
ARM D	1.70	13.12	0.130		0.2	0.1	2.3		0.09

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.2	*
17.30	2.0	**
17.45	2.1	**
18.00	1.2	*
18.15	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.7	*
17.45	0.8	*

18.00	0.5
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.2	*
17.30	2.1	**
17.45	2.2	**
18.00	1.3	*
18.15	0.9	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1062.7	708.5	120.4	0.11	120.4	0.11
B	362.0	241.3	45.0	0.12	45.0	0.12
C	1180.6	787.1	126.9	0.11	126.9	0.11
D	186.5	124.3	19.2	0.10	19.2	0.10
ALL	2791.8	1861.2	311.4	0.11	311.4	0.11

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A1041 Abbots Rd 2026 Site G2.vai"
(drive-on-the-left) at 13:18:39 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A1041/Abbots Rd
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A1041/Abbots Rd Roundabout Assessment

.INPUT DATA
****
ARM A - A1041 North
ARM B - Abbots Rd East
ARM C - A1041 South
ARM D - Shop Car Park

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.50	5.50	0.00	20.00	35.00	55.0	0.589	25.366
ARM B	3.50	5.75	5.50	23.00	35.00	50.0	0.545	21.172
ARM C	5.25	5.75	3.00	15.00	35.00	45.0	0.605	26.235
ARM D	3.75	5.00	3.00	19.00	35.00	53.0	0.523	19.860

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A1041/Abbots Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	FLOW STOPS IF TOP OF PEAK IS REACHED	FLOW STOPS IF FALLING BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	9.69	14.53	9.69
ARM B	15.00	45.00	75.00	3.29	4.93	3.29
ARM C	15.00	45.00	75.00	10.74	16.11	10.74
ARM D	15.00	45.00	75.00	1.70	2.55	1.70

DEMAND SET TITLE: A1041/Abbots Rd

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S)				

	ARM A	0.000	0.009	0.950	0.041
		0.0	7.0	736.0	32.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.068	0.000	0.783	0.148
		18.0	0.0	206.0	39.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.673	0.182	0.000	0.146
		578.0	156.0	0.0	125.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.647	0.051	0.301	0.000
		88.0	7.0	41.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.69	21.57	0.449		0.0	0.8	11.7		0.08
ARM B	3.29	13.77	0.239		0.0	0.3	4.5		0.10
ARM C	10.74	23.18	0.463		0.0	0.9	12.4		0.08
ARM D	1.70	13.16	0.129		0.0	0.1	2.2		0.09
17.00-17.15									
ARM A	11.57	21.27	0.544		0.8	1.2	17.1		0.10
ARM B	3.93	12.68	0.310		0.3	0.4	6.5		0.11
ARM C	12.82	23.05	0.556		0.9	1.2	18.0		0.10
ARM D	2.03	12.19	0.166		0.1	0.2	2.9		0.10
17.15-17.30									
ARM A	14.17	20.87	0.679		1.2	2.1	29.1		0.15
ARM B	4.81	11.22	0.429		0.4	0.7	10.6		0.15
ARM C	15.70	22.87	0.687		1.2	2.1	30.2		0.14
ARM D	2.49	10.89	0.228		0.2	0.3	4.3		0.12
17.30-17.45									
ARM A	14.17	20.86	0.679		2.1	2.1	31.1		0.15
ARM B	4.81	11.19	0.430		0.7	0.7	11.1		0.16
ARM C	15.70	22.87	0.687		2.1	2.2	32.2		0.14
ARM D	2.49	10.86	0.229		0.3	0.3	4.4		0.12
17.45-18.00									
ARM A	11.57	21.26	0.544		2.1	1.2	18.9		0.10
ARM B	3.93	12.63	0.311		0.7	0.5	7.1		0.12
ARM C	12.82	23.04	0.556		2.2	1.3	19.9		0.10
ARM D	2.03	12.15	0.167		0.3	0.2	3.1		0.10
18.00-18.15									
ARM A	9.69	21.55	0.449		1.2	0.8	12.7		0.08
ARM B	3.29	13.72	0.240		0.5	0.3	4.9		0.10
ARM C	10.74	23.17	0.463		1.3	0.9	13.4		0.08
ARM D	1.70	13.12	0.130		0.2	0.1	2.3		0.09

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.2	*
17.30	2.1	**
17.45	2.1	**
18.00	1.2	*
18.15	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.7	*
17.45	0.7	*

18.00	0.5
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.2	*
17.30	2.1	**
17.45	2.2	**
18.00	1.3	*
18.15	0.9	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.1

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1062.7	708.5	120.5	0.11	120.6	0.11
B	360.6	240.4	44.7	0.12	44.7	0.12
C	1177.9	785.2	126.1	0.11	126.1	0.11
D	186.5	124.3	19.2	0.10	19.2	0.10
ALL	2787.7	1858.4	310.5	0.11	310.6	0.11

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

_____

For sales and distribution information,
program advice and maintenance, contact:

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Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A1041 Abbots Rd 2026 Site H1.vai"
(drive-on-the-left) at 13:19:16 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A1041/Abbots Rd
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A1041/Abbots Rd Roundabout Assessment

.INPUT DATA
****
ARM A - A1041 North
ARM B - Abbots Rd East
ARM C - A1041 South
ARM D - Shop Car Park

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.50	5.50	0.00	20.00	35.00	55.0	0.589	25.366
ARM B	3.50	5.75	5.50	23.00	35.00	50.0	0.545	21.172
ARM C	5.25	5.75	3.00	15.00	35.00	45.0	0.605	26.235
ARM D	3.75	5.00	3.00	19.00	35.00	53.0	0.523	19.860

V = approach half-width E = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A1041/Abbots Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	FLOW STOPS IF TOP OF PEAK IS REACHED	FALLING BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	11.34	17.01	11.34
ARM B	15.00	45.00	75.00	3.00	4.50	3.00
ARM C	15.00	45.00	75.00	11.39	17.08	11.39
ARM D	15.00	45.00	75.00	1.70	2.55	1.70

DEMAND SET TITLE: A1041/Abbots Rd

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING PROPORTIONS				
	TURNING COUNTS (VEH/HR)				
	(PERCENTAGE OF H.V.S)				

	ARM A	0.000	0.007	0.929	0.064
		0.0	6.0	843.0	58.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.071	0.000	0.892	0.038
		17.0	0.0	214.0	9.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.679	0.179	0.000	0.142
		619.0	163.0	0.0	129.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.669	0.029	0.301	0.000
		91.0	4.0	41.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.34	21.54	0.526		0.0	1.1	15.7		0.10
ARM B	3.00	12.87	0.233		0.0	0.3	4.4		0.10
ARM C	11.39	23.22	0.490		0.0	1.0	13.8		0.08
ARM D	1.70	12.86	0.132		0.0	0.2	2.2		0.09
17.00-17.15									
ARM A	13.54	21.24	0.638		1.1	1.7	24.6		0.13
ARM B	3.58	11.61	0.309		0.3	0.4	6.4		0.12
ARM C	13.60	23.09	0.589		1.0	1.4	20.4		0.10
ARM D	2.03	11.83	0.172		0.2	0.2	3.0		0.10
17.15-17.30									
ARM A	16.58	20.83	0.796		1.7	3.6	49.5		0.22
ARM B	4.39	9.93	0.442		0.4	0.8	11.1		0.18
ARM C	16.65	22.93	0.726		1.4	2.6	35.9		0.16
ARM D	2.49	10.45	0.238		0.2	0.3	4.5		0.13
17.30-17.45									
ARM A	16.58	20.82	0.796		3.6	3.8	55.8		0.23
ARM B	4.39	9.86	0.445		0.8	0.8	11.8		0.18
ARM C	16.65	22.92	0.727		2.6	2.6	38.8		0.16
ARM D	2.49	10.41	0.239		0.3	0.3	4.7		0.13
17.45-18.00									
ARM A	13.54	21.22	0.638		3.8	1.8	28.8		0.13
ARM B	3.58	11.51	0.311		0.8	0.5	7.1		0.13
ARM C	13.60	23.08	0.589		2.6	1.5	22.9		0.11
ARM D	2.03	11.78	0.172		0.3	0.2	3.2		0.10
18.00-18.15									
ARM A	11.34	21.52	0.527		1.8	1.1	17.6		0.10
ARM B	3.00	12.80	0.234		0.5	0.3	4.8		0.10
ARM C	11.39	23.21	0.491		1.5	1.0	15.1		0.09
ARM D	1.70	12.81	0.133		0.2	0.2	2.4		0.09

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.1	*
17.15	1.7	**
17.30	3.6	****
17.45	3.8	****
18.00	1.8	**
18.15	1.1	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.8	*
17.45	0.8	*

18.00	0.5
18.15	0.3

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	1.4	*
17.30	2.6	***
17.45	2.6	***
18.00	1.5	*
18.15	1.0	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1243.7	829.1	191.9	0.15	192.0	0.15
B	329.1	219.4	45.5	0.14	45.5	0.14
C	1249.2	832.8	146.8	0.12	146.9	0.12
D	186.5	124.3	20.0	0.11	20.0	0.11
ALL	3008.4	2005.6	404.3	0.13	404.3	0.13

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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program advice and maintenance, contact:

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Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"p:\JC\FeeNo\B1368600 XT Selby LDF Option Appraisal\Modelling\Junctions\Arcady\Arcady Files KD\
A1041 Abbots Rd 2026 Site H2.vai"
(drive-on-the-left) at 13:19:48 on Tuesday, 22 September 2009

.FILE PROPERTIES
****

RUN TITLE: A1041/Abbots Rd
LOCATION: Selby
DATE: 02/09/09
CLIENT: Selby
ENUMERATOR: holdenv [NEW25515]
JOB NUMBER: Selby
STATUS:
DESCRIPTION: A1041/Abbots Rd Roundabout Assessment

.INPUT DATA
****
ARM A - A1041 North
ARM B - Abbots Rd East
ARM C - A1041 South
ARM D - Shop Car Park

.GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.50	5.50	0.00	20.00	35.00	55.0	0.589	25.366
ARM B	3.50	5.75	5.50	23.00	35.00	50.0	0.545	21.172
ARM C	5.25	5.75	3.00	15.00	35.00	45.0	0.605	26.235
ARM D	3.75	5.00	3.00	19.00	35.00	53.0	0.523	19.860

V = approach half-width E = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

.TIME PERIOD BEGINS 16.45 AND ENDS 18.15
.LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A1041/Abbots Rd

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	FLOW STOPS IF TOP OF PEAK IS REACHED	FALLING BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	11.20	11.20
ARM B	15.00	45.00	75.00	4.05	4.05
ARM C	15.00	45.00	75.00	11.66	11.66
ARM D	15.00	45.00	75.00	1.69	1.69

DEMAND SET TITLE: A1041/Abbots Rd

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	TURNING PROPORTIONS				
	TURNING COUNTS (VEH/HR)				
	(PERCENTAGE OF H.V.S)				

	ARM A	0.000	0.007	0.960	0.033
		0.0	6.0	860.0	30.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.052	0.000	0.833	0.114
		17.0	0.0	270.0	37.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.684	0.178	0.000	0.138
		638.0	166.0	0.0	129.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.667	0.030	0.304	0.000
		90.0	4.0	41.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.20	21.52	0.521		0.0	1.1	15.4		0.10
ARM B	4.05	12.94	0.313		0.0	0.5	6.5		0.11
ARM C	11.66	23.22	0.502		0.0	1.0	14.4		0.09
ARM D	1.69	12.72	0.133		0.0	0.2	2.2		0.09
17.00-17.15									
ARM A	13.37	21.21	0.631		1.1	1.7	23.9		0.13
ARM B	4.84	11.69	0.414		0.5	0.7	10.0		0.15
ARM C	13.93	23.09	0.603		1.0	1.5	21.6		0.11
ARM D	2.02	11.66	0.173		0.2	0.2	3.0		0.10
17.15-17.30									
ARM A	16.38	20.80	0.788		1.7	3.5	47.4		0.22
ARM B	5.92	10.04	0.590		0.7	1.4	19.4		0.24
ARM C	17.06	22.93	0.744		1.5	2.8	38.9		0.17
ARM D	2.47	10.24	0.241		0.2	0.3	4.6		0.13
17.30-17.45									
ARM A	16.38	20.79	0.788		3.5	3.6	53.2		0.23
ARM B	5.92	9.97	0.594		1.4	1.4	21.2		0.25
ARM C	17.06	22.92	0.744		2.8	2.8	42.3		0.17
ARM D	2.47	10.20	0.242		0.3	0.3	4.7		0.13
17.45-18.00									
ARM A	13.37	21.19	0.631		3.6	1.7	27.8		0.13
ARM B	4.84	11.60	0.417		1.4	0.7	11.4		0.15
ARM C	13.93	23.08	0.603		2.8	1.5	24.3		0.11
ARM D	2.02	11.60	0.174		0.3	0.2	3.3		0.10
18.00-18.15									
ARM A	11.20	21.50	0.521		1.7	1.1	17.1		0.10
ARM B	4.05	12.88	0.314		0.7	0.5	7.2		0.11
ARM C	11.66	23.21	0.502		1.5	1.0	15.8		0.09
ARM D	1.69	12.67	0.133		0.2	0.2	2.4		0.09

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.1	*
17.15	1.7	**
17.30	3.5	***
17.45	3.6	****
18.00	1.7	**
18.15	1.1	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.7	*
17.30	1.4	*
17.45	1.4	*

18.00	0.7	*
18.15	0.5	

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	1.5	*
17.30	2.8	***
17.45	2.8	***
18.00	1.5	**
18.15	1.0	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

. QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1228.6	819.1	184.9	0.15	184.9	0.15
B	444.3	296.2	75.7	0.17	75.8	0.17
C	1279.3	852.9	157.4	0.12	157.4	0.12
D	185.1	123.4	20.2	0.11	20.2	0.11
ALL	3137.3	2091.6	438.2	0.14	438.3	0.14

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

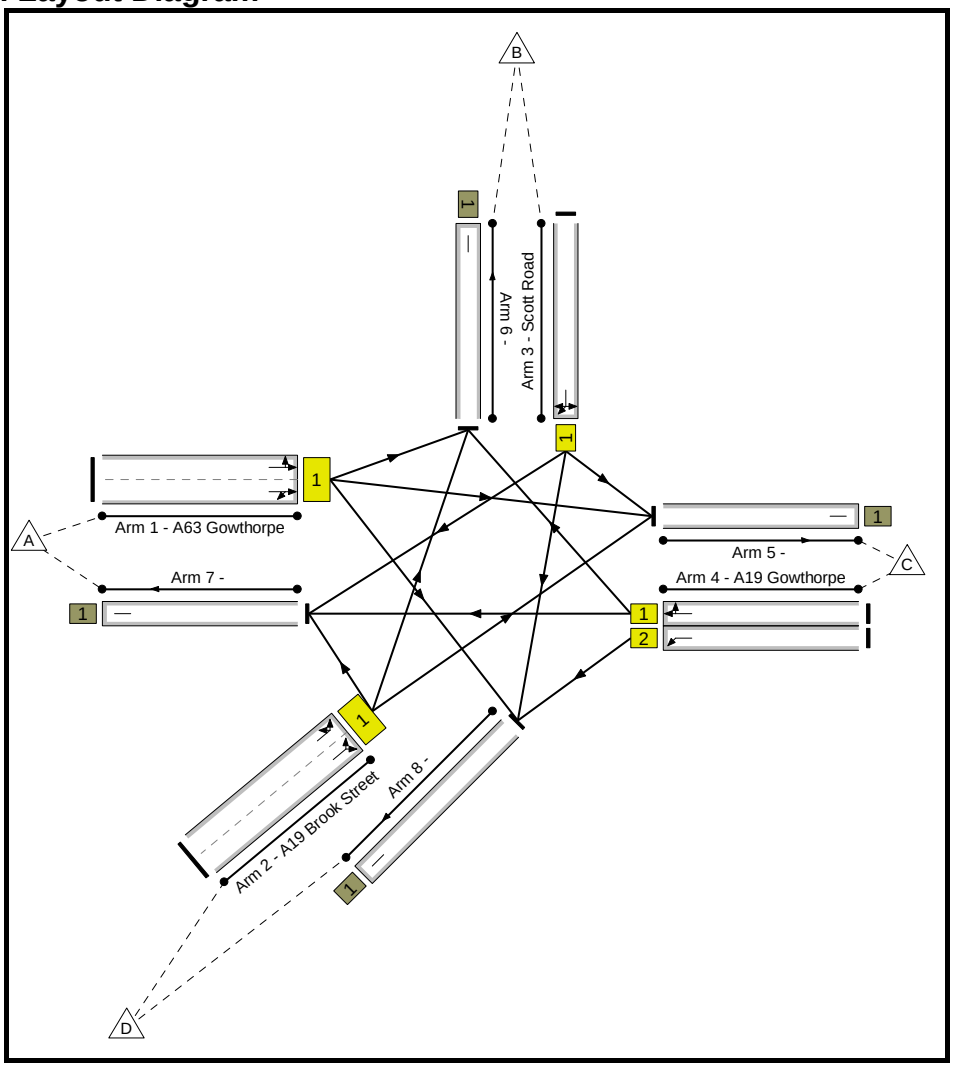
APPENDIX E JUNCTION ANALYSIS – SIGNALS

Gowthorpe Crossroads

User and Project Details

Project:	**Selby VISUM**
Title:	**Gowthorpe/Brooke Street/Scott Road/Leeds Road**
Location:	Selby
File name:	KD Gowthorpe Junction.lsgx
Author:	Edward Downer
Company:	Jacobs Consultancy
Address:	Horsley House, Regent Centre, Gosforth, Newcastle upon Tyne, NE3 3
Controller:	Generic
SCN:	NY124
Notes:	

Junction Layout Diagram



Scenario 2: 'Base 2008'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 3: 'Base 2008'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	55	111	42	208
	B	75	0	126	224	425
	C	116	114	0	171	401
	D	24	191	182	0	397
	Tot.	215	360	419	437	1431

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A63 Gowthorpe Ahead Left U-Turn	U	A		1	14	-	208	3600	3600	563	37.0	-	-	-	2.4	41.3	5.2
2/1	A19 Brook Street Ahead Left U-Turn	U	D		1	12	-	397	3600	3600	488	81.4	-	-	-	6.5	59.3	12.4
3/1	Scott Road Left Right Right2	U	C		1	25	-	425	1800	1800	488	87.2	-	-	-	7.0	59.6	13.8
4/1	A19 Gowthorpe Right Ahead	U	B		1	14	-	230	1800	1800	281	81.8	-	-	-	4.6	71.7	8.0
4/2	A19 Gowthorpe Left	U	B	E	1	33	19	171	1800	1800	637	26.8	-	-	-	1.2	26.0	3.4

PRC for Signalled Links (%): 3.2 Total Delay for Signalled Links (pcuHr): 21.78
PRC Over All Links (%): 3.2 Total Delay Over All Links(pcuHr): 21.78 Cycle Time (s): 96

Scenario 3: 'Base 2026'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 4: 'Base 2026'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	68	134	48	250
	B	107	0	140	297	544
	C	108	125	0	187	420
	D	29	234	246	0	509
	Tot.	244	427	520	532	1723

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A63 Gowthorpe Ahead Left U-Turn	U	A		1	11	-	250	3600	3600	450	55.6	-	-	-	3.4	48.5	6.9
2/1	A19 Brook Street Ahead Left U-Turn	U	D		1	13	-	509	3600	3600	525	97.0	-	-	-	13.7	97.2	21.4
3/1	Scott Road Left Right Right2	U	C		1	27	-	544	1800	1800	525	103.6	-	-	-	23.3	154.1	32.4
4/1	A19 Gowthorpe Right Ahead	U	B		1	11	-	233	1800	1800	225	103.6	-	-	-	13.0	200.9	16.3
4/2	A19 Gowthorpe Left	U	B	E	1	31	20	187	1800	1800	600	31.2	-	-	-	1.5	28.2	3.9

PRC for Signalled Links (%): -15.1 Total Delay for Signalled Links (pcuHr): 54.85
PRC Over All Links (%): -15.1 Total Delay Over All Links(pcuHr): 54.85 Cycle Time (s): 96

Scenario 4: '2026 Site A'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 5: '2026 Site A'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	84	173	49	306
	B	148	0	125	303	576
	C	203	135	0	166	504
	D	31	248	237	0	516
	Tot.	382	467	535	518	1902

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A63 Gowthorpe Ahead Left U-Turn	U	A		1	15	-	306	3600	3600	600	51.0	-	-	-	3.6	42.5	7.9
2/1	A19 Brook Street Ahead Left U-Turn	U	D		1	11	-	516	3600	3600	450	114.7	-	-	-	46.1	321.9	53.4
3/1	Scott Road Left Right Right2	U	C		1	25	-	576	1800	1800	488	118.2	-	-	-	56.5	353.4	65.0
4/1	A19 Gowthorpe Right Ahead	U	B		1	15	-	338	1800	1800	300	112.7	-	-	-	28.3	301.7	32.7
4/2	A19 Gowthorpe Left	U	B	E	1	33	18	166	1800	1800	637	26.0	-	-	-	1.2	25.9	3.3

PRC for Signalled Links (%): -31.3 Total Delay for Signalled Links (pcuHr): 135.82
PRC Over All Links (%): -31.3 Total Delay Over All Links(pcuHr): 135.82 Cycle Time (s): 96

Scenario 5: '2026 Site D'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 6: '2026 Site D'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	67	144	48	259
	B	98	0	128	280	506
	C	119	127	0	158	404
	D	28	234	212	0	474
	Tot.	245	428	484	486	1643

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A63 Gowthorpe Ahead Left U-Turn	U	A		1	13	-	259	3600	3600	525	49.3	-	-	-	3.2	44.5	6.8
2/1	A19 Brook Street Ahead Left U-Turn	U	D		1	12	-	474	3600	3600	488	97.2	-	-	-	13.5	102.3	20.5
3/1	Scott Road Left Right Right2	U	C		1	26	-	506	1800	1800	506	100.0	-	-	-	16.0	114.1	24.5
4/1	A19 Gowthorpe Right Ahead	U	B		1	13	-	246	1800	1800	263	93.7	-	-	-	7.5	109.9	11.2
4/2	A19 Gowthorpe Left	U	B	E	1	32	19	158	1800	1800	619	25.5	-	-	-	1.2	26.6	3.2

PRC for Signalled Links (%): -11.1 Total Delay for Signalled Links (pcuHr): 41.37
PRC Over All Links (%): -11.1 Total Delay Over All Links(pcuHr): 41.37 Cycle Time (s): 96

Scenario 6: '2026 Site E'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 7: '2020 Site E'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	68	136	48	252
	B	112	0	137	314	563
	C	105	125	0	202	432
	D	28	240	331	0	599
	Tot.	245	433	604	564	1846

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A63 Gowthorpe Ahead Left U-Turn	U	A		1	11	-	252	3600	3600	450	56.0	-	-	-	3.4	48.6	6.9
2/1	A19 Brook Street Ahead Left U-Turn	U	D		1	14	-	599	3600	3600	563	106.5	-	-	-	33.1	199.1	41.8
3/1	Scott Road Left Right Right2	U	C		1	26	-	563	1800	1800	506	111.2	-	-	-	40.5	258.8	49.2
4/1	A19 Gowthorpe Right Ahead	U	B		1	11	-	230	1800	1800	225	102.2	-	-	-	11.9	185.7	15.2
4/2	A19 Gowthorpe Left	U	B	E	1	32	21	202	1800	1800	619	32.6	-	-	-	1.5	27.6	4.2

PRC for Signalled Links (%): -23.6 Total Delay for Signalled Links (pcuHr): 90.41
PRC Over All Links (%): -23.6 Total Delay Over All Links(pcuHr): 90.41 Cycle Time (s): 96

Scenario 7: '2026 Site F'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 8: '2026 Site F'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	67	133	48	248
	B	111	0	138	345	594
	C	103	125	0	220	448
	D	28	249	286	0	563
	Tot.	242	441	557	613	1853

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A63 Gowthorpe Ahead Left U-Turn	U	A		1	10	-	248	3600	3600	412	60.1	-	-	-	3.5	51.3	7.0
2/1	A19 Brook Street Ahead Left U-Turn	U	D		1	13	-	563	3600	3600	525	107.2	-	-	-	33.2	212.2	41.3
3/1	Scott Road Left Right Right2	U	C		1	28	-	594	1800	1800	544	109.2	-	-	-	37.7	228.6	47.2
4/1	A19 Gowthorpe Right Ahead	U	B		1	10	-	228	1800	1800	206	110.5	-	-	-	18.5	292.2	21.4
4/2	A19 Gowthorpe Left	U	B	E	1	30	20	220	1800	1800	581	37.8	-	-	-	1.8	30.0	4.8

PRC for Signalled Links (%): -22.8 Total Delay for Signalled Links (pcuHr): 94.78
PRC Over All Links (%): -22.8 Total Delay Over All Links(pcuHr): 94.78 Cycle Time (s): 96

Scenario 8: '2026 Site G1'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 9: '2026 Site G1'

Traffic Flow Matrix

Desired Flow :

Origin \ Destination	A	B	C	D	Tot.
A	0	69	145	47	261
B	96	0	124	333	553
C	137	127	0	234	498
D	28	259	227	0	514
Tot.	261	455	496	614	1826

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A63 Gowthorpe Ahead Left U-Turn	U	A		1	12	-	261	3600	3600	488	53.5	-	-	-	3.4	46.6	7.0
2/1	A19 Brook Street Ahead Left U-Turn	U	D		1	12	-	514	3600	3600	488	105.4	-	-	-	27.1	190.0	34.4
3/1	Scott Road Left Right Right2	U	C		1	27	-	553	1800	1800	525	105.3	-	-	-	27.1	176.3	36.2
4/1	A19 Gowthorpe Right Ahead	U	B		1	12	-	264	1800	1800	244	108.3	-	-	-	18.7	254.6	22.2
4/2	A19 Gowthorpe Left	U	B	E	1	31	19	234	1800	1800	600	39.0	-	-	-	1.9	29.4	5.1

PRC for Signalled Links (%): -20.3 Total Delay for Signalled Links (pcuHr): 78.17
PRC Over All Links (%): -20.3 Total Delay Over All Links(pcuHr): 78.17 Cycle Time (s): 96

Scenario 9: '2026 Site G2'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 10: '2026 Site G2'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	68	152	46	266
	B	92	0	127	337	556
	C	146	129	0	241	516
	D	27	283	234	0	544
	Tot.	265	480	513	624	1882

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A63 Gowthorpe Ahead Left U-Turn	U	A		1	13	-	266	3600	3600	525	50.7	-	-	-	3.3	44.8	7.0
2/1	A19 Brook Street Ahead Left U-Turn	U	D		1	12	-	544	3600	3600	488	111.6	-	-	-	41.8	276.5	49.5
3/1	Scott Road Left Right Right2	U	C		1	26	-	556	1800	1800	506	109.8	-	-	-	37.0	239.4	45.7
4/1	A19 Gowthorpe Right Ahead	U	B		1	13	-	275	1800	1800	263	104.8	-	-	-	15.7	205.9	19.7
4/2	A19 Gowthorpe Left	U	B	E	1	32	19	241	1800	1800	619	38.9	-	-	-	1.9	28.6	5.1

PRC for Signalled Links (%): -24.0 Total Delay for Signalled Links (pcuHr): 99.72
PRC Over All Links (%): -24.0 Total Delay Over All Links(pcuHr): 99.72 Cycle Time (s): 96

Scenario 10: '2026 Site H1'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 11: '2026 Site H1'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	82	152	55	289
	B	114	0	122	327	563
	C	100	123	0	206	429
	D	28	307	341	0	676
	Tot.	242	512	615	588	1957

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A63 Gowthorpe Ahead Left U-Turn	U	A		1	10	-	289	3600	3600	412	70.1	-	-	-	4.4	55.2	8.5
2/1	A19 Brook Street Ahead Left U-Turn	U	D		1	15	-	676	3600	3600	600	112.7	-	-	-	53.7	286.0	63.5
3/1	Scott Road Left Right Right2	U	C		1	26	-	563	1800	1800	506	111.2	-	-	-	40.5	258.9	49.2
4/1	A19 Gowthorpe Right Ahead	U	B		1	10	-	223	1800	1800	206	108.1	-	-	-	16.2	261.7	19.1
4/2	A19 Gowthorpe Left	U	B	E	1	32	22	206	1800	1800	619	33.3	-	-	-	1.6	27.7	4.3

PRC for Signalled Links (%): -25.2 Total Delay for Signalled Links (pcuHr): 116.42
PRC Over All Links (%): -25.2 Total Delay Over All Links(pcuHr): 116.42 Cycle Time (s): 96

Scenario 11: '2026 Site H2'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 12: '2026 Site H2'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	88	167	54	309
	B	106	0	364	120	590
	C	108	123	0	234	465
	D	27	335	384	0	746
	Tot.	241	546	915	408	2110

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A63 Gowthorpe Ahead Left U-Turn	U	A		1	10	-	309	3600	3600	412	74.9	-	-	-	5.0	58.1	9.3
2/1	A19 Brook Street Ahead Left U-Turn	U	D		1	16	-	746	3600	3600	637	117.0	-	-	-	71.6	345.7	82.6
3/1	Scott Road Left Right Right2	U	C		1	25	-	590	1800	1800	488	121.0	-	-	-	64.1	391.1	72.4
4/1	A19 Gowthorpe Right Ahead	U	B		1	10	-	231	1800	1800	206	112.0	-	-	-	19.9	310.7	22.8
4/2	A19 Gowthorpe Left	U	B	E	1	33	23	234	1800	1800	637	36.7	-	-	-	1.8	27.5	4.9

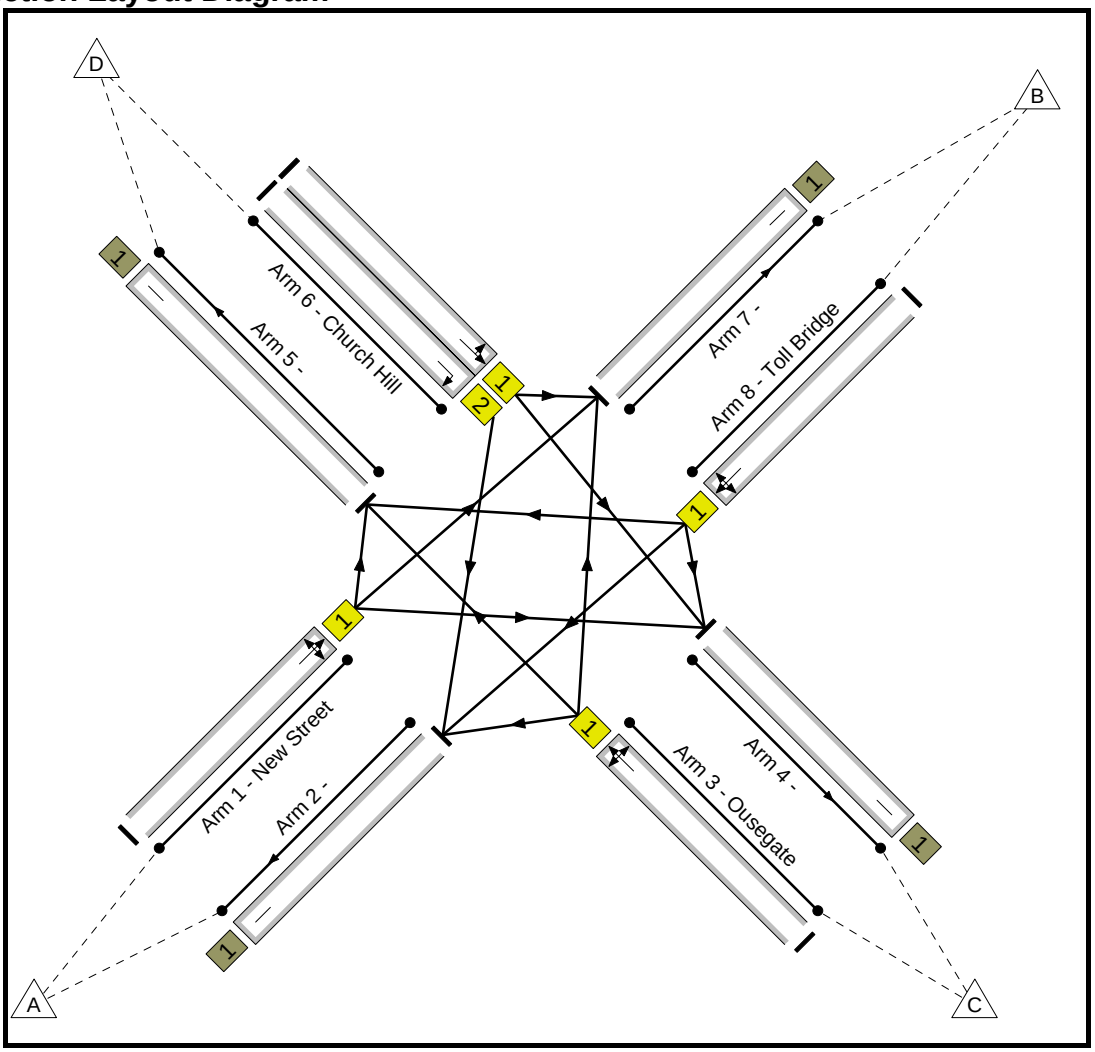
PRC for Signalled Links (%): -34.5 Total Delay for Signalled Links (pcuHr): 162.44
PRC Over All Links (%): -34.5 Total Delay Over All Links(pcuHr): 162.44 Cycle Time (s): 96

Selby Toll Bridge

User and Project Details

Project:	
Title:	
Location:	
File name:	KD Selby Toll Bridge.lsgx
Author:	Edward Downer
Company:	Jacobs Consultancy
Address:	Horsley House, Regent Centre, Gosforth, Newcastle upon Tyne, NE3 3
Controller:	Generic
SCN:	
Notes:	

Junction Layout Diagram



Scenario 2: 'Base 2008'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 2: 'Base 2008'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	524	80	76	680
	B	302	0	52	170	524
	C	27	46	0	85	158
	D	51	173	52	0	276
	Tot.	380	743	184	331	1638

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	New Street Right Left Ahead	U	A		1	36	-	680	1800	1800	802	84.7	-	-	-	6.5	34.6	16.5
3/1	Ousegate Left Ahead Right	U	D		1	11	-	158	1800	1800	260	60.7	-	-	-	2.2	50.6	4.1
6/1	Church Hill Ahead Left	U	C		1	11	-	225	1800	1800	260	86.5	-	-	-	4.9	78.9	7.8
6/2	Church Hill Right	U	C		1	11	-	51	1800	1800	260	19.6	-	-	-	0.6	39.9	1.2
8/1	Toll Bridge Ahead Left Right	U	B		1	36	-	524	1800	1800	802	65.3	-	-	-	3.6	24.4	10.3

PRC for Signalled Links (%): 4.1 Total Delay for Signalled Links (pcuHr): 17.80
PRC Over All Links (%): 4.1 Total Delay Over All Links(pcuHr): 17.80 Cycle Time (s): 83

Scenario 3: 'Base 2026'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 3: 'Base 2026'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	598	90	83	771
	B	319	0	164	233	716
	C	1	76	0	102	179
	D	42	203	68	0	313
	Tot.	362	877	322	418	1979

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	New Street Right Left Ahead	U	A		1	35	-	771	1800	1800	781	98.8	-	-	-	16.6	77.7	29.2
3/1	Ousegate Left Ahead Right	U	D		1	12	-	179	1800	1800	282	63.5	-	-	-	2.5	50.0	4.7
6/1	Church Hill Ahead Left	U	C		1	12	-	271	1800	1800	282	96.1	-	-	-	8.6	113.7	12.1
6/2	Church Hill Right	U	C		1	12	-	42	1800	1800	282	14.9	-	-	-	0.4	37.8	0.9
8/1	Toll Bridge Ahead Left Right	U	B		1	35	-	716	1800	1800	781	91.7	-	-	-	9.2	46.3	20.3

PRC for Signalled Links (%): -9.7 Total Delay for Signalled Links (pcuHr): 37.34
PRC Over All Links (%): -9.7 Total Delay Over All Links(pcuHr): 37.34 Cycle Time (s): 83

Scenario 4: '2026 Site A'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 4: '2026 Site A'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	514	71	75	660
	B	353	0	151	300	804
	C	37	68	0	122	227
	D	44	285	80	0	409
	Tot.	434	867	302	497	2100

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	New Street Right Left Ahead	U	A		1	33	-	660	1800	1800	737	89.5	-	-	-	8.1	44.0	18.0
3/1	Ousegate Left Ahead Right	U	D		1	14	-	227	1800	1800	325	69.8	-	-	-	3.1	49.8	6.0
6/1	Church Hill Ahead Left	U	C		1	14	-	365	1800	1800	325	112.2	-	-	-	28.3	279.4	33.0
6/2	Church Hill Right	U	C		1	14	-	44	1800	1800	325	13.5	-	-	-	0.4	35.0	0.9
8/1	Toll Bridge Ahead Left Right	U	B		1	33	-	804	1800	1800	737	109.0	-	-	-	46.6	208.6	58.6

PRC for Signalled Links (%): -24.7 Total Delay for Signalled Links (pcuHr): 86.53
PRC Over All Links (%): -24.7 Total Delay Over All Links(pcuHr): 86.53 Cycle Time (s): 83

Scenario 5: '2026 Site D'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 5: '2026 Site D'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	652	90	79	821
	B	271	0	111	254	636
	C	1	93	0	96	190
	D	46	200	63	0	309
	Tot.	318	945	264	429	1956

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	New Street Right Left Ahead	U	A		1	36	-	821	1800	1800	802	102.3	-	-	-	25.7	112.5	39.1
3/1	Ousegate Left Ahead Right	U	D		1	11	-	190	1800	1800	260	73.0	-	-	-	3.1	58.7	5.5
6/1	Church Hill Ahead Left	U	C		1	11	-	263	1800	1800	260	101.1	-	-	-	11.5	157.4	15.0
6/2	Church Hill Right	U	C		1	11	-	46	1800	1800	260	17.7	-	-	-	0.5	39.6	1.0
8/1	Toll Bridge Ahead Left Right	U	B		1	36	-	636	1800	1800	802	79.3	-	-	-	5.4	30.3	14.4

PRC for Signalled Links (%): -13.7 Total Delay for Signalled Links (pcuHr): 46.12
PRC Over All Links (%): -13.7 Total Delay Over All Links(pcuHr): 46.12 Cycle Time (s): 83

Scenario 6: '2026 Site E'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 6: '2026 Site E'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	587	119	83	789
	B	326	0	148	238	712
	C	25	75	0	101	201
	D	44	200	68	0	312
	Tot.	395	862	335	422	2014

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	New Street Right Left Ahead	U	A		1	35	-	789	1800	1800	781	101.1	-	-	-	21.7	99.2	34.6
3/1	Ousegate Left Ahead Right	U	D		1	12	-	201	1800	1800	282	71.3	-	-	-	3.1	54.8	5.6
6/1	Church Hill Ahead Left	U	C		1	12	-	268	1800	1800	282	95.1	-	-	-	8.0	107.4	11.5
6/2	Church Hill Right	U	C		1	12	-	44	1800	1800	282	15.6	-	-	-	0.5	37.9	1.0
8/1	Toll Bridge Ahead Left Right	U	B		1	35	-	712	1800	1800	781	91.2	-	-	-	8.9	45.1	19.8

PRC for Signalled Links (%): -12.3 Total Delay for Signalled Links (pcuHr): 42.18
PRC Over All Links (%): -12.3 Total Delay Over All Links(pcuHr): 42.18 Cycle Time (s): 83

Scenario 7: '2026 Site F'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 7: '2026 Site F'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	615	94	81	790
	B	337	0	147	237	721
	C	32	74	0	101	207
	D	44	213	66	0	323
	Tot.	413	902	307	419	2041

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	New Street Right Left Ahead	U	A		1	35	-	790	1800	1800	781	101.2	-	-	-	22.1	100.6	35.0
3/1	Ousegate Left Ahead Right	U	D		1	12	-	207	1800	1800	282	73.4	-	-	-	3.3	56.6	5.9
6/1	Church Hill Ahead Left	U	C		1	12	-	279	1800	1800	282	99.0	-	-	-	10.4	133.7	14.0
6/2	Church Hill Right	U	C		1	12	-	44	1800	1800	282	15.6	-	-	-	0.5	37.9	1.0
8/1	Toll Bridge Ahead Left Right	U	B		1	35	-	721	1800	1800	781	92.4	-	-	-	9.6	47.9	20.8

PRC for Signalled Links (%): -12.4 Total Delay for Signalled Links (pcuHr): 45.74
PRC Over All Links (%): -12.4 Total Delay Over All Links(pcuHr): 45.74 Cycle Time (s): 83

Scenario 8: '2026 Site G1'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 8: '2026 Site G1'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	430	22	67	519
	B	274	0	143	332	749
	C	43	111	0	96	250
	D	45	349	92	0	486
	Tot.	362	890	257	495	2004

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	New Street Right Left Ahead	U	A		1	30	-	519	1800	1800	672	77.2	-	-	-	5.0	34.4	12.2
3/1	Ousegate Left Ahead Right	U	D		1	17	-	250	1800	1800	390	64.0	-	-	-	2.9	42.2	6.1
6/1	Church Hill Ahead Left	U	C		1	17	-	441	1800	1800	390	113.0	-	-	-	34.6	282.6	40.4
6/2	Church Hill Right	U	C		1	17	-	45	1800	1800	390	11.5	-	-	-	0.4	31.4	0.9
8/1	Toll Bridge Ahead Left Right	U	B		1	30	-	749	1800	1800	672	111.4	-	-	-	51.1	245.7	61.8

PRC for Signalled Links (%): -25.5 Total Delay for Signalled Links (pcuHr): 94.03
PRC Over All Links (%): -25.5 Total Delay Over All Links(pcuHr): 94.03 Cycle Time (s): 83

Scenario 9: '2026 Site G2'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 9: '2026 Site G2'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	393	17	42	452
	B	319	0	154	371	844
	C	9	135	0	92	236
	D	42	387	100	0	529
	Tot.	370	915	271	505	2061

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	New Street Right Left Ahead	U	A		1	30	-	452	1800	1800	672	67.2	-	-	-	3.7	29.9	9.7
3/1	Ousegate Left Ahead Right	U	D		1	17	-	236	1800	1800	390	60.5	-	-	-	2.7	40.8	5.6
6/1	Church Hill Ahead Left	U	C		1	17	-	487	1800	1800	390	124.8	-	-	-	58.1	429.4	64.2
6/2	Church Hill Right	U	C		1	17	-	42	1800	1800	390	10.8	-	-	-	0.4	31.3	0.8
8/1	Toll Bridge Ahead Left Right	U	B		1	30	-	844	1800	1800	672	125.5	-	-	-	101.0	430.9	111.7

PRC for Signalled Links (%): -39.5 Total Delay for Signalled Links (pcuHr): 165.90
PRC Over All Links (%): -39.5 Total Delay Over All Links(pcuHr): 165.90 Cycle Time (s): 83

Scenario 10: '2026 Site H1'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 10: '2026 Site H1'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	600	104	74	778
	B	317	0	183	245	745
	C	2	72	0	97	171
	D	42	217	60	0	319
	Tot.	361	889	347	416	2013

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	New Street Right Left Ahead	U	A		1	35	-	778	1800	1800	781	99.7	-	-	-	18.3	84.9	31.0
3/1	Ousegate Left Ahead Right	U	D		1	12	-	171	1800	1800	282	60.7	-	-	-	2.3	48.6	4.4
6/1	Church Hill Ahead Left	U	C		1	12	-	277	1800	1800	282	98.3	-	-	-	9.9	128.2	13.5
6/2	Church Hill Right	U	C		1	12	-	42	1800	1800	282	14.9	-	-	-	0.4	37.8	0.9
8/1	Toll Bridge Ahead Left Right	U	B		1	35	-	745	1800	1800	781	95.4	-	-	-	12.1	58.4	23.9

PRC for Signalled Links (%): -10.7 Total Delay for Signalled Links (pcuHr): 43.04
PRC Over All Links (%): -10.7 Total Delay Over All Links(pcuHr): 43.04 Cycle Time (s): 83

Scenario 11: '2026 Site H2'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 11: '2026 Site H2'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	618	126	74	818
	B	225	0	220	239	684
	C	41	68	0	96	205
	D	42	221	61	0	324
	Tot.	308	907	407	409	2031

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	New Street Right Left Ahead	U	A		1	35	-	818	1800	1800	781	104.8	-	-	-	33.2	145.9	46.1
3/1	Ousegate Left Ahead Right	U	D		1	12	-	205	1800	1800	282	72.7	-	-	-	3.2	56.0	5.7
6/1	Church Hill Ahead Left	U	C		1	12	-	282	1800	1800	282	100.0	-	-	-	11.2	142.4	14.9
6/2	Church Hill Right	U	C		1	12	-	42	1800	1800	282	14.9	-	-	-	0.4	37.8	0.9
8/1	Toll Bridge Ahead Left Right	U	B		1	35	-	684	1800	1800	781	87.6	-	-	-	7.4	38.9	17.6

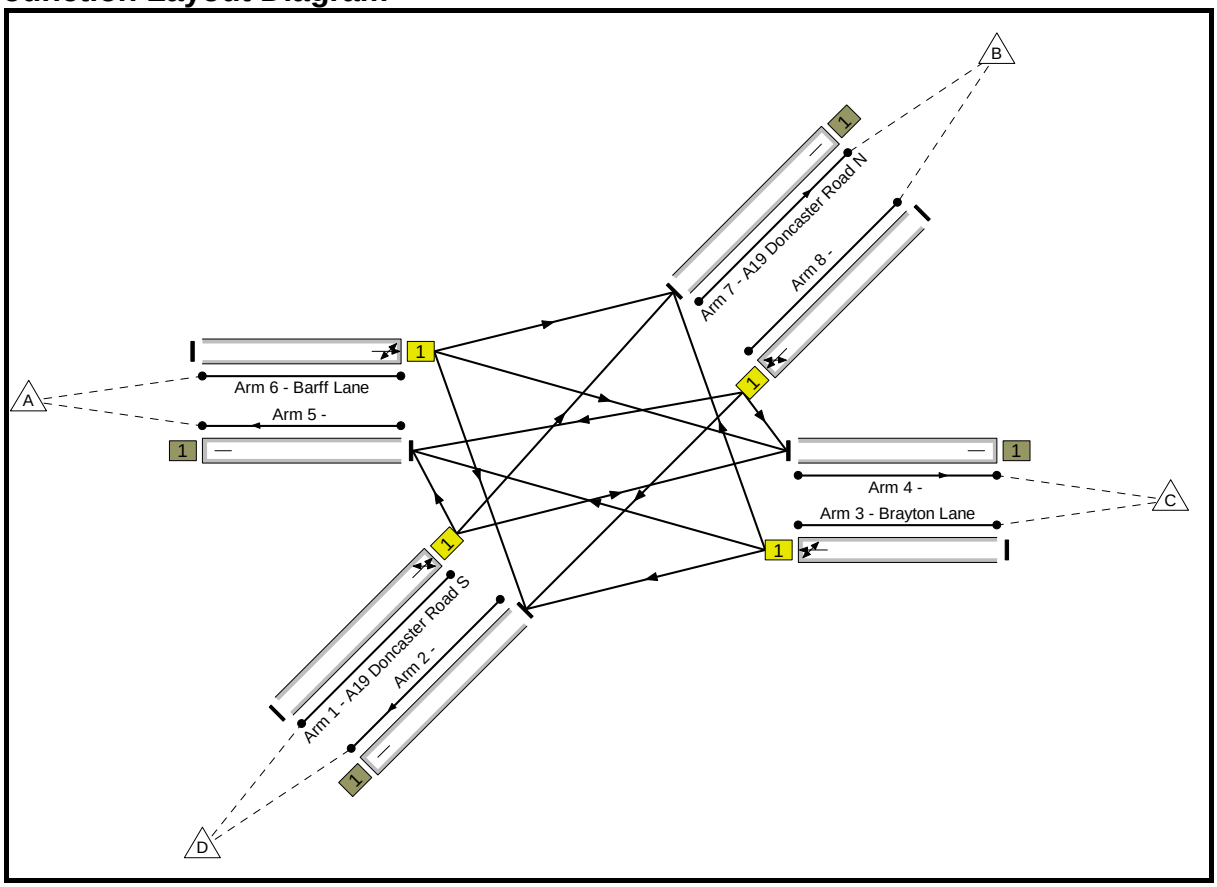
PRC for Signalled Links (%): -16.4 Total Delay for Signalled Links (pcuHr): 55.32
PRC Over All Links (%): -16.4 Total Delay Over All Links(pcuHr): 55.32 Cycle Time (s): 83

Brayton Crossroads

User and Project Details

Project:	**Selby VISUM**
Title:	**Brayton Crossroads**
Location:	Selby
File name:	KD Brayton Crossroads.lsgx
Author:	Edward Downer
Company:	Jacobs Consultancy
Address:	Horsley House, Regent Centre, Gosforth, Newcastle upon Tyne, NE3 3
Controller:	Generic
SCN:	
Notes:	

Junction Layout Diagram



Scenario 2: 'Base 2008'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 2: 'Base 2008'

Traffic Flow Matrix

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	9	59	14	82
	B	48	0	17	352	417
	C	81	24	0	31	136
	D	22	427	39	0	488
	Tot.	151	460	115	397	1123

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A19 Doncaster Road S Ahead U-Turn Left	U	C		1	38	-	488	1800	1800	878	55.6	-	-	-	2.6	19.0	8.2
3/1	Brayton Lane Left Ahead Right	U	B		1	10	-	136	1800	1800	248	54.9	-	-	-	1.8	48.2	3.4
6/1	Barff Lane U-Turn Ahead Left	U	D		1	10	-	82	1800	1800	248	33.1	-	-	-	1.0	42.0	1.9
8/1	Left U-Turn Ahead	U	A		1	38	-	417	1800	1800	878	47.5	-	-	-	2.0	17.6	6.6

PRC for Signalled Links (%): 61.8 Total Delay for Signalled Links (pcuHr): 7.39
PRC Over All Links (%): 61.8 Total Delay Over All Links(pcuHr): 7.39 Cycle Time (s): 80

Basic Results Summary

Scenario 3: 'Base 2026'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 3: 'Base 2026'

Traffic Flow Matrix

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	10	72	17	99
	B	61	0	21	505	587
	C	98	32	0	37	167
	D	24	533	43	0	600
	Tot.	183	575	136	559	1453

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A19 Doncaster Road S Ahead U-Turn Left	U	C		1	38	-	600	1800	1800	878	68.4	-	-	-	3.7	22.2	11.2
3/1	Brayton Lane Left Ahead Right	U	B		1	10	-	167	1800	1800	248	67.5	-	-	-	2.5	54.6	4.5
6/1	Barff Lane U-Turn Ahead Left	U	D		1	10	-	99	1800	1800	248	40.0	-	-	-	1.2	43.6	2.3
8/1	Left U-Turn Ahead	U	A		1	38	-	587	1800	1800	878	66.9	-	-	-	3.5	21.7	10.8

PRC for Signalled Links (%): 31.6 Total Delay for Signalled Links (pcuHr): 10.98
PRC Over All Links (%): 31.6 Total Delay Over All Links(pcuHr): 10.98 Cycle Time (s): 80

Basic Results Summary

Scenario 4: '2026 Site A'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 4: '2026 Site A'

Traffic Flow Matrix

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	10	73	17	100
	B	60	0	25	500	585
	C	98	38	0	37	173
	D	24	546	43	0	613
	Tot.	182	594	141	554	1471

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A19 Doncaster Road S Ahead U-Turn Left	U	C		1	38	-	613	1800	1800	878	69.9	-	-	-	3.9	22.7	11.7
3/1	Brayton Lane Left Ahead Right	U	B		1	10	-	173	1800	1800	248	69.9	-	-	-	2.7	56.4	4.8
6/1	Barff Lane U-Turn Ahead Left	U	D		1	10	-	100	1800	1800	248	40.4	-	-	-	1.2	43.7	2.4
8/1	Left U-Turn Ahead	U	A		1	38	-	585	1800	1800	878	66.7	-	-	-	3.5	21.7	10.7

PRC for Signalled Links (%): 28.8 Total Delay for Signalled Links (pcuHr): 11.31
PRC Over All Links (%): 28.8 Total Delay Over All Links(pcuHr): 11.31 Cycle Time (s): 80

Basic Results Summary

Scenario 5: '2026 Site D'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 5: '2026 Site D'

Traffic Flow Matrix

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	10	71	17	98
	B	60	0	21	383	464
	C	97	31	0	37	165
	D	24	485	43	0	552
	Tot.	181	526	135	437	1279

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A19 Doncaster Road S Ahead U-Turn Left	U	C		1	37	-	552	1800	1800	855	64.6	-	-	-	3.3	21.8	10.1
3/1	Brayton Lane Left Ahead Right	U	B		1	11	-	165	1800	1800	270	61.1	-	-	-	2.2	48.7	4.2
6/1	Barff Lane U-Turn Ahead Left	U	D		1	11	-	98	1800	1800	270	36.3	-	-	-	1.1	41.0	2.2
8/1	Left U-Turn Ahead	U	A		1	37	-	464	1800	1800	855	54.3	-	-	-	2.5	19.4	7.8

PRC for Signalled Links (%): 39.4 Total Delay for Signalled Links (pcuHr): 9.20
PRC Over All Links (%): 39.4 Total Delay Over All Links(pcuHr): 9.20 Cycle Time (s): 80

Basic Results Summary

Scenario 6: '2026 Site E'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 6: '2026 Site E'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	13	72	17	102
	B	65	0	139	525	729
	C	98	208	0	37	343
	D	24	622	40	0	686
	Tot.	187	843	251	579	1860

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A19 Doncaster Road S Ahead U-Turn Left	U	C		1	33	-	686	1800	1800	765	89.7	-	-	-	8.0	42.1	18.0
3/1	Brayton Lane Left Ahead Right	U	B		1	15	-	343	1800	1800	360	95.3	-	-	-	9.0	94.0	13.5
6/1	Barff Lane U-Turn Ahead Left	U	D		1	15	-	102	1800	1800	360	28.3	-	-	-	1.0	34.1	2.1
8/1	Left U-Turn Ahead	U	A		1	33	-	729	1800	1800	765	95.3	-	-	-	11.7	57.9	22.8

PRC for Signalled Links (%): -5.9 Total Delay for Signalled Links (pcuHr): 29.67
PRC Over All Links (%): -5.9 Total Delay Over All Links(pcuHr): 29.67 Cycle Time (s): 80

Scenario 7: '2026 Site F'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 7: '2026 Site F'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	10	71	17	98
	B	60	0	47	503	610
	C	97	86	0	37	220
	D	24	548	43	0	615
	Tot.	181	644	161	557	1543

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A19 Doncaster Road S Ahead U-Turn Left	U	C		1	36	-	615	1800	1800	833	73.9	-	-	-	4.4	25.7	12.5
3/1	Brayton Lane Left Ahead Right	U	B		1	12	-	220	1800	1800	293	75.2	-	-	-	3.4	55.8	6.1
6/1	Barff Lane U-Turn Ahead Left	U	D		1	12	-	98	1800	1800	293	33.5	-	-	-	1.1	38.9	2.2
8/1	Left U-Turn Ahead	U	A		1	36	-	610	1800	1800	833	73.3	-	-	-	4.3	25.5	12.4

PRC for Signalled Links (%): 19.7 Total Delay for Signalled Links (pcuHr): 13.18
PRC Over All Links (%): 19.7 Total Delay Over All Links(pcuHr): 13.18 Cycle Time (s): 80

Scenario 8: '2026 Site G1'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 8: '2026 Site G1'

Traffic Flow Matrix

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	10	82	17	109
	B	59	0	22	409	490
	C	106	34	0	39	179
	D	24	524	42	0	590
	Tot.	189	568	146	465	1368

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A19 Doncaster Road S Ahead U-Turn Left	U	C		1	37	-	590	1800	1800	855	69.0	-	-	-	3.8	23.1	11.3
3/1	Brayton Lane Left Ahead Right	U	B		1	11	-	179	1800	1800	270	66.3	-	-	-	2.6	51.5	4.7
6/1	Barff Lane U-Turn Ahead Left	U	D		1	11	-	109	1800	1800	270	40.4	-	-	-	1.3	41.9	2.5
8/1	Left U-Turn Ahead	U	A		1	37	-	490	1800	1800	855	57.3	-	-	-	2.7	20.1	8.4

PRC for Signalled Links (%): 30.4 Total Delay for Signalled Links (pcuHr): 10.35
PRC Over All Links (%): 30.4 Total Delay Over All Links(pcuHr): 10.35 Cycle Time (s): 80

Basic Results Summary

Scenario 9: '2026 Site G2'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 9: '2026 Site G2'

Traffic Flow Matrix

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	10	86	17	113
	B	58	0	22	419	499
	C	110	34	0	40	184
	D	24	546	42	0	612
	Tot.	192	590	150	476	1408

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A19 Doncaster Road S Ahead U-Turn Left	U	C		1	37	-	612	1800	1800	855	71.6	-	-	-	4.1	24.0	12.0
3/1	Brayton Lane Left Ahead Right	U	B		1	11	-	184	1800	1800	270	68.1	-	-	-	2.7	52.6	4.9
6/1	Barff Lane U-Turn Ahead Left	U	D		1	11	-	113	1800	1800	270	41.9	-	-	-	1.3	42.3	2.6
8/1	Left U-Turn Ahead	U	A		1	37	-	499	1800	1800	855	58.4	-	-	-	2.8	20.3	8.7

PRC for Signalled Links (%): 25.7 Total Delay for Signalled Links (pcuHr): 10.92
PRC Over All Links (%): 25.7 Total Delay Over All Links(pcuHr): 10.92 Cycle Time (s): 80

Basic Results Summary

Scenario 10: '2026 Site H1'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 10: '2026 Site H1'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	10	71	41	122
	B	58	0	20	580	658
	C	97	30	0	38	165
	D	48	782	46	0	876
	Tot.	203	822	137	659	1821

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A19 Doncaster Road S Ahead U-Turn Left	U	C		1	41	-	876	1800	1800	945	92.7	-	-	-	9.8	40.1	23.5
3/1	Brayton Lane Left Ahead Right	U	B		1	7	-	165	1800	1800	180	91.7	-	-	-	5.3	116.1	7.3
6/1	Barff Lane U-Turn Ahead Left	U	D		1	7	-	122	1800	1800	180	67.8	-	-	-	2.2	64.8	3.6
8/1	Left U-Turn Ahead	U	A		1	41	-	658	1800	1800	945	69.6	-	-	-	3.7	20.4	11.9

PRC for Signalled Links (%): -3.0 Total Delay for Signalled Links (pcuHr): 21.01
PRC Over All Links (%): -3.0 Total Delay Over All Links(pcuHr): 21.01 Cycle Time (s): 80

Basic Results Summary

Scenario 11: '2026 Site H2'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 11: '2026 Site H2'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	10	70	52	132
	B	57	0	20	622	699
	C	96	30	0	39	165
	D	59	898	48	0	1005
	Tot.	212	938	138	713	2001

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	A19 Doncaster Road S Ahead U-Turn Left	U	C		1	41	-	1005	1800	1800	945	106.3	-	-	-	44.3	158.7	60.5
3/1	Brayton Lane Left Ahead Right	U	B		1	7	-	165	1800	1800	180	91.7	-	-	-	5.3	116.1	7.3
6/1	Barff Lane U-Turn Ahead Left	U	D		1	7	-	132	1800	1800	180	73.3	-	-	-	2.6	70.5	4.1
8/1	Left U-Turn Ahead	U	A		1	41	-	699	1800	1800	945	74.0	-	-	-	4.3	22.0	13.4

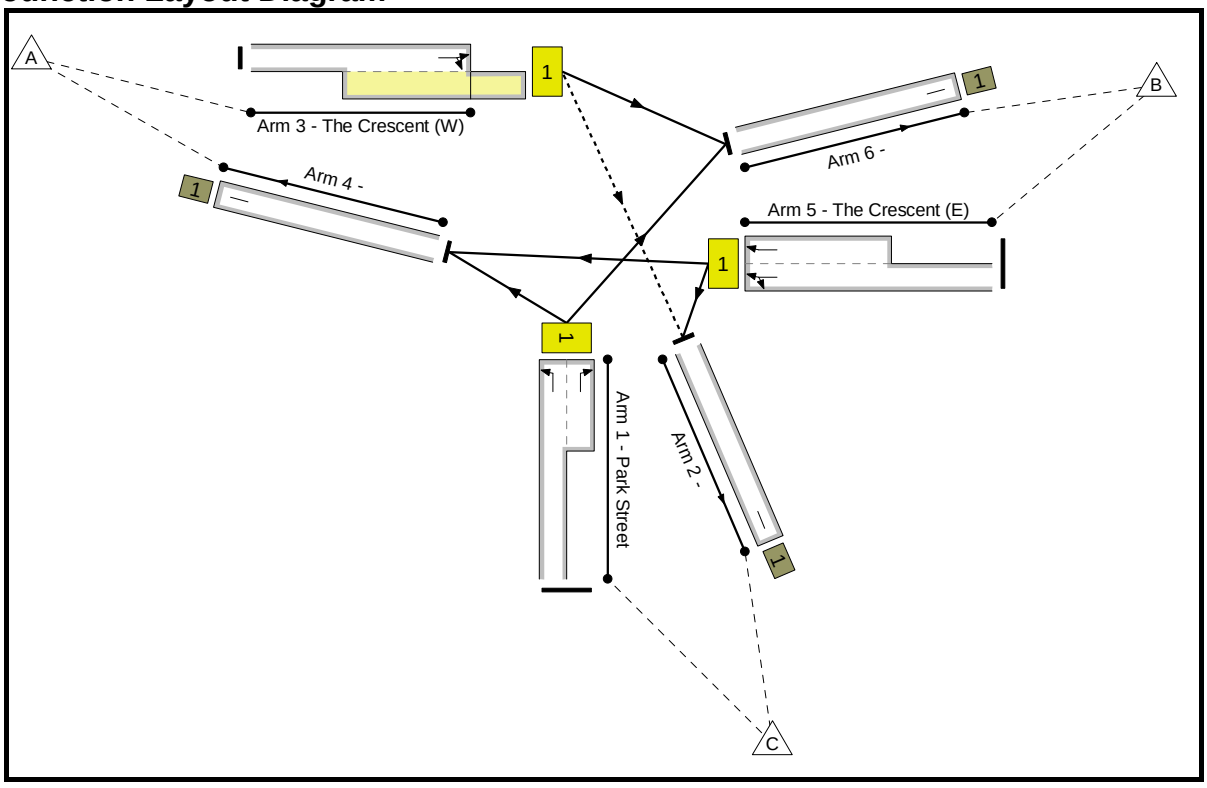
PRC for Signalled Links (%): -18.2 Total Delay for Signalled Links (pcuHr): 56.48
PRC Over All Links (%): -18.2 Total Delay Over All Links(pcuHr): 56.48 Cycle Time (s): 80

Park Street T-Junction

User and Project Details

Project:	**Selby VISUM**
Title:	**Park Street T-Junction**
Location:	Selby
File name:	KD Park Street T-Junction.lsgx
Author:	Edward Downer
Company:	Jacobs Consultancy
Address:	Horsley House, Regent Centre, Gosforth, Newcastle upon Tyne, NE3 3
Controller:	Generic
SCN:	NY126
Notes:	

Junction Layout Diagram



Scenario 2: 'Base 2008'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 3: 'Base 2008'

Traffic Flow Matrix

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	294	196	490
	B	254	0	147	401
	C	235	280	0	515
	Tot.	489	574	343	1406

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Park Street Left Right	U	C		1	21	-	515	3600	2618	768	67.1	-	-	-	4.1	28.9	9.7
3/1	The Crescent (W) Right Ahead	O	A		1	22	-	490	1800	2339	717	68.3	193	0	3	4.4	32.1	6.4
5/1	The Crescent (E) Left Ahead	U	B		1	22	-	401	3600	3052	936	42.8	-	-	-	2.6	23.7	6.8

PRC for Signalled Links (%): 31.8 Total Delay for Signalled Links (pcuHr): 11.15
PRC Over All Links (%): 31.8 Total Delay Over All Links(pcuHr): 11.15 Cycle Time (s): 75

Scenario 3: 'Base 2026'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 4: 'Base 2026'

Traffic Flow Matrix

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	317	241	558
	B	205	0	190	395
	C	316	327	0	643
	Tot.	521	644	431	1596

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Park Street Left Right	U	C		1	23	-	643	3600	2550	816	78.8	-	-	-	5.6	31.4	13.1
3/1	The Crescent (W) Right Ahead	O	A		1	20	-	558	1800	2509	703	79.4	180	0	59	6.3	40.8	8.0
5/1	The Crescent (E) Left Ahead	U	B		1	20	-	395	3600	3171	888	44.5	-	-	-	2.8	25.5	7.0

PRC for Signalled Links (%): 13.3 Total Delay for Signalled Links (pcuHr): 14.72
PRC Over All Links (%): 13.3 Total Delay Over All Links(pcuHr): 14.72 Cycle Time (s): 75

Scenario 4: '2026 Site A'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 5: '2026 Site A'

Traffic Flow Matrix

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	245	274	519
	B	295	0	171	466
	C	314	302	0	616
	Tot.	609	547	445	1601

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Park Street Left Right	U	C		1	19	-	616	3600	2700	720	85.6	-	-	-	7.0	40.8	14.4
3/1	The Crescent (W) Right Ahead	O	A		1	24	-	519	1800	1831	610	85.0	201	0	73	6.3	44.0	7.9
5/1	The Crescent (E) Left Ahead	U	B		1	24	-	466	3600	2952	984	47.4	-	-	-	2.9	22.6	7.8

PRC for Signalled Links (%): 5.2 Total Delay for Signalled Links (pcuHr): 16.26
PRC Over All Links (%): 5.2 Total Delay Over All Links(pcuHr): 16.26 Cycle Time (s): 75

Scenario 5: '2026 Site D'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 6: '2026 Site D'

Traffic Flow Matrix

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	310	242	552
	B	199	0	152	351
	C	323	373	0	696
	Tot.	522	683	394	1599

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Park Street Left Right	U	C		1	25	-	696	3600	2492	864	80.6	-	-	-	5.9	30.4	14.2
3/1	The Crescent (W) Right Ahead	O	A		1	18	-	552	1800	2685	680	81.2	173	0	69	6.6	43.0	8.2
5/1	The Crescent (E) Left Ahead	U	B		1	18	-	351	3600	3316	840	41.8	-	-	-	2.6	26.8	6.4

PRC for Signalled Links (%): 10.9 Total Delay for Signalled Links (pcuHr): 15.09
PRC Over All Links (%): 10.9 Total Delay Over All Links(pcuHr): 15.09 Cycle Time (s): 75

Scenario 6: '2026 Site E'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 7: '2026 Site E'

Traffic Flow Matrix

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	340	307	647
	B	228	0	200	428
	C	305	326	0	631
	Tot.	533	666	507	1706

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Park Street Left Right	U	C		1	19	-	631	3600	2700	720	87.6	-	-	-	7.6	43.4	15.4
3/1	The Crescent (W) Right Ahead	O	A		1	24	-	647	1800	2248	749	86.3	223	0	84	7.5	42.0	9.2
5/1	The Crescent (E) Left Ahead	U	B		1	24	-	428	3600	2952	984	43.5	-	-	-	2.6	22.2	7.0

PRC for Signalled Links (%): 2.7 Total Delay for Signalled Links (pcuHr): 17.79
PRC Over All Links (%): 2.7 Total Delay Over All Links(pcuHr): 17.79 Cycle Time (s): 75

Scenario 7: '2026 Site F'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 8: '2026 Site F'

Traffic Flow Matrix

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	347	242	589
	B	246	0	200	446
	C	300	322	0	622
	Tot.	546	669	442	1657

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Park Street Left Right	U	C		1	21	-	622	3600	2618	768	81.0	-	-	-	6.0	34.7	13.3
3/1	The Crescent (W) Right Ahead	O	A		1	22	-	589	1800	2329	714	82.5	182	0	60	6.5	39.9	8.7
5/1	The Crescent (E) Left Ahead	U	B		1	22	-	446	3600	3052	936	47.6	-	-	-	3.0	24.3	7.8

PRC for Signalled Links (%): 9.2 Total Delay for Signalled Links (pcuHr): 15.53
PRC Over All Links (%): 9.2 Total Delay Over All Links(pcuHr): 15.53 Cycle Time (s): 75

Scenario 8: '2026 Site G1'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 9: '2026 Site G1'

Traffic Flow Matrix

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	127	299	426
	B	273	0	121	394
	C	309	305	0	614
	Tot.	582	432	420	1434

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Park Street Left Right	U	C		1	19	-	614	3600	2700	720	85.3	-	-	-	6.9	40.5	14.4
3/1	The Crescent (W) Right Ahead	O	A		1	24	-	426	1800	1523	508	83.9	238	0	61	5.5	46.9	8.4
5/1	The Crescent (E) Left Ahead	U	B		1	24	-	394	3600	2952	984	40.0	-	-	-	2.4	21.8	6.5

PRC for Signalled Links (%): 5.5 Total Delay for Signalled Links (pcuHr): 14.85
PRC Over All Links (%): 5.5 Total Delay Over All Links(pcuHr): 14.85 Cycle Time (s): 75

Scenario 9: '2026 Site G2'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 10: '2026 Site G2'

Traffic Flow Matrix

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	116	309	425
	B	277	0	126	403
	C	335	262	0	597
	Tot.	612	378	435	1425

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Park Street Left Right	U	C		1	18	-	597	3600	2747	696	85.8	-	-	-	7.0	42.3	14.1
3/1	The Crescent (W) Right Ahead	O	A		1	25	-	425	1800	1449	502	84.6	247	0	62	5.6	47.7	8.7
5/1	The Crescent (E) Left Ahead	U	B		1	25	-	403	3600	2908	1008	40.0	-	-	-	2.4	21.0	6.5

PRC for Signalled Links (%): 4.9 Total Delay for Signalled Links (pcuHr): 15.00
PRC Over All Links (%): 4.9 Total Delay Over All Links(pcuHr): 15.00 Cycle Time (s): 75

Scenario 10: '2026 Site H1'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 11: '2026 Site H1'

Traffic Flow Matrix

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	354	266	620
	B	210	0	183	393
	C	318	310	0	628
	Tot.	528	664	449	1641

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Park Street Left Right	U	C		1	20	-	628	3600	2657	744	84.4	-	-	-	6.7	38.5	14.3
3/1	The Crescent (W) Right Ahead	O	A		1	23	-	620	1800	2351	752	82.4	220	0	46	6.6	38.3	8.8
5/1	The Crescent (E) Left Ahead	U	B		1	23	-	393	3600	3000	960	40.9	-	-	-	2.5	22.6	6.6

PRC for Signalled Links (%): 6.6 Total Delay for Signalled Links (pcuHr): 15.78
PRC Over All Links (%): 6.6 Total Delay Over All Links(pcuHr): 15.78 Cycle Time (s): 75

Scenario 11: '2026 Site H2'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 12: '2026 Site H2'

Traffic Flow Matrix

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	420	250	670
	B	222	0	118	340
	C	302	290	0	592
	Tot.	524	710	368	1602

Link Results

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Park Street Left Right	U	C		1	18	-	592	3600	2747	696	85.1	-	-	-	6.8	41.5	13.9
3/1	The Crescent (W) Right Ahead	O	A		1	25	-	670	1800	2273	788	85.0	247	0	3	6.9	37.1	11.2
5/1	The Crescent (E) Left Ahead	U	B		1	25	-	340	3600	2908	1008	33.7	-	-	-	1.9	20.4	5.4

PRC for Signalled Links (%): 5.8 Total Delay for Signalled Links (pcuHr): 15.66
PRC Over All Links (%): 5.8 Total Delay Over All Links(pcuHr): 15.66 Cycle Time (s): 75

APPENDIX F TRIP GENERATION

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	SC	SURREY	2 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 10000 to 175000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 11/12/08

Selected survey days:

Monday	2 days
Tuesday	2 days
Thursday	7 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	4

Selected Location Sub Categories:

Commercial Zone	3
Residential Zone	3
Built-Up Zone	3
No Sub Category	2

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	11	18519	0.163	11	18519	0.022	11	18519	0.185
07:30 - 08:00	11	18519	0.445	11	18519	0.047	11	18519	0.492
08:00 - 08:30	11	18519	0.709	11	18519	0.078	11	18519	0.787
08:30 - 09:00	11	18519	0.713	11	18519	0.086	11	18519	0.799
09:00 - 09:30	11	18519	0.471	11	18519	0.090	11	18519	0.561
09:30 - 10:00	11	18519	0.274	11	18519	0.070	11	18519	0.344
10:00 - 10:30	11	18519	0.149	11	18519	0.081	11	18519	0.230
10:30 - 11:00	11	18519	0.123	11	18519	0.077	11	18519	0.200
11:00 - 11:30	11	18519	0.092	11	18519	0.102	11	18519	0.194
11:30 - 12:00	11	18519	0.092	11	18519	0.085	11	18519	0.177
12:00 - 12:30	11	18519	0.101	11	18519	0.179	11	18519	0.280
12:30 - 13:00	11	18519	0.148	11	18519	0.182	11	18519	0.330
13:00 - 13:30	11	18519	0.144	11	18519	0.129	11	18519	0.273
13:30 - 14:00	11	18519	0.162	11	18519	0.134	11	18519	0.296
14:00 - 14:30	11	18519	0.143	11	18519	0.113	11	18519	0.256
14:30 - 15:00	11	18519	0.090	11	18519	0.105	11	18519	0.195
15:00 - 15:30	11	18519	0.087	11	18519	0.148	11	18519	0.235
15:30 - 16:00	11	18519	0.082	11	18519	0.178	11	18519	0.260
16:00 - 16:30	11	18519	0.076	11	18519	0.420	11	18519	0.496
16:30 - 17:00	11	18519	0.082	11	18519	0.450	11	18519	0.532
17:00 - 17:30	11	18519	0.077	11	18519	0.741	11	18519	0.818
17:30 - 18:00	11	18519	0.047	11	18519	0.468	11	18519	0.515
18:00 - 18:30	11	18519	0.032	11	18519	0.277	11	18519	0.309
18:30 - 19:00	11	18519	0.015	11	18519	0.118	11	18519	0.133
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.517			4.380			8.897

Parameter summary

Trip rate parameter range selected:	10000 - 175000 (units: sqm)
Survey date date range:	01/01/01 - 11/12/08
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 20484 to 234115 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 07/09/08

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	2 days
Friday	2 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

Selected Location Sub Categories:

Industrial Zone	4
Built-Up Zone	1
No Sub Category	2

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	7	44885	0.130	7	44885	0.054	7	44885	0.184
07:30 - 08:00	7	44885	0.165	7	44885	0.078	7	44885	0.243
08:00 - 08:30	7	44885	0.154	7	44885	0.068	7	44885	0.222
08:30 - 09:00	7	44885	0.173	7	44885	0.076	7	44885	0.249
09:00 - 09:30	7	44885	0.126	7	44885	0.078	7	44885	0.204
09:30 - 10:00	7	44885	0.090	7	44885	0.088	7	44885	0.178
10:00 - 10:30	7	44885	0.097	7	44885	0.096	7	44885	0.193
10:30 - 11:00	7	44885	0.090	7	44885	0.088	7	44885	0.178
11:00 - 11:30	7	44885	0.091	7	44885	0.096	7	44885	0.187
11:30 - 12:00	7	44885	0.101	7	44885	0.111	7	44885	0.212
12:00 - 12:30	7	44885	0.087	7	44885	0.120	7	44885	0.207
12:30 - 13:00	7	44885	0.094	7	44885	0.104	7	44885	0.198
13:00 - 13:30	7	44885	0.113	7	44885	0.126	7	44885	0.239
13:30 - 14:00	7	44885	0.114	7	44885	0.096	7	44885	0.210
14:00 - 14:30	7	44885	0.098	7	44885	0.109	7	44885	0.207
14:30 - 15:00	7	44885	0.086	7	44885	0.096	7	44885	0.182
15:00 - 15:30	7	44885	0.078	7	44885	0.101	7	44885	0.179
15:30 - 16:00	7	44885	0.081	7	44885	0.113	7	44885	0.194
16:00 - 16:30	7	44885	0.074	7	44885	0.137	7	44885	0.211
16:30 - 17:00	7	44885	0.075	7	44885	0.173	7	44885	0.248
17:00 - 17:30	7	44885	0.051	7	44885	0.167	7	44885	0.218
17:30 - 18:00	7	44885	0.036	7	44885	0.122	7	44885	0.158
18:00 - 18:30	7	44885	0.034	7	44885	0.068	7	44885	0.102
18:30 - 19:00	7	44885	0.026	7	44885	0.046	7	44885	0.072
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.264			2.411			4.675

Parameter summary

Trip rate parameter range selected:	20484 - 234115 (units: sqm)
Survey date date range:	01/01/01 - 07/09/08
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
	HF	HERTFORDSHIRE	2 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	2 days
10	WALES		
	NW	NEWPORT	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 15881 to 80066 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 07/10/08

Selected survey days:

Tuesday	1 days
Thursday	4 days
Friday	2 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	2
No Sub Category	1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	1	30187	0.036	1	30187	0.086	1	30187	0.122
06:30 - 07:00	1	30187	0.056	1	30187	0.063	1	30187	0.119
07:00 - 07:30	7	44096	0.040	7	44096	0.046	7	44096	0.086
07:30 - 08:00	7	44096	0.068	7	44096	0.033	7	44096	0.101
08:00 - 08:30	7	44096	0.039	7	44096	0.028	7	44096	0.067
08:30 - 09:00	7	44096	0.058	7	44096	0.030	7	44096	0.088
09:00 - 09:30	7	44096	0.050	7	44096	0.033	7	44096	0.083
09:30 - 10:00	7	44096	0.056	7	44096	0.035	7	44096	0.091
10:00 - 10:30	7	44096	0.035	7	44096	0.039	7	44096	0.074
10:30 - 11:00	7	44096	0.035	7	44096	0.032	7	44096	0.067
11:00 - 11:30	7	44096	0.037	7	44096	0.031	7	44096	0.068
11:30 - 12:00	7	44096	0.040	7	44096	0.036	7	44096	0.076
12:00 - 12:30	7	44096	0.040	7	44096	0.041	7	44096	0.081
12:30 - 13:00	7	44096	0.038	7	44096	0.039	7	44096	0.077
13:00 - 13:30	7	44096	0.064	7	44096	0.046	7	44096	0.110
13:30 - 14:00	7	44096	0.116	7	44096	0.098	7	44096	0.214
14:00 - 14:30	7	44096	0.052	7	44096	0.092	7	44096	0.144
14:30 - 15:00	7	44096	0.060	7	44096	0.075	7	44096	0.135
15:00 - 15:30	7	44096	0.038	7	44096	0.061	7	44096	0.099
15:30 - 16:00	7	44096	0.051	7	44096	0.060	7	44096	0.111
16:00 - 16:30	7	44096	0.040	7	44096	0.061	7	44096	0.101
16:30 - 17:00	7	44096	0.036	7	44096	0.065	7	44096	0.101
17:00 - 17:30	7	44096	0.027	7	44096	0.053	7	44096	0.080
17:30 - 18:00	7	44096	0.047	7	44096	0.056	7	44096	0.103
18:00 - 18:30	6	46414	0.019	6	46414	0.038	6	46414	0.057
18:30 - 19:00	6	46414	0.018	6	46414	0.023	6	46414	0.041
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.196			1.300			2.496

Parameter summary

Trip rate parameter range selected:	15881 - 80066 (units: sqm)
Survey date date range:	01/01/01 - 07/10/08
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	3 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
10	WALES		
	CF	CARDIFF	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 201 to 1216 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 26/11/08

Selected survey days:

Tuesday	1 days
Thursday	8 days
Friday	2 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	11	330	0.068	11	330	0.239	11	330	0.307
08:00 - 09:00	11	330	0.144	11	330	0.410	11	330	0.554
09:00 - 10:00	11	330	0.157	11	330	0.204	11	330	0.361
10:00 - 11:00	11	330	0.142	11	330	0.175	11	330	0.317
11:00 - 12:00	11	330	0.177	11	330	0.166	11	330	0.343
12:00 - 13:00	11	330	0.185	11	330	0.165	11	330	0.350
13:00 - 14:00	11	330	0.165	11	330	0.159	11	330	0.324
14:00 - 15:00	11	330	0.181	11	330	0.181	11	330	0.362
15:00 - 16:00	11	330	0.264	11	330	0.198	11	330	0.462
16:00 - 17:00	11	330	0.287	11	330	0.182	11	330	0.469
17:00 - 18:00	11	330	0.382	11	330	0.205	11	330	0.587
18:00 - 19:00	11	330	0.293	11	330	0.219	11	330	0.512
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.445			2.503			4.948

Parameter summary

Trip rate parameter range selected:	201 - 1216 (units:)
Survey date date range:	01/01/01 - 26/11/08
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
	SC	SURREY	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
10	WALES		
	CF	CARDIFF	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 5700 to 9700 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 25/11/08

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	2
Edge of Town Centre	3
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	2

Selected Location Sub Categories:

Built-Up Zone	2
Village	1
Out of Town	1
No Sub Category	5

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	3	7983	0.129	3	7983	0.100	3	7983	0.229
07:00 - 08:00	9	7257	0.155	9	7257	0.184	9	7257	0.339
08:00 - 09:00	9	7257	0.299	9	7257	0.296	9	7257	0.595
09:00 - 10:00	9	7257	0.263	9	7257	0.207	9	7257	0.470
10:00 - 11:00	9	7257	0.149	9	7257	0.149	9	7257	0.298
11:00 - 12:00	9	7257	0.182	9	7257	0.165	9	7257	0.347
12:00 - 13:00	9	7257	0.201	9	7257	0.199	9	7257	0.400
13:00 - 14:00	9	7257	0.171	9	7257	0.159	9	7257	0.330
14:00 - 15:00	9	7257	0.199	9	7257	0.196	9	7257	0.395
15:00 - 16:00	9	7257	0.214	9	7257	0.254	9	7257	0.468
16:00 - 17:00	9	7257	0.199	9	7257	0.247	9	7257	0.446
17:00 - 18:00	9	7257	0.276	9	7257	0.273	9	7257	0.549
18:00 - 19:00	9	7257	0.308	9	7257	0.214	9	7257	0.522
19:00 - 20:00	6	7291	0.359	6	7291	0.256	6	7291	0.615
20:00 - 21:00	6	7291	0.222	6	7291	0.187	6	7291	0.409
21:00 - 22:00	5	7164	0.165	5	7164	0.195	5	7164	0.360
22:00 - 23:00	2	7850	0.217	2	7850	0.318	2	7850	0.535
23:00 - 24:00	2	7850	0.051	2	7850	0.134	2	7850	0.185
Total Rates:			3.759			3.733			7.492

Parameter summary

Trip rate parameter range selected:	5700 - 9700 (units: sqm)
Survey date date range:	01/01/01 - 25/11/08
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NO	NORTH LINCOLNSHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 112 to 2384 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 18/10/08

Selected survey days:

Friday	8 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	6

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	7	978	0.380	7	978	0.204	7	978	0.584
11:00 - 12:00	8	925	1.555	8	925	0.635	8	925	2.190
12:00 - 13:00	8	925	3.313	8	925	1.717	8	925	5.030
13:00 - 14:00	8	925	2.488	8	925	2.880	8	925	5.368
14:00 - 15:00	8	925	1.650	8	925	2.691	8	925	4.341
15:00 - 16:00	8	925	1.474	8	925	1.609	8	925	3.083
16:00 - 17:00	8	925	2.028	8	925	1.366	8	925	3.394
17:00 - 18:00	8	925	3.110	8	925	2.258	8	925	5.368
18:00 - 19:00	8	925	2.812	8	925	2.610	8	925	5.422
19:00 - 20:00	8	925	2.961	8	925	2.474	8	925	5.435
20:00 - 21:00	8	925	1.893	8	925	2.299	8	925	4.192
21:00 - 22:00	8	925	1.379	8	925	2.258	8	925	3.637
22:00 - 23:00	8	925	0.663	8	925	1.650	8	925	2.313
23:00 - 24:00	8	925	0.243	8	925	1.420	8	925	1.663
Total Rates:			25.949			26.071			52.020

Parameter summary

Trip rate parameter range selected:	112 - 2384 (units: sqm)
Survey date date range:	01/01/01 - 18/10/08
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : C - LEISURE CENTRE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 5000 to 17000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 16/10/08

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Friday	1 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Edge of Town	4

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	2
No Sub Category	2

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	2	12500	0.180	2	12500	0.016	2	12500	0.196
07:00 - 08:00	6	8308	0.510	6	8308	0.171	6	8308	0.681
08:00 - 09:00	6	8308	0.538	6	8308	0.455	6	8308	0.993
09:00 - 10:00	6	8308	0.754	6	8308	0.399	6	8308	1.153
10:00 - 11:00	6	8308	0.459	6	8308	0.449	6	8308	0.908
11:00 - 12:00	6	8308	0.361	6	8308	0.485	6	8308	0.846
12:00 - 13:00	6	8308	0.463	6	8308	0.421	6	8308	0.884
13:00 - 14:00	6	8308	0.496	6	8308	0.510	6	8308	1.006
14:00 - 15:00	6	8308	0.445	6	8308	0.490	6	8308	0.935
15:00 - 16:00	6	8308	0.806	6	8308	0.620	6	8308	1.426
16:00 - 17:00	6	8308	1.083	6	8308	0.831	6	8308	1.914
17:00 - 18:00	6	8308	1.515	6	8308	1.180	6	8308	2.695
18:00 - 19:00	6	8308	1.705	6	8308	1.507	6	8308	3.212
19:00 - 20:00	6	8308	1.465	6	8308	1.563	6	8308	3.028
20:00 - 21:00	6	8308	0.666	6	8308	1.348	6	8308	2.014
21:00 - 22:00	6	8308	0.183	6	8308	0.859	6	8308	1.042
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			11.629			11.304			22.933

Parameter summary

Trip rate parameter range selected:	5000 - 17000 (units: sqm)
Survey date date range:	01/01/01 - 16/10/08
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	2 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	3 days

Filtering Stage 2 selection:

Parameter: Site area
Range: 0.50 to 2.00 (units: hect)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 26/11/08

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days
Thursday	2 days
Friday	4 days

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Industrial Zone	5
Commercial Zone	2
Residential Zone	2
Built-Up Zone	1
Village	1
No Sub Category	2

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	7	0.74	18.605	7	0.74	5.039	7	0.74	23.644
08:00 - 09:00	13	0.65	45.873	13	0.65	14.741	13	0.65	60.614
09:00 - 10:00	13	0.65	34.906	13	0.65	23.585	13	0.65	58.491
10:00 - 11:00	13	0.65	26.297	13	0.65	26.415	13	0.65	52.712
11:00 - 12:00	13	0.65	25.825	13	0.65	26.297	13	0.65	52.122
12:00 - 13:00	13	0.65	28.892	13	0.65	30.542	13	0.65	59.434
13:00 - 14:00	13	0.65	31.840	13	0.65	25.943	13	0.65	57.783
14:00 - 15:00	13	0.65	27.712	13	0.65	29.363	13	0.65	57.075
15:00 - 16:00	13	0.65	24.528	13	0.65	29.599	13	0.65	54.127
16:00 - 17:00	13	0.65	23.349	13	0.65	27.123	13	0.65	50.472
17:00 - 18:00	13	0.65	14.623	13	0.65	41.038	13	0.65	55.661
18:00 - 19:00	13	0.65	3.538	13	0.65	14.033	13	0.65	17.571
19:00 - 20:00	7	0.66	3.017	7	0.66	8.405	7	0.66	11.422
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
Total Rates:			309.005			302.123			611.128

Parameter summary

Trip rate parameter range selected:	0.50 to 2.00 (units: hect)
Survey date date range:	01/01/01 - 26/11/08
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0