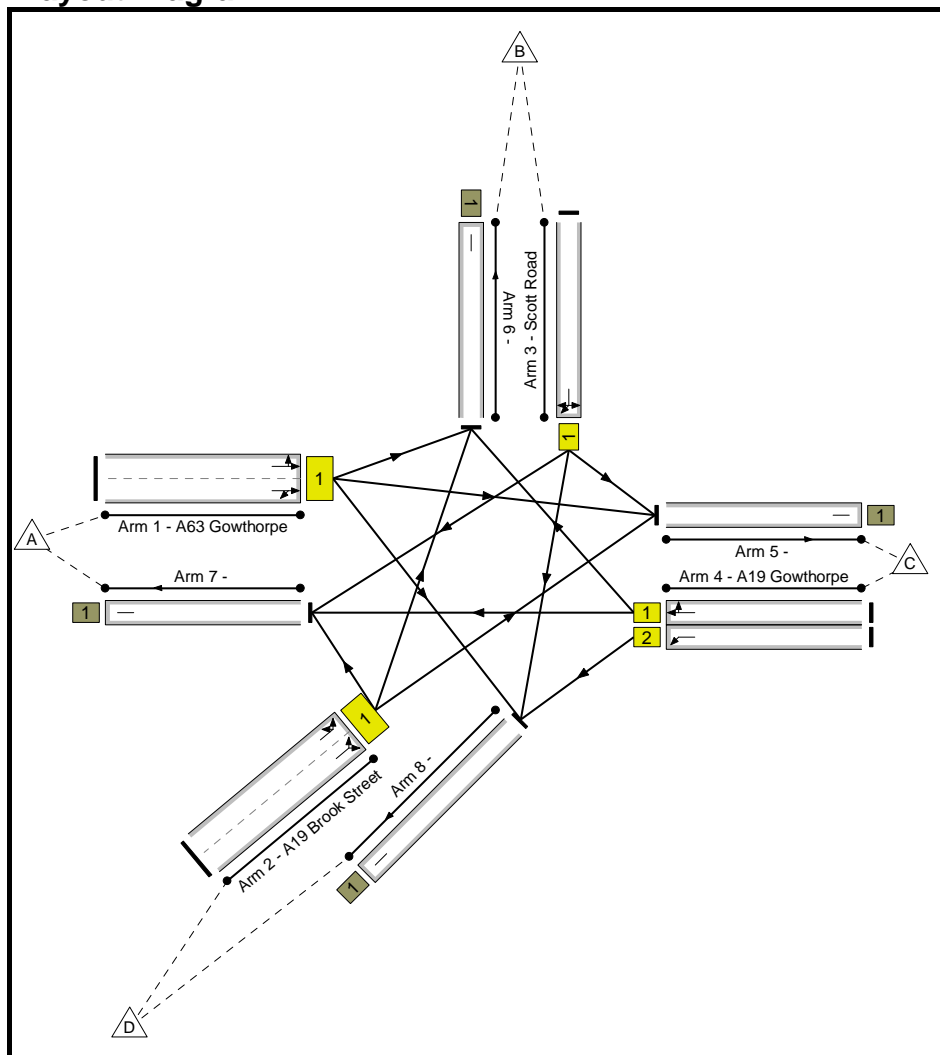


Gowthorpe Crossroads

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



Gowthorpe Crossroads

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	D	Tot.
Origin	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						

Gowthorpe Crossroads

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			

Gowthorpe Crossroads

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			

Gowthorpe Crossroads

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			

Gowthorpe Crossroads

Scenario 6: '2026 Site E'

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 7: '2020 Site E'

Traffic Flow Matrix

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	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				

Gowthorpe Crossroads

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				

Gowthorpe Crossroads

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			

Gowthorpe Crossroads

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						

Gowthorpe Crossroads

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			

Gowthorpe Crossroads

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

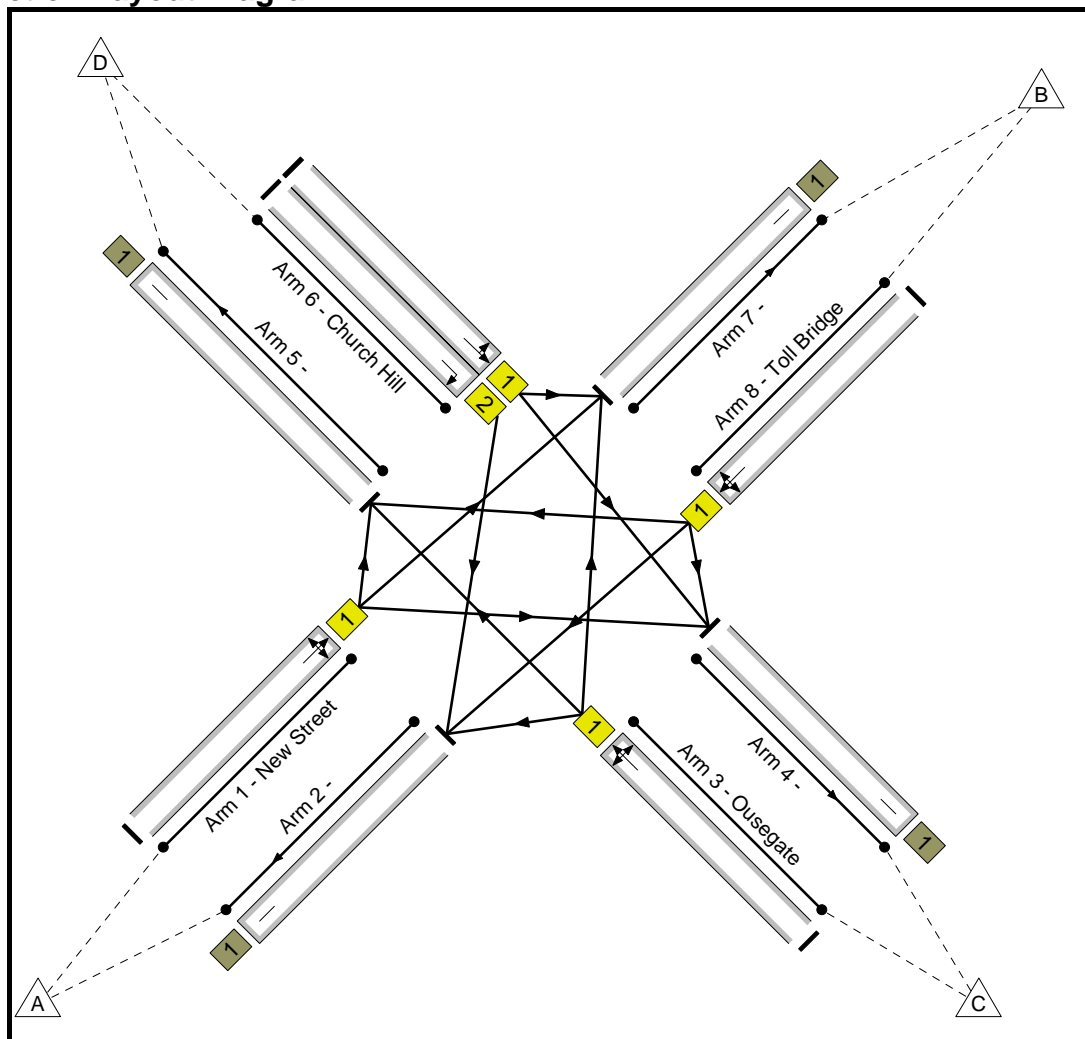
Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (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



Selby Toll Bridge

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						

Selby Toll Bridge

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					

Selby Toll Bridge

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							

Selby Toll Bridge

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							

Selby Toll Bridge

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				

Selby Toll Bridge

Scenario 7: '2026 Site F'

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 7: '2026 Site F'

Traffic Flow Matrix

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	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							

Selby Toll Bridge

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						

Selby Toll Bridge

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	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							

Selby Toll Bridge

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							

Selby Toll Bridge

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

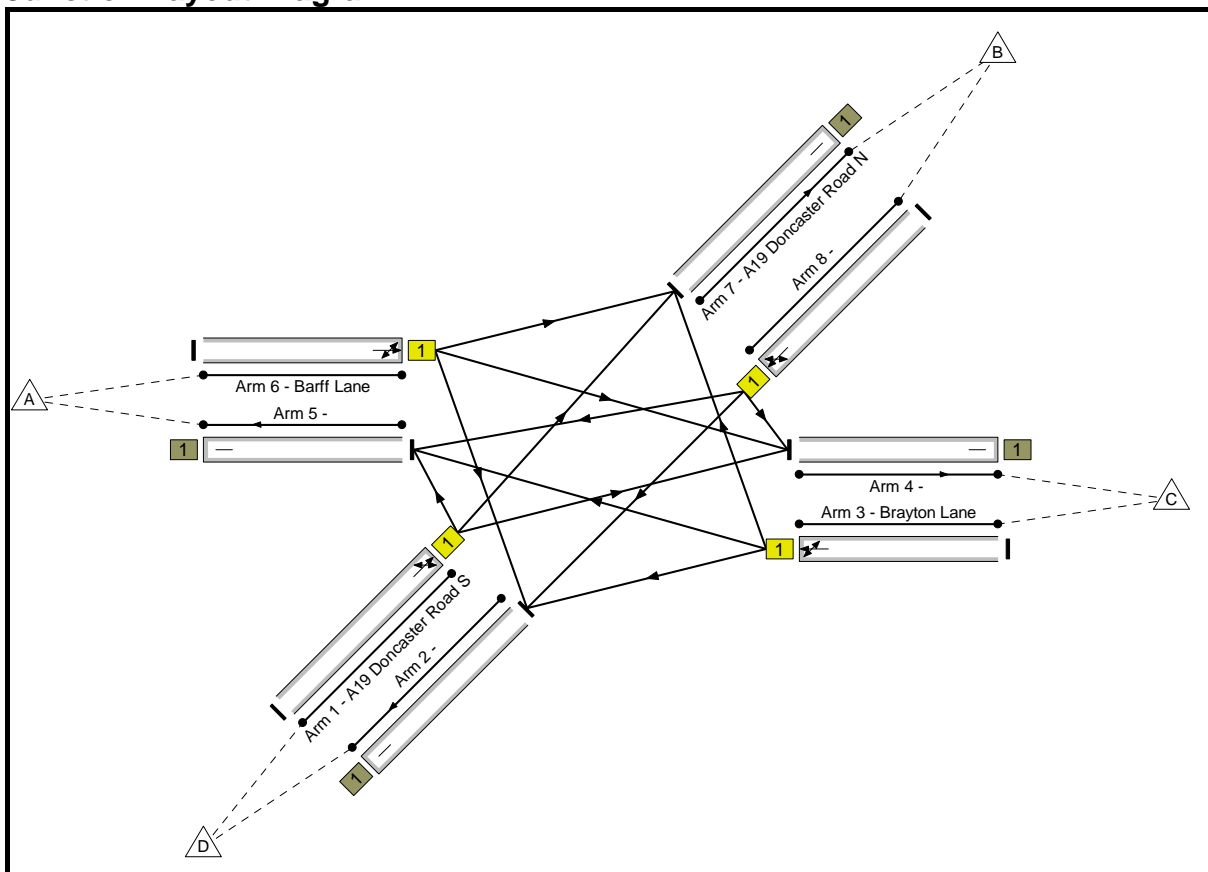
Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (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



Basic Results Summary

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	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 :

Origin	Destination					
	A	B	C	D	Tot.	
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 :

Origin	Destination					
	A	B	C	D	Tot.	
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 :

Origin	Destination					
	A	B	C	D	Tot.	
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			

Basic Results Summary

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						

Basic Results Summary

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	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 :

	Destination					
		A	B	C	D	Tot.
Origin	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

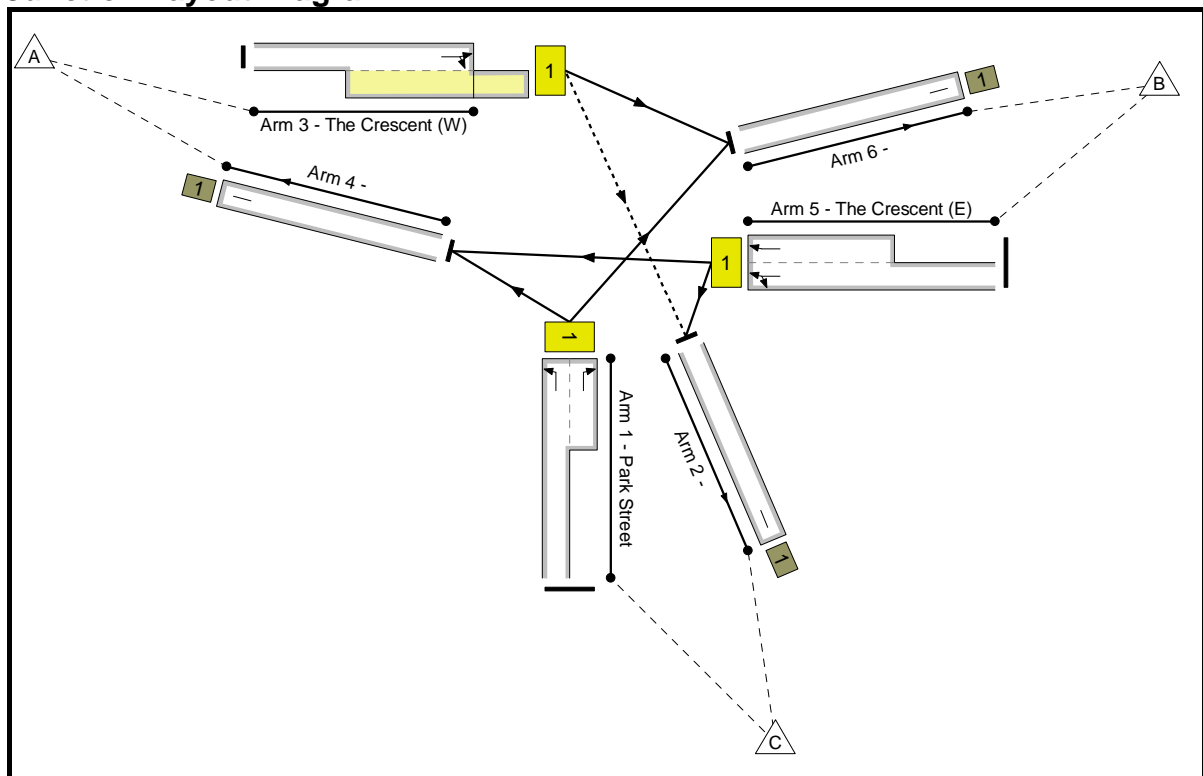
Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per Veh (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



Park Street T- Junction

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	Tot.	
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			

Park Street T- Junction

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	Tot.	
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			

Park Street T- Junction

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				

Park Street T- Junction

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	Tot.	
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						

Park Street T- Junction

Scenario 6: '2026 Site E'

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 7: '2026 Site E'

Traffic Flow Matrix

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
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					

Park Street T- Junction

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	Tot.	
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			

Park Street T- Junction

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	Tot.	
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							

Park Street T- Junction

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	Tot.	
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						

Park Street T- Junction

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	Tot.	
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				

Park Street T- Junction

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	Tot.
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						