

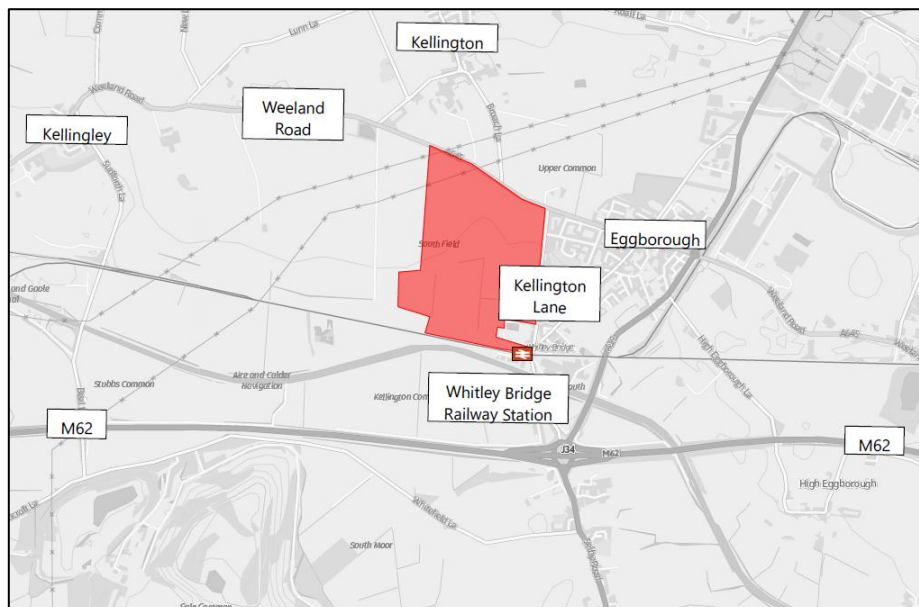
Land West of Kellington Lane, Eggborough: M62 Junction 34 Off-Peak Assessment

Ref: GJ/JW/ITY16146-GA-019B TN
Date: 14 July 2025

SECTION 1 Project Background

- 1.1 i-Transport LLP has been commissioned by Banks Property to provide transport planning and highways advice in respect of development proposals on land west of Kellington Lane, Eggborough, DN14 0LA.
- 1.2 An Outline planning application (*LPA ref: ZG2023/1037/EIA*) was submitted and validated in October 2023. The planning application is for up to 1,430 new dwellings, up to a 70 bed extra-care facility, local centre (up to 800sqm GFA), a two-form entry primary school, and associated infrastructure and landscaping. The site location is shown in **Figure 1**.

Figure 1: Site Location Plan

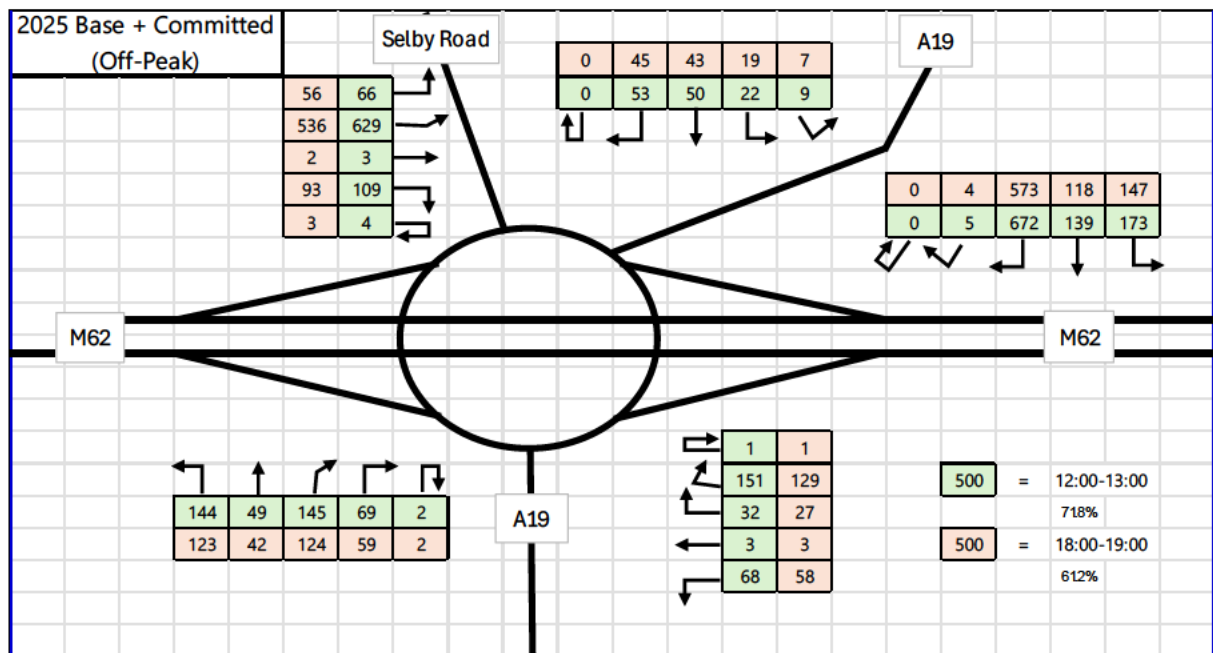


- 1.3 As part of this development, it is proposed to introduce partial part-time signalisation of M62 Junction 34 (M62J34), with traffic signals introduced on the M62 eastbound off-slip approach and associated circulatory section on the northbound (western) bridge over the motorway.
- 1.4 Following a request from National Highways (NH) this note sets out the assessment of the full-time operation of the partial signalisation through out the day of M62J34, testing the off-peak period operation to assess the potential additional delay experienced at the mitigation junction.

SECTION 2 Traffic Flow Estimates

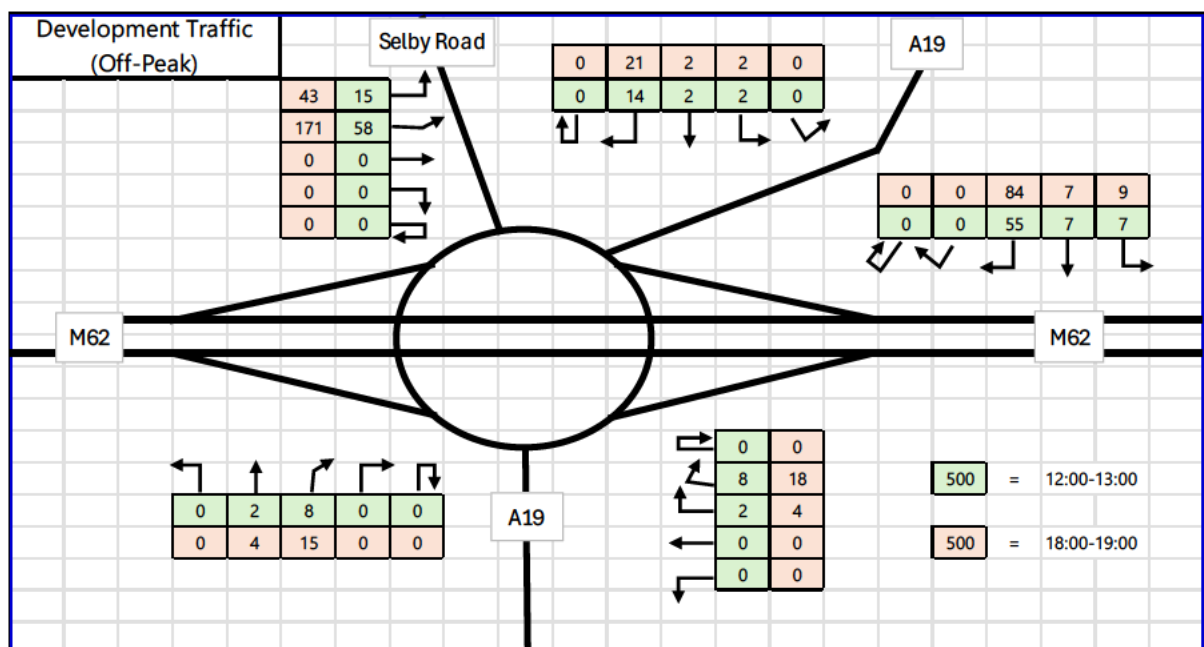
- 2.1 Manual Classified Counts (MCCs) were carried out at the M62J34 as part of the submitted Transport Assessment, with the mitigation scheme assessed for the peak hours.
- Morning Peak Hour – 07:45-08:45
 - Evening Peak Hour – 16:45-17:45
- 2.2 This note has been produced to assess the mitigation scheme during off-peak periods, which have been tested in the middle of the day (12:00-13:00) and evening (18:00-19:00). This section sets out how these traffic flows have been estimated.
- 2.3 The existing hourly traffic flows were obtained from WebTris on the east facing slip roads at M62J34, for the latest complete month of October, in line with the MCCs:
- Eastbound On-slip: TMU Site 8998/1 (October 2024)
 - Westbound Off-Slip: TMU Site 8999/1 (October 2023)
- 2.4 The WebTris outputs are presented in **Appendix A**.
- 2.5 Using this data a factor was calculated using the average of the combined AM + PM Peak Hours, comparing to the 12:00-13:00 and 18:00-19:00, resulting in the following off-peak proportions:
- Midday (12:00-13:00) = 72% of the average peak hour
 - Evening (18:00-19:00) = 61% of the average peak hour
- 2.6 These factors were applied to the agreed 2025 Base + Committed Development turning movements at the M62J34 resulting in the following off-peak baseline traffic flows.

Image 1: 2025 Base + Committed Development Off-Peak Traffic Flows



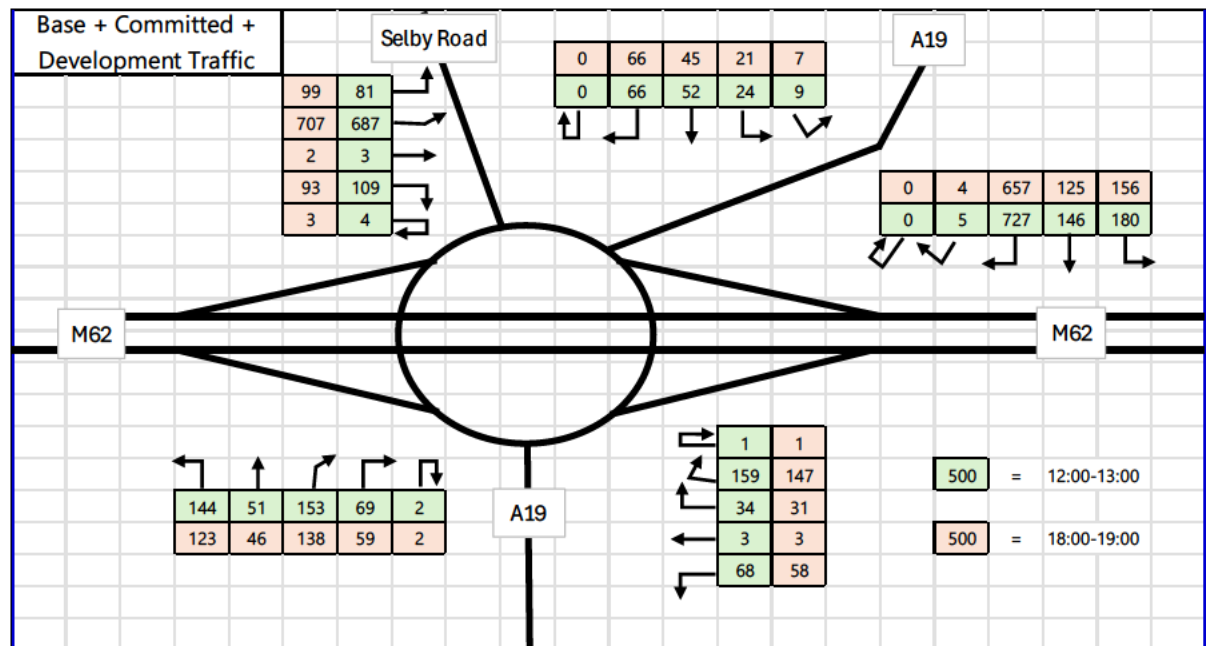
2.7 The off-peak trip rates for the proposed development were extracted from TRICS for each land used and assigned to the M62J34.

Image 2: Proposed Development Off-Peak Traffic Flows



2.8 The resulting 2025 Base + Committed Development + Proposed Development are present below.

Image 3: 2025 Base + Committed Development + Proposed Development Off-Peak Traffic Flows



SECTION 3 Off-Peak Junction Assessment

Existing Junction Arrangement

- 3.1 The existing priority controlled layout model has been assessed using the 2025 Base + Committed Development and 2025 Base + Committed Development + Proposed Development off-peak traffic flows. The results of the existing layout model are presented in **Appendix B**.
- 3.2 The average delay experienced by all vehicles across the junction has been calculated and the maximum average delay per vehicle on any individual approach arm (eastbound off-slip) has been determined.
- 3.3 The junction is shown to operate within capacity during these off-peak periods, with the appropriate delays summarised below.

Table 1: Delays at M62 Junction 34 – Existing Layout

Delay	2025 Base + Committed Development		2025 Base + Committed Development + Proposed Development	
	Midday Off-peak	Evening Off-peak	Midday Off-peak	Evening Off-peak
Average Delay to all vehicles	3.5 seconds	2.9 seconds	4.0 seconds	4.0 seconds
Maximum average delay on worst approach	6.6 seconds	5.1 seconds	7.9 seconds	7.8 seconds

Mitigation Scheme Arrangement

- 3.4 The proposed mitigation scheme arrangement is presented in **Appendix C**.
- 3.5 As part-time signals, during the off-peak periods the junction would operate as a priority controlled junction, with no changes to the geometric parameters. As such the capacity and delays would be the same as those of the existing layout (see Table 1).
- 3.6 With full-time signals the signals would operate throughout the day. The proposed signals at the junction will operate under MOVA control and during the off-peak periods the junction has been modelled with a 40 second cycle time.
- 3.7 The scheme has been assessed with the 2025 Base + Committed Development + Proposed Development off-peak traffic flows, with the results presented in **Appendix D**.
- 3.8 The junction is shown to operate within capacity during these off-peak periods, with the appropriate delays summarised below. With the introduction of traffic signals on the circulatory the maximum average delay at this stopline is also presented.

Table 2: Delays at M62 Junction 34 – Mitigation Scheme Layout

Delay	2025 Base + Committed Development + Proposed Development	
	Midday Off-peak	Evening Off-peak
Average Delay to all vehicles	10.4 seconds	10.4 seconds
Maximum delay on worst approach	22.2 seconds	20.8 seconds
Additional delay on circulatory	14.8 seconds	15.4 seconds

Conclusion

- 3.9 Based on the above assessments the changes in delay are small, with the additional of only a few seconds. The average delay to all vehicles being c.+6-7 seconds with the partial signal controlled junction, while the eastbound off-slip is still only c.+13-16 seconds longer delay than the existing priority controlled arrangement. These additional delays are determined to be less than severe in the context of the NPPF.

APPENDIX A. WEBTRIS OUTPUTS

M62 Junction 34 - Easbound On-Slip

Report Date	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total
Tue 01 Oct 2024	2	2	12	10	28	72	194	264	187	140	120	112	117	139	123	167	168	236	133	63	36	24	11	8	2,368
Wed 02 Oct 2024	8	5	10	11	27	66	197	240	210	151	142	129	121	137	165	213	240	243	142	72	48	17	14	18	2,626
Thu 03 Oct 2024	7	6	5	8	23	74	185	249	205	140	134	132	151	135	166	158	192	247	113	69	32	33	18	4	2,486
Fri 04 Oct 2024	12	3	6	5	21	74	154	203	209	159	128	162	183	167	170	201	238	221	155	85	76	43	64	32	2,771
Sat 05 Oct 2024	21	11	13	11	13	39	43	87	121	108	135	152	180	125	102	98	99	95	90	68	40	146	92	24	1,913
Sun 06 Oct 2024	9	2	7	6	8	15	28	55	69	85	107	114	137	125	90	107	102	87	86	57	68	144	82	52	1,642
Mon 07 Oct 2024	40	20	27	39	36	70	185	240	199	132	118	131	123	121	142	157	210	225	130	66	20	6	11	6	2,454
Tue 08 Oct 2024	4	3	6	2	29	76	196	244	218	128	108	124	139	134	148	182	184	235	118	64	31	20	16	11	2,420
Wed 09 Oct 2024	5	4	5	6	26	99	184	271	189	161	121	141	129	130	145	182	191	254	116	71	55	69	49	27	2,630
Thu 10 Oct 2024	26	15	14	26	56	91	199	246	207	153	127	135	148	135	160	158	226	221	139	76	44	39	43	25	2,709
Fri 11 Oct 2024	14	14	4	10	20	82	179	226	176	138	144	163	141	195	207	215	247	204	158	83	42	22	17	14	2,715
Sat 12 Oct 2024	12	3	6	6	8	31	42	61	89	103	115	130	149	120	103	84	92	103	66	48	66	129	22	20	1,608
Sun 13 Oct 2024	9	4	2	3	3	15	30	48	69	96	117	91	112	102	95	103	118	113	77	57	32	16	15	9	1,336
Mon 14 Oct 2024	4	2	3	7	22	64	191	259	193	130	136	115	147	126	153	151	215	231	125	63	28	17	11	7	2,400
Tue 15 Oct 2024	6	1	5	8	36	81	208	250	222	155	131	140	117	109	142	181	222	208	107	71	34	15	14	12	2,475
Wed 16 Oct 2024	6	5	5	8	23	90	194	257	173	148	132	137	146	174	161	205	218	216	111	68	30	18	17	10	2,552
Thu 17 Oct 2024	12	4	3	11	43	75	200	267	206	139	141	128	122	156	146	156	190	218	93	62	42	29	18	10	2,471
Fri 18 Oct 2024	5	3	5	5	36	73	167	218	175	147	170	173	152	156	159	192	214	183	146	80	43	24	16	15	2,557
Sat 19 Oct 2024	8	7	6	7	5	26	56	70	100	113	119	137	148	125	80	102	76	77	69	44	30	23	8	14	1,450
Sun 20 Oct 2024	9	2	4	2	6	21	32	36	51	68	78	96	113	111	92	84	86	80	74	48	28	19	13	15	1,168
Mon 21 Oct 2024	13	2	7	8	34	74	192	217	192	129	125	146	132	139	155	133	226	219	131	75	33	17	25	14	2,438
Tue 22 Oct 2024	8	10	15	7	30	76	203	276	191	153	123	126	132	145	156	186	235	222	103	52	34	30	25	22	2,560
Wed 23 Oct 2024	9	6	14	7	27	85	187	255	183	155	180	197	214	184	205	258	217	238	131	69	35	27	17	11	2,911
Thu 24 Oct 2024	10	7	9	13	32	79	186	243	199	143	136	147	147	183	161	204	204	215	140	65	48	27	26	4	2,628
Fri 25 Oct 2024	6	4	4	11	30	68	166	221	170	144	221	165	152	199	192	245	200	167	133	79	49	18	16	10	2,670
Sat 26 Oct 2024	11	6	3	5	11	33	44	74	86	112	129	159	164	140	111	85	91	92	51	48	28	30	12	25	1,550
Sun 27 Oct 2024	8	6	2	5	5	33	32	43	74	127	142	108	108	102	98	100	100	89	64	39	21	22	10	9	1,347
Mon 28 Oct 2024	7	2	3	10	30	85	197	227	165	147	148	136	139	166	145	164	192	195	109	57	27	13	17	10	2,391
Tue 29 Oct 2024	8	4	5	7	30	73	182	257	182	152	145	132	150	141	140	159	209	214	110	55	23	17	10	6	2,411
Wed 30 Oct 2024	6	2	3	6	34	79	190	232	154	144	185	121	137	150	149	174	195	227	108	51	34	29	22	5	2,437
Thu 31 Oct 2024	7	1	9	9	27	78	163	234	174	185	142	170	155	133	165	192	181	201	89	48	47	25	16	6	2,457

M62 Junction 34 - Westbound Off-Slip

Report Date	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total
Sun 01 Oct 2023	3	5	1	0	3	15	16	14	14	40	50	64	81	54	74	93	64	84	49	37	27	11	8	1	808
Mon 02 Oct 2023	1	3	0	3	5	34	84	160	134	99	93	94	90	93	95	111	131	147	88	34	22	18	9	3	1,551
Tue 03 Oct 2023	6	2	4	5	4	30	107	167	140	87	92	102	92	117	109	129	141	144	85	45	34	14	8	3	1,667
Wed 04 Oct 2023	8	2	5	5	6	28	86	157	122	88	95	98	78	107	97	113	143	168	84	41	21	27	10	5	1,594
Thu 05 Oct 2023	2	1	1	5	8	27	94	176	114	113	90	93	127	128	110	113	129	151	100	60	29	13	7	4	1,695
Fri 06 Oct 2023	4	6	3	4	6	30	74	154	139	93	92	109	98	109	131	149	137	112	86	43	22	15	11	5	1,632
Sat 07 Oct 2023	5	0	3	2	5	16	29	45	54	57	63	73	68	59	59	61	49	72	53	40	25	14	13	12	877
Sun 08 Oct 2023	2	5	0	4	3	11	23	11	22	41	55	71	60	72	56	62	75	84	59	26	28	14	6	6	796
Mon 09 Oct 2023	3	0	2	3	7	36	69	166	135	94	98	81	98	66	93	104	134	136	72	33	19	24	12	5	1,490
Tue 10 Oct 2023	1	0	4	4	9	30	65	185	131	92	100	85	93	85	98	113	116	119	90	42	20	16	10	2	1,510
Wed 11 Oct 2023	1	4	4	5	11	29	69	173	139	102	111	91	107	84	119	135	123	131	103	51	33	26	9	3	1,663
Thu 12 Oct 2023	4	3	0	7	11	31	95	229	234	131	121	99	96	122	104	125	142	160	100	44	31	23	10	7	1,929
Fri 13 Oct 2023	3	1	5	4	11	29	67	163	101	96	97	105	129	114	122	102	129	113	69	48	21	16	21	10	1,576
Sat 14 Oct 2023	10	2	3	0	3	12	32	30	38	62	74	65	75	72	72	52	49	61	36	24	12	19	5	13	821
Sun 15 Oct 2023	1	4	2	6	0	10	14	17	12	33	38	74	68	79	79	72	56	72	56	46	18	12	21	2	792
Mon 16 Oct 2023	3	5	0	1	10	39	72	173	116	113	102	95	123	102	99	120	128	141	98	33	22	20	6	3	1,624
Tue 17 Oct 2023	3	4	2	3	10	28	82	176	207	101	83	83	86	101	115	121	115	132	70	51	35	20	9	4	1,641
Wed 18 Oct 2023	1	1	1	5	13	33	78	177	132	98	101	88	96	111	101	134	136	122	90	47	21	24	12	5	1,627
Thu 19 Oct 2023	2	0	6	5	3	35	104	151	122	100	82	92	94	126	109	129	117	129	76	45	28	26	8	10	1,599
Fri 20 Oct 2023	2	3	2	8	8	26	93	125	165	72	88	90	80	107	133	103	119	100	65	42	21	25	19	8	1,504
Sat 21 Oct 2023	5	3	2	1	4	10	32	54	38	40	56	81	66	75	71	51	34	66	46	29	21	7	9	15	816
Sun 22 Oct 2023	3	4	1	2	3	7	23	29	20	33	28	69	53	68	51	80	80	64	53	46	21	18	7	6	769
Mon 23 Oct 2023	1	2	0	0	12	27	100	161	128	99	93	82	92	107	116	111	138	139	81	39	27	17	9	4	1,585
Tue 24 Oct 2023	4	2	9	8	11	33	90	160	130	92	103	89	91	89	116	108	134	113	83	32	30	18	14	5	1,564
Wed 25 Oct 2023	6	2	7	1	11	27	99	191	130	107	82	105	104	111	112	134	118	104	79	50	23	30	10	7	1,650
Thu 26 Oct 2023	9	2	4	5	4	33	105	173	124	105	110	85	95	99	122	128	115	127	85	45	30	19	17	4	1,645
Fri 27 Oct 2023	7	1	3	11	9	28	97	166	118	89	104	114	103	96	124	121	108	104	85	45	31	24	17	6	1,611
Sat 28 Oct 2023	5	10	6	1	14	19	39	39	39	44	68	80	94	72	58	52	63	62	45	14	23	18	18	13	896
Sun 29 Oct 2023	6	7	0	4	1	13	19	13	11	34	45	72	67	63	61	61	64	49	39	33	17	8	8	1	696
Mon 30 Oct 2023	2	0	1	4	8	31	95	132	124	86	96	85	103	101	92	110	111	104	71	45	30	20	108	59	1,618
Tue 31 Oct 2023	60	38	32	7	11	27	83	147	112	89	102	111	101	112	117	109	133	140	64	31	38	176	90	78	2,008

APPENDIX B. OPERATIONAL ASSESSMENT OF EXISTING JUNCTION LAYOUT

Junctions 11															
ARCADY 11 - Roundabout Module															
Version: 11.0.0.2177															
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution															

Filename: M6J34 v3 Existing Layout + NH Comm Dev (Off Peak).j11

Path: M:\PROJECTS\16146\ITY Land West of Kellington Lane\Tech\Junction Assessments\Arcady\M62 Junction 34

Report generation date: 07/07/2025 11:13:00

- »Existing Layout - | Base + Committed | Lunch
- »Existing Layout - | Base + Committed | Evening
- »Existing Layout - 2025 | Base + Committed | Lunch
- »Existing Layout - 2025 | Base + Committed | Evening

Summary of junction performance

	Lunch							Evening						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Existing Layout - - Base + Committed													
1 - M62 (east)	D3	0.2	2.71	0.16	A	3.15	43 % [3 - M62 (west)]	D4	0.1	2.25	0.12	A	2.61	69 % [3 - M62 (west)]
2 - A19 (south)		0.3	2.69	0.23	A				0.2	2.35	0.19	A		
3 - M62 (west)		1.3	6.59	0.56	A				0.8	5.06	0.45	A		
3D - M62 (west) Dummy		0.3	1.51	0.25	A				0.2	1.34	0.18	A		
4 - Selby Road		0.1	2.31	0.08	A				0.1	1.99	0.06	A		
5 - A19 (north)		0.7	2.50	0.41	A				0.5	2.07	0.33	A		
	Existing Layout - 2025 - Base + Committed													
1 - M62 (east)	D33	0.2	2.89	0.18	A	3.56	32 % [3 - M62 (west)]	D34	0.2	2.61	0.15	A	3.49	32 % [3 - M62 (west)]
2 - A19 (south)		0.3	2.87	0.25	A				0.3	2.59	0.21	A		
3 - M62 (west)		1.7	7.91	0.63	A				1.7	7.83	0.64	A		
3D - M62 (west) Dummy		0.4	1.58	0.28	A				0.4	1.55	0.28	A		
4 - Selby Road		0.1	2.43	0.09	A				0.1	2.36	0.08	A		
5 - A19 (north)		0.8	2.67	0.44	A				0.6	2.38	0.38	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Land West of Kellington Lane
Location	M62 Junction 34
Site number	
Date	31/05/2023
Version	
Status	Existing Layout
Identifier	
Client	Banks Group
Jobnumber	ITY16146
Enumerator	JW
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3		Base + Committed	Lunch	FLAT	12:00	13:00	60	15	✓
D4		Base + Committed	Evening	FLAT	18:00	19:00	60	15	✓
D33	2025	Base + Committed	Lunch	FLAT	12:00	13:00	60	15	✓
D34	2025	Base + Committed	Evening	FLAT	18:00	19:00	60	15	✓

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	No Unequal on M62 (East)	✓	100.000	100.000

Existing Layout - | Base + Committed | Lunch

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - M62 (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A19 (south) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M62 Junction 34	Large Roundabout		1, 2, 3, 3D, 4, 5	3.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	3 - M62 (west)	3.15	A

Arms

Arms

Arm	Name	Description	No give-way line
1	M62 (east)		
2	A19 (south)		
3	M62 (west)		
3D	M62 (west) Dummy		
4	Selby Road		
5	A19 (north)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - M62 (east)	5.90	6.50	100.0	41.5	162.0	6.6		
2 - A19 (south)	3.20	6.10	51.9	50.0	122.0	4.7		
3 - M62 (west)	2.85	3.40	20.0	50.7	162.0	10.3		
3D - M62 (west) Dummy	10.00	10.00	0.0	50.7	162.0	10.3		
4 - Selby Road	3.50	9.50	22.0	22.0	122.0	33.7		
5 - A19 (north)	3.80	10.60	10.7	31.5	122.0	17.5		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - M62 (east)	1034	✓	120.50
2 - A19 (south)	921		0.00
3 - M62 (west)	454	✓	134.80
3D - M62 (west) Dummy	454	✓	134.80
4 - Selby Road	1113		0.00
5 - A19 (north)	313		0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - M62 (east)	0.931	2545
2 - A19 (south)	0.895	2571
3 - M62 (west)	0.758	1585
3D - M62 (west) Dummy	1.360	3805
4 - Selby Road	0.836	2625
5 - A19 (north)	0.995	2739

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	Base + Committed	Lunch	FLAT	12:00	13:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M62 (east)		FLAT	✓	255	100.000
2 - A19 (south)		FLAT	✓	409	100.000
3 - M62 (west)		FLAT	✓	695	100.000
3D - M62 (west) Dummy		FLAT	✓	811	100.000
4 - Selby Road		FLAT	✓	134	100.000
5 - A19 (north)		FLAT	✓	989	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - M62 (east)	2 - A19 (south)	3 - M62 (west)	3D - M62 (west) Dummy	4 - Selby Road	5 - A19 (north)
From	1 - M62 (east)	1	68	3	0	32	151
	2 - A19 (south)	69	2	144	0	49	145
	3 - M62 (west)	0	0	0	695	0	0
	3D - M62 (west) Dummy	3	109	4	0	66	629
	4 - Selby Road	22	50	53	0	0	9
	5 - A19 (north)	173	139	672	0	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To						
		1 - M62 (east)	2 - A19 (south)	3 - M62 (west)	3D - M62 (west) Dummy	4 - Selby Road	5 - A19 (north)
From	1 - M62 (east)	0	0	0	0	0	0
	2 - A19 (south)	0	0	0	0	0	0
	3 - M62 (west)	0	0	0	0	0	0
	3D - M62 (west) Dummy	0	0	0	0	0	0
	4 - Selby Road	0	0	0	0	0	0
	5 - A19 (north)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - M62 (east)	0.16	2.71	0.2	A	255	255
2 - A19 (south)	0.23	2.69	0.3	A	409	409
3 - M62 (west)	0.56	6.59	1.3	A	695	695
3D - M62 (west) Dummy	0.25	1.51	0.3	A	811	811
4 - Selby Road	0.08	2.31	0.1	A	134	134
5 - A19 (north)	0.41	2.50	0.7	A	989	989

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	255	64	1031	1585	0.161	254	267	0.0	0.2	2.704	A
2 - A19 (south)	409	102	918	1749	0.234	408	367	0.0	0.3	2.681	A
3 - M62 (west)	695	174	453	1242	0.559	690	874	0.0	1.2	6.460	A
3D - M62 (west) Dummy	811	203	453	3189	0.254	810	690	0.0	0.3	1.513	A
4 - Selby Road	134	34	1111	1697	0.079	134	152	0.0	0.1	2.303	A
5 - A19 (north)	989	247	312	2428	0.407	986	932	0.0	0.7	2.493	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	255	64	1034	1582	0.161	255	268	0.2	0.2	2.711	A
2 - A19 (south)	409	102	921	1747	0.234	409	368	0.3	0.3	2.690	A
3 - M62 (west)	695	174	454	1241	0.560	695	876	1.2	1.3	6.587	A
3D - M62 (west) Dummy	811	203	454	3187	0.254	811	695	0.3	0.3	1.514	A
4 - Selby Road	134	34	1113	1695	0.079	134	152	0.1	0.1	2.306	A
5 - A19 (north)	989	247	313	2427	0.407	989	934	0.7	0.7	2.502	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	255	64	1034	1582	0.161	255	268	0.2	0.2	2.711	A
2 - A19 (south)	409	102	921	1747	0.234	409	368	0.3	0.3	2.690	A
3 - M62 (west)	695	174	454	1241	0.560	695	876	1.3	1.3	6.587	A
3D - M62 (west) Dummy	811	203	454	3187	0.254	811	695	0.3	0.3	1.514	A
4 - Selby Road	134	34	1113	1695	0.079	134	152	0.1	0.1	2.306	A
5 - A19 (north)	989	247	313	2427	0.407	989	934	0.7	0.7	2.502	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	255	64	1034	1582	0.161	255	268	0.2	0.2	2.711	A
2 - A19 (south)	409	102	921	1747	0.234	409	368	0.3	0.3	2.690	A
3 - M62 (west)	695	174	454	1241	0.560	695	876	1.3	1.3	6.587	A
3D - M62 (west) Dummy	811	203	454	3187	0.254	811	695	0.3	0.3	1.514	A
4 - Selby Road	134	34	1113	1695	0.079	134	152	0.1	0.1	2.306	A
5 - A19 (north)	989	247	313	2427	0.407	989	934	0.7	0.7	2.502	A

Existing Layout - | Base + Committed | Evening

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - M62 (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A19 (south) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M62 Junction 34	Large Roundabout		1, 2, 3, 3D, 4, 5	2.61	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	69	3 - M62 (west)	2.61	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - M62 (east)	797	✓	120.50
2 - A19 (south)	785		0.00
3 - M62 (west)	388	✓	134.80
3D - M62 (west) Dummy	388	✓	134.80
4 - Selby Road	865		0.00
5 - A19 (north)	183		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	Base + Committed	Evening	FLAT	18:00	19:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M62 (east)		FLAT	✓	218	100.000
2 - A19 (south)		FLAT	✓	350	100.000
3 - M62 (west)		FLAT	✓	592	100.000
3D - M62 (west) Dummy		FLAT	✓	606	100.000
4 - Selby Road		FLAT	✓	114	100.000
5 - A19 (north)		FLAT	✓	842	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - M62 (east)	2 - A19 (south)	3 - M62 (west)	3D - M62 (west) Dummy	4 - Selby Road	5 - A19 (north)
From	1 - M62 (east)	1	58	3	0	27	129
	2 - A19 (south)	59	2	123	0	42	124
	3 - M62 (west)	0	0	0	592	0	0
	3D - M62 (west) Dummy	2	9	3	0	56	536
	4 - Selby Road	19	43	45	0	0	7
	5 - A19 (north)	147	118	573	0	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To						
		1 - M62 (east)	2 - A19 (south)	3 - M62 (west)	3D - M62 (west) Dummy	4 - Selby Road	5 - A19 (north)
From	1 - M62 (east)	0	0	0	0	0	0
	2 - A19 (south)	0	0	0	0	0	0
	3 - M62 (west)	0	0	0	0	0	0
	3D - M62 (west) Dummy	0	0	0	0	0	0
	4 - Selby Road	0	0	0	0	0	0
	5 - A19 (north)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - M62 (east)	0.12	2.25	0.1	A	218	218
2 - A19 (south)	0.19	2.35	0.2	A	350	350
3 - M62 (west)	0.45	5.06	0.8	A	592	592
3D - M62 (west) Dummy	0.18	1.34	0.2	A	606	606
4 - Selby Road	0.06	1.99	0.1	A	114	114
5 - A19 (north)	0.33	2.07	0.5	A	842	842

Main Results for each time segment

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	218	55	795	1821	0.120	217	227	0.0	0.1	2.245	A
2 - A19 (south)	350	88	783	1881	0.186	349	229	0.0	0.2	2.348	A
3 - M62 (west)	592	148	387	1304	0.454	589	745	0.0	0.8	5.012	A
3D - M62 (west) Dummy	606	152	387	3287	0.184	605	589	0.0	0.2	1.342	A
4 - Selby Road	114	29	863	1921	0.059	114	129	0.0	0.1	1.992	A
5 - A19 (north)	842	211	183	2583	0.326	840	795	0.0	0.5	2.064	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	218	55	797	1819	0.120	218	228	0.1	0.1	2.247	A
2 - A19 (south)	350	88	785	1880	0.186	350	230	0.2	0.2	2.353	A
3 - M62 (west)	592	148	388	1303	0.454	592	747	0.8	0.8	5.063	A
3D - M62 (west) Dummy	606	152	388	3286	0.184	606	592	0.2	0.2	1.342	A
4 - Selby Road	114	29	865	1919	0.059	114	129	0.1	0.1	1.993	A
5 - A19 (north)	842	211	183	2582	0.326	842	796	0.5	0.5	2.068	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	218	55	797	1819	0.120	218	228	0.1	0.1	2.247	A
2 - A19 (south)	350	88	785	1880	0.186	350	230	0.2	0.2	2.353	A
3 - M62 (west)	592	148	388	1303	0.454	592	747	0.8	0.8	5.063	A
3D - M62 (west) Dummy	606	152	388	3286	0.184	606	592	0.2	0.2	1.342	A
4 - Selby Road	114	29	865	1919	0.059	114	129	0.1	0.1	1.993	A
5 - A19 (north)	842	211	183	2582	0.326	842	796	0.5	0.5	2.068	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	218	55	797	1819	0.120	218	228	0.1	0.1	2.247	A
2 - A19 (south)	350	88	785	1880	0.186	350	230	0.2	0.2	2.353	A
3 - M62 (west)	592	148	388	1303	0.454	592	747	0.8	0.8	5.063	A
3D - M62 (west) Dummy	606	152	388	3286	0.184	606	592	0.2	0.2	1.342	A
4 - Selby Road	114	29	865	1919	0.059	114	129	0.1	0.1	1.993	A
5 - A19 (north)	842	211	183	2582	0.326	842	796	0.5	0.5	2.068	A

Existing Layout - 2025 | Base + Committed | Lunch

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - M62 (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A19 (south) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M62 Junction 34	Large Roundabout		1, 2, 3, 3D, 4, 5	3.56	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	32	3 - M62 (west)	3.56	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - M62 (east)	1111	✓	120.50
2 - A19 (south)	999		0.00
3 - M62 (west)	474	✓	134.80
3D - M62 (west) Dummy	474	✓	134.80
4 - Selby Road	1187		0.00
5 - A19 (north)	330		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D33	2025	Base + Committed	Lunch	FLAT	12:00	13:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M62 (east)		FLAT	✓	265	100.000
2 - A19 (south)		FLAT	✓	419	100.000
3 - M62 (west)		FLAT	✓	768	100.000
3D - M62 (west) Dummy		FLAT	✓	884	100.000
4 - Selby Road		FLAT	✓	151	100.000
5 - A19 (north)		FLAT	✓	1058	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - M62 (east)	2 - A19 (south)	3 - M62 (west)	3D - M62 (west) Dummy	4 - Selby Road	5 - A19 (north)
From	1 - M62 (east)	1	68	3	0	34	159
	2 - A19 (south)	69	2	144	0	51	153
	3 - M62 (west)	0	0	0	768	0	0
	3D - M62 (west) Dummy	3	109	4	0	81	687
	4 - Selby Road	24	52	66	0	0	9
	5 - A19 (north)	180	146	727	0	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To						
		1 - M62 (east)	2 - A19 (south)	3 - M62 (west)	3D - M62 (west) Dummy	4 - Selby Road	5 - A19 (north)
From	1 - M62 (east)	0	0	0	0	0	0
	2 - A19 (south)	0	0	0	0	0	0
	3 - M62 (west)	0	0	0	0	0	0
	3D - M62 (west) Dummy	0	0	0	0	0	0
	4 - Selby Road	0	0	0	0	0	0
	5 - A19 (north)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - M62 (east)	0.18	2.89	0.2	A	265	265
2 - A19 (south)	0.25	2.87	0.3	A	419	419
3 - M62 (west)	0.63	7.91	1.7	A	768	768
3D - M62 (west) Dummy	0.28	1.58	0.4	A	884	884
4 - Selby Road	0.09	2.43	0.1	A	151	151
5 - A19 (north)	0.44	2.67	0.8	A	1058	1058

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	265	66	1108	1513	0.175	264	276	0.0	0.2	2.881	A
2 - A19 (south)	419	105	996	1677	0.250	418	376	0.0	0.3	2.857	A
3 - M62 (west)	768	192	472	1224	0.627	761	941	0.0	1.6	7.676	A
3D - M62 (west) Dummy	884	221	472	3160	0.280	882	761	0.0	0.4	1.581	A
4 - Selby Road	151	38	1184	1634	0.092	151	171	0.0	0.1	2.426	A
5 - A19 (north)	1058	265	329	2408	0.439	1055	1006	0.0	0.8	2.655	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	265	66	1111	1510	0.175	265	277	0.2	0.2	2.890	A
2 - A19 (south)	419	105	999	1674	0.250	419	377	0.3	0.3	2.867	A
3 - M62 (west)	768	192	474	1223	0.628	768	944	1.6	1.7	7.907	A
3D - M62 (west) Dummy	884	221	474	3158	0.280	884	768	0.4	0.4	1.582	A
4 - Selby Road	151	38	1187	1632	0.093	151	171	0.1	0.1	2.430	A
5 - A19 (north)	1058	265	330	2408	0.439	1058	1008	0.8	0.8	2.667	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	265	66	1111	1510	0.175	265	277	0.2	0.2	2.890	A
2 - A19 (south)	419	105	999	1674	0.250	419	377	0.3	0.3	2.867	A
3 - M62 (west)	768	192	474	1223	0.628	768	944	1.7	1.7	7.910	A
3D - M62 (west) Dummy	884	221	474	3158	0.280	884	768	0.4	0.4	1.582	A
4 - Selby Road	151	38	1187	1632	0.093	151	171	0.1	0.1	2.430	A
5 - A19 (north)	1058	265	330	2408	0.439	1058	1008	0.8	0.8	2.667	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	265	66	1111	1510	0.175	265	277	0.2	0.2	2.890	A
2 - A19 (south)	419	105	999	1674	0.250	419	377	0.3	0.3	2.867	A
3 - M62 (west)	768	192	474	1223	0.628	768	944	1.7	1.7	7.910	A
3D - M62 (west) Dummy	884	221	474	3158	0.280	884	768	0.4	0.4	1.582	A
4 - Selby Road	151	38	1187	1632	0.093	151	171	0.1	0.1	2.430	A
5 - A19 (north)	1058	265	330	2408	0.439	1058	1008	0.8	0.8	2.667	A

Existing Layout - 2025 | Base + Committed | Evening

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - M62 (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A19 (south) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M62 Junction 34	Large Roundabout		1, 2, 3, 3D, 4, 5	3.49	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	32	3 - M62 (west)	3.49	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - M62 (east)	995	✓	120.50
2 - A19 (south)	912		0.00
3 - M62 (west)	428	✓	134.80
3D - M62 (west) Dummy	428	✓	134.80
4 - Selby Road	1152		0.00
5 - A19 (north)	292		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D34	2025	Base + Committed	Evening	FLAT	18:00	19:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M62 (east)		FLAT	✓	240	100.000
2 - A19 (south)		FLAT	✓	368	100.000
3 - M62 (west)		FLAT	✓	806	100.000
3D - M62 (west) Dummy		FLAT	✓	904	100.000
4 - Selby Road		FLAT	✓	139	100.000
5 - A19 (north)		FLAT	✓	942	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - M62 (east)	2 - A19 (south)	3 - M62 (west)	3D - M62 (west) Dummy	4 - Selby Road	5 - A19 (north)
From	1 - M62 (east)	1	58	3	0	31	147
	2 - A19 (south)	59	2	123	0	46	138
	3 - M62 (west)	0	0	0	806	0	0
	3D - M62 (west) Dummy	2	93	3	0	99	707
	4 - Selby Road	21	45	66	0	0	7
	5 - A19 (north)	156	125	657	0	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To						
		1 - M62 (east)	2 - A19 (south)	3 - M62 (west)	3D - M62 (west) Dummy	4 - Selby Road	5 - A19 (north)
From	1 - M62 (east)	0	0	0	0	0	0
	2 - A19 (south)	0	0	0	0	0	0
	3 - M62 (west)	0	0	0	0	0	0
	3D - M62 (west) Dummy	0	0	0	0	0	0
	4 - Selby Road	0	0	0	0	0	0
	5 - A19 (north)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - M62 (east)	0.15	2.61	0.2	A	240	240
2 - A19 (south)	0.21	2.59	0.3	A	368	368
3 - M62 (west)	0.64	7.83	1.7	A	806	806
3D - M62 (west) Dummy	0.28	1.55	0.4	A	904	904
4 - Selby Road	0.08	2.36	0.1	A	139	139
5 - A19 (north)	0.38	2.38	0.6	A	942	942

Main Results for each time segment

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	240	60	992	1622	0.148	239	238	0.0	0.2	2.601	A
2 - A19 (south)	368	92	910	1758	0.209	367	322	0.0	0.3	2.588	A
3 - M62 (west)	806	202	427	1266	0.636	799	850	0.0	1.7	7.599	A
3D - M62 (west) Dummy	904	226	427	3227	0.280	902	799	0.0	0.4	1.548	A
4 - Selby Road	139	35	1150	1663	0.084	139	180	0.0	0.1	2.361	A
5 - A19 (north)	942	236	291	2453	0.384	940	997	0.0	0.6	2.375	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	240	60	995	1620	0.148	240	239	0.2	0.2	2.608	A
2 - A19 (south)	368	92	912	1755	0.210	368	323	0.3	0.3	2.594	A
3 - M62 (west)	806	202	428	1265	0.637	806	852	1.7	1.7	7.830	A
3D - M62 (west) Dummy	904	226	428	3226	0.280	904	806	0.4	0.4	1.549	A
4 - Selby Road	139	35	1152	1661	0.084	139	180	0.1	0.1	2.364	A
5 - A19 (north)	942	236	292	2452	0.384	942	999	0.6	0.6	2.383	A

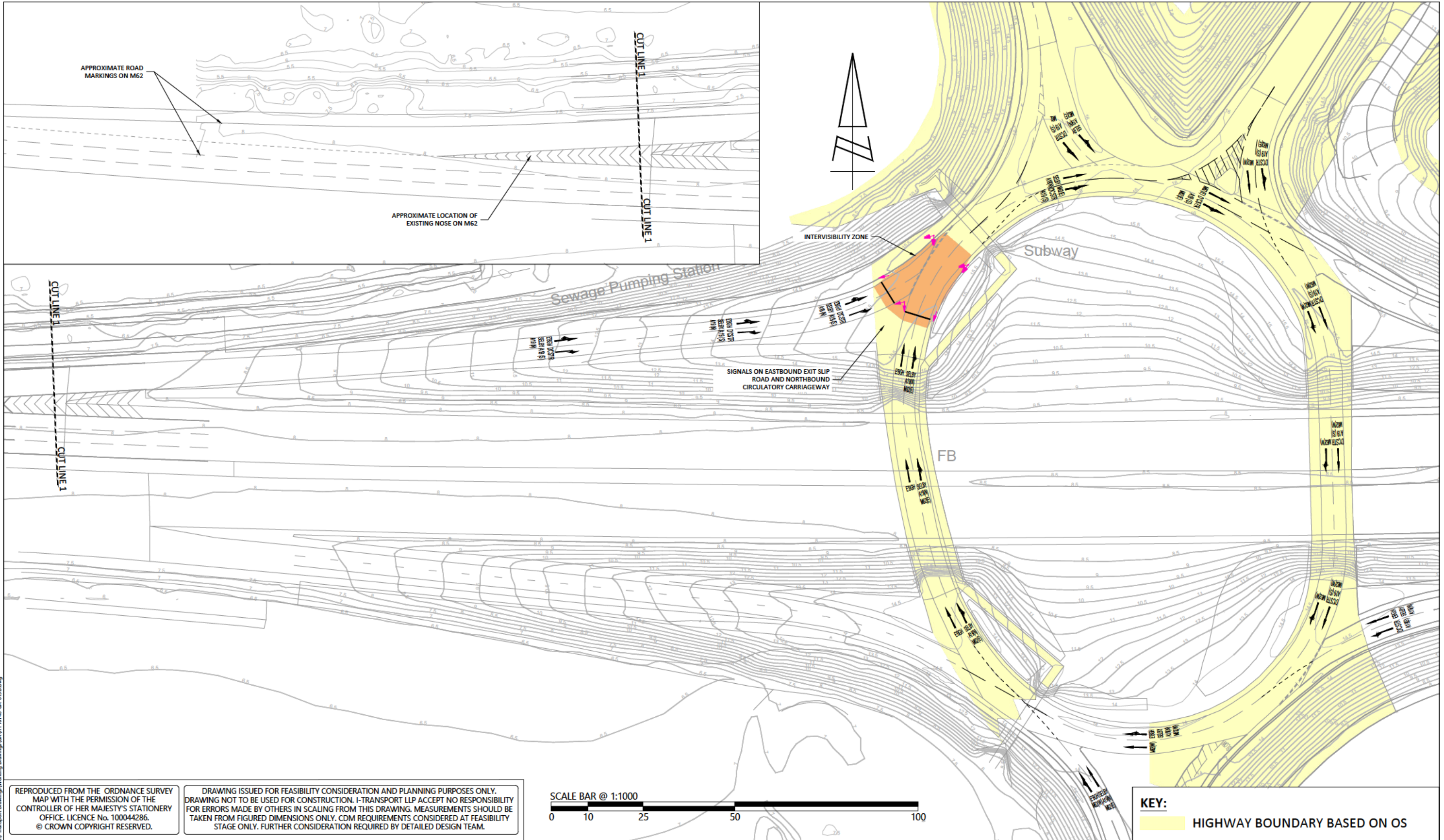
18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	240	60	995	1620	0.148	240	239	0.2	0.2	2.608	A
2 - A19 (south)	368	92	912	1755	0.210	368	323	0.3	0.3	2.594	A
3 - M62 (west)	806	202	428	1265	0.637	806	852	1.7	1.7	7.833	A
3D - M62 (west) Dummy	904	226	428	3226	0.280	904	806	0.4	0.4	1.549	A
4 - Selby Road	139	35	1152	1661	0.084	139	180	0.1	0.1	2.364	A
5 - A19 (north)	942	236	292	2452	0.384	942	999	0.6	0.6	2.383	A

18:45 - 19:00

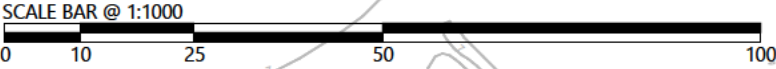
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - M62 (east)	240	60	995	1620	0.148	240	239	0.2	0.2	2.608	A
2 - A19 (south)	368	92	912	1755	0.210	368	323	0.3	0.3	2.594	A
3 - M62 (west)	806	202	428	1265	0.637	806	852	1.7	1.7	7.833	A
3D - M62 (west) Dummy	904	226	428	3226	0.280	904	806	0.4	0.4	1.549	A
4 - Selby Road	139	35	1152	1661	0.084	139	180	0.1	0.1	2.364	A
5 - A19 (north)	942	236	292	2452	0.384	942	999	0.6	0.6	2.383	A

APPENDIX C. PROPOSED MITIGATION SCHEME ARRANGEMENT



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KEY:
HIGHWAY BOUNDARY BASED ON OS

 17th Floor, The Pinnacle 67 Albion Street, Leeds, LS1 5AA www.i-transport.co.uk									TITLE: POTENTIAL IMPROVEMENT WORKS AT M62 J34 M62 EASTBOUND EXIT SLIP ROAD IMPROVEMENT WORKS		DRAWN: PH/JB		CHECKED: JW		APPROVED: GJ		
	D C B A	11.07.25 20.05.25 29.04.25 10.12.24	JW PH PH JB	FULL TIME SIGNALS ROADMARKINGS UPDATED ROADMARKINGS UPDATED ROADMARKINGS UPDATED	JW JW JW JW	JW JW JW JW	PROJECT No: ITY16146				SCALE @ A3: 1:1000		DATE: 13.04.23				
	REV	DATE	BY	DESCRIPTION	CHK	APD	PROJECT: LAND WEST OF KELLINGTON LANE		CLIENT: BANKS GROUP		DRAWING No: ITY16146 - GA - 013				REV: D		
	STATUS: FOR INFORMATION																

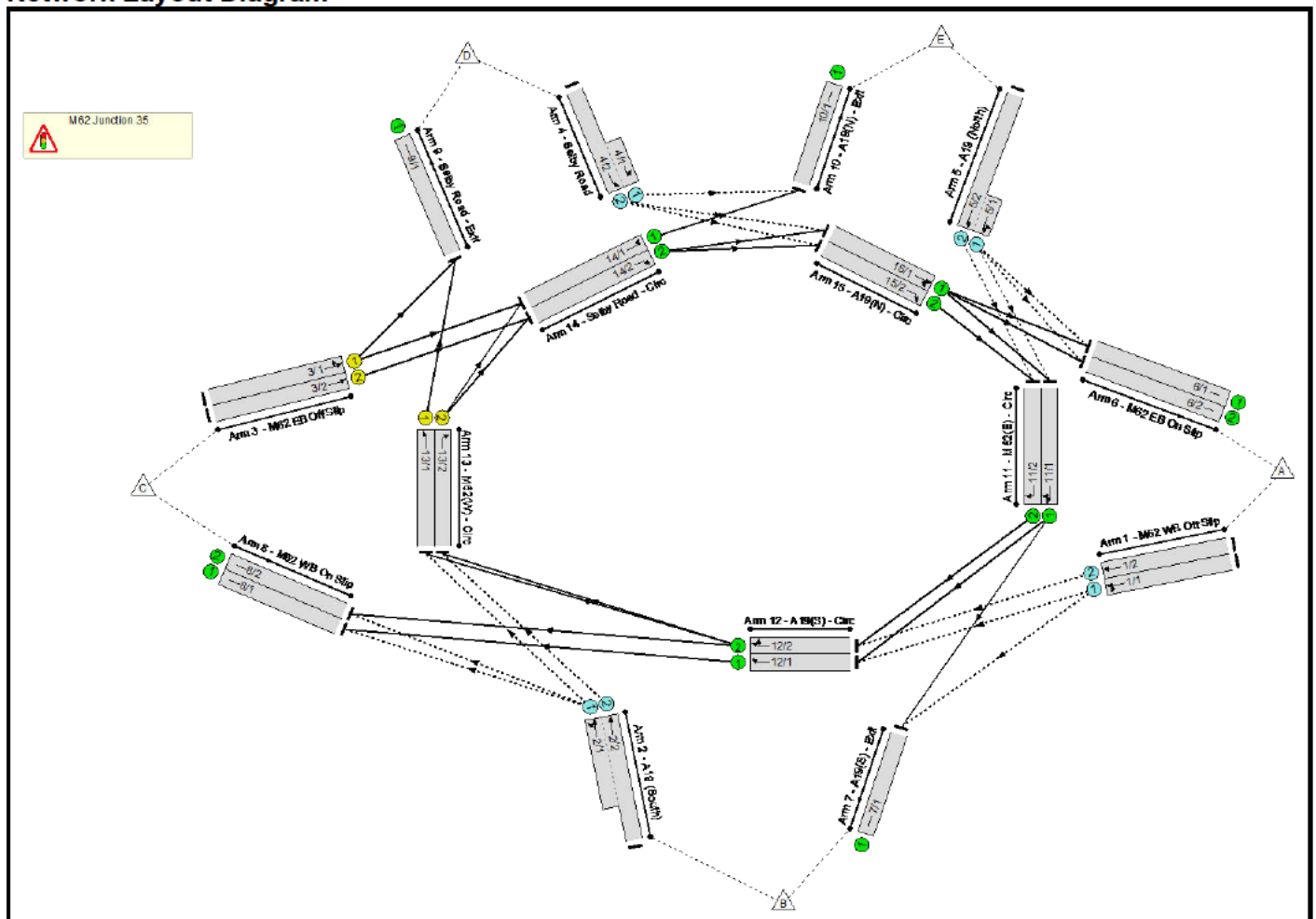
APPENDIX D. OPERATIONAL ASSESSMENT OF MITIGATION SCHEME

Full Input Data And Results

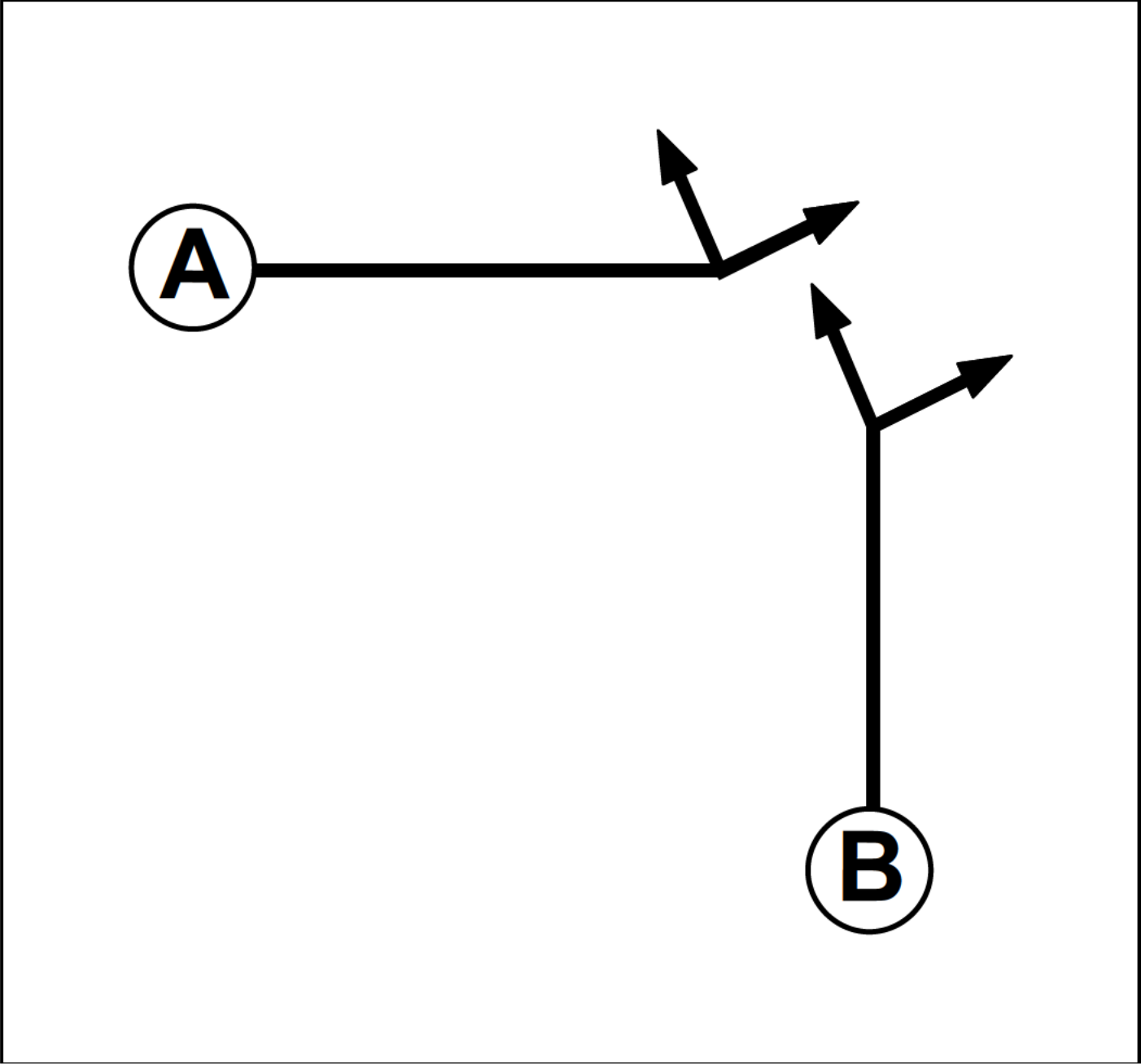
User and Project Details

Project:	Kellington Lane, Eggborough
Title:	M62 Junction 34
Location:	
Client:	Banks Group
Date Started:	17.05.2023
Model Purpose:	Mitigation - Partial Signals
Additional detail:	
File name:	M62J34 - Mitigation EB Slip Signalised Rev A + NH Comm Dev (Selby 010 MSOA) - Off Peak.lsg3x
Author:	
Company:	i-Transport
Address:	Manchester

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

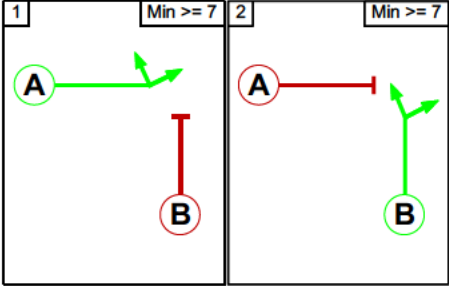
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		7
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Full Input Data And Results

Junction: M62 Junction 35											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (M62 WB Off Slip)	7/1 (Left)	1278	0	11/1	0.47	All	-	-	-	-	-
				11/2	0.47	All					
				11/1	0.47	All					
12/1 (Ahead)		1278	0	11/2	0.47	All	-	-	-	-	-
				11/1	0.47	All					
				11/2	0.47	All					
1/2 (M62 WB Off Slip)	12/2 (Ahead)	1278	0	11/1	0.47	All	-	-	-	-	-
				11/2	0.47	All					
				11/2	0.47	All					
8/1 (Left)		1293	0	12/1	0.45	All	-	-	-	-	-
				12/2	0.45	All					
				12/2	0.45	All					
2/1 (A19 (South))	8/2 (Left)	1293	0	12/1	0.45	All	-	-	-	-	-
				12/2	0.45	All					
				12/2	0.45	All					
13/1 (Ahead)		1293	0	12/1	0.45	All	-	-	-	-	-
				12/2	0.45	All					
				12/2	0.45	All					
2/2 (A19 (South))	13/2 (Ahead)	1293	0	12/1	0.45	All	-	-	-	-	-
				12/2	0.45	All					
				12/2	0.45	All					
4/1 (Selby Road)	10/1 (U-Turn)	1328	0	14/1	0.43	All	-	-	-	-	-
				14/2	0.43	All					
				14/2	0.43	All					
15/1 (Ahead)		1328	0	14/1	0.43	All	-	-	-	-	-
				14/2	0.43	All					
				14/2	0.43	All					
15/2 (Ahead)		1328	0	14/1	0.43	All	-	-	-	-	-
				14/2	0.43	All					
				14/2	0.43	All					
6/1 (Left)		1359	0	15/1	0.49	All	-	-	-	-	-
				15/2	0.49	All					
				15/2	0.49	All					
5/1 (A19 (North))	15/1			15/1	0.49	All	-	-	-	-	-
				15/2	0.49	All					
				15/2	0.49	All					
6/2 (Left)		1359	0	15/1	0.49	All	-	-	-	-	-
				15/2	0.49	All					
				15/2	0.49	All					

Full Input Data And Results

	11/1 (Ahead)	1359	0	15/1	0.49	All					
				15/2	0.49	All					
5/2 (A19 (North))	11/2 (Ahead)	1000	0	15/1	0.33	All	-	-	-	-	-
				15/2	0.33	All					

Full Input Data And Results

Junction: M62 Junction 35												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (M62 WB Off Slip)	O		2	3	60.0	Inf	-	-	-	-	-	-
1/2 (M62 WB Off Slip)	O		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A19 (South))	O		2	3	8.2	Inf	-	-	-	-	-	-
2/2 (A19 (South))	O		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (M62 EB Off Slip)	U	A	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 9 Left Arm 14 Ahead	50.00 50.00
3/2 (M62 EB Off Slip)	U	A	2	3	60.0	Geom	-	3.40	0.00	N	Arm 14 Ahead	50.00
4/1 (Selby Road)	O		2	3	4.3	Inf	-	-	-	-	-	-
4/2 (Selby Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A19 (North))	O		2	3	3.5	Inf	-	-	-	-	-	-
5/2 (A19 (North))	O		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (M62 EB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (M62 EB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A19(S) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (M62 WB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (M62 WB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Selby Road - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A19(N) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

11/1 (M62(E) - Circ)	U		2	3	18.3	Inf	-	-	-	-	-	-
11/2 (M62(E) - Circ)	U		2	3	18.3	Inf	-	-	-	-	-	-
12/1 (A19(S) - Circ)	U		2	3	7.0	Inf	-	-	-	-	-	-
12/2 (A19(S) - Circ)	U		2	3	7.0	Inf	-	-	-	-	-	-
13/1 (M62(W) - Circ)	U	B	2	3	17.7	Geom	-	3.65	0.00	Y	Arm 9 Ahead	40.00
13/2 (M62(W) - Circ)	U	B	2	3	17.7	Geom	-	3.65	0.00	N	Arm 14 Right	40.00
14/1 (Selby Road - Circ)	U		2	3	4.2	Inf	-	-	-	-	-	-
14/2 (Selby Road - Circ)	U		2	3	4.2	Inf	-	-	-	-	-	-
15/1 (A19(N) - Circ)	U		2	3	2.4	Inf	-	-	-	-	-	-
15/2 (A19(N) - Circ)	U		2	3	2.4	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base + Committed + Dev (Cont.) Lunch'	12:00	13:00	01:00	
2: '2025 Base + Committed + Dev (Cont.) Evening'	18:00	19:00	01:00	

Scenario 1: '2025 Base + Committed + Dev (Cont.) Lunch' (FG1: '2025 Base + Committed + Dev (Cont.) Lunch', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
Origin		A	B	C	D	E	Tot.
	A	1	68	3	34	159	265
	B	69	2	144	51	153	419
	C	3	109	4	81	687	884
	D	24	52	66	0	9	151
	E	180	146	727	5	0	1058
	Tot.	277	377	944	171	1008	2777

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 Base + Committed + Dev (Cont.) Lunch
Junction: M62 Junction 35	
1/1	71
1/2	194
2/1 (short)	195
2/2 (with short)	419(In) 224(Out)
3/1	768
3/2	116
4/1 (short)	9
4/2 (with short)	151(In) 142(Out)
5/1 (short)	655
5/2 (with short)	1058(In) 403(Out)
6/1	137
6/2	140
7/1	377
8/1	439
8/2	505
9/1	171
10/1	1008
11/1	673
11/2	438
12/1	367
12/2	632
13/1	90
13/2	384
14/1	999
14/2	188
15/1	295
15/2	35

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 35								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M62 WB Off Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (M62 WB Off Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A19 (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A19 (South) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (M62 EB Off Slip)	3.40	0.00	Y	Arm 9 Left	50.00	10.5 %	1898	1898
				Arm 14 Ahead	50.00	89.5 %		
3/2 (M62 EB Off Slip)	3.40	0.00	N	Arm 14 Ahead	50.00	100.0 %	2034	2034
4/1 (Selby Road Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Selby Road Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A19 (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A19 (North) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (M62 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (M62 EB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A19(S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M62 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (M62 WB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Selby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A19(N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (M62(E) - Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (M62(E) - Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A19(S) - Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A19(S) - Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (M62(W) - Circ)	3.65	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1908	1908
13/2 (M62(W) - Circ)	3.65	0.00	N	Arm 14 Right	40.00	100.0 %	2043	2043
14/1 (Selby Road - Circ Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

14/2 (Selby Road - Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (A19(N) - Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A19(N) - Circ Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2025 Base + Committed + Dev (Cont.) Evening' (FG2: '2025 Base + Committed + Dev (Cont.) Evening', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	1	58	3	31	147	240
	B	59	2	123	46	138	368
	C	2	93	3	99	707	904
	D	21	45	66	0	7	139
	E	156	125	657	4	0	942
	Tot.	239	323	852	180	999	2593

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Base + Committed + Dev (Cont.) Evening
Junction: M62 Junction 35	
1/1	61
1/2	179
2/1 (short)	169
2/2 (with short)	368(In) 199(Out)
3/1	806
3/2	98
4/1 (short)	7
4/2 (with short)	139(In) 132(Out)
5/1 (short)	592
5/2 (with short)	942(In) 350(Out)
6/1	118
6/2	121
7/1	323
8/1	409
8/2	443
9/1	180
10/1	999
11/1	610
11/2	385
12/1	348
12/2	564
13/1	81
13/2	347
14/1	992
14/2	160
15/1	257
15/2	35

Full Input Data And Results

Lane Saturation Flows

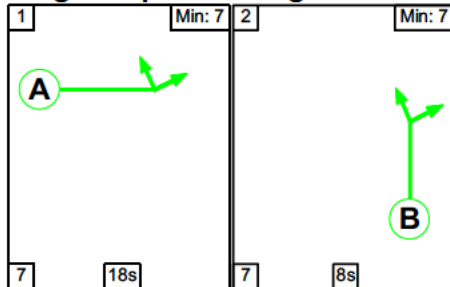
Junction: M62 Junction 35								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M62 WB Off Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (M62 WB Off Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A19 (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A19 (South) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (M62 EB Off Slip)	3.40	0.00	Y	Arm 9 Left	50.00	12.3 %	1898	1898
				Arm 14 Ahead	50.00	87.7 %		
3/2 (M62 EB Off Slip)	3.40	0.00	N	Arm 14 Ahead	50.00	100.0 %	2034	2034
4/1 (Selby Road Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Selby Road Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A19 (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A19 (North) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (M62 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (M62 EB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A19(S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M62 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (M62 WB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Selby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A19(N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (M62(E) - Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (M62(E) - Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A19(S) - Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A19(S) - Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (M62(W) - Circ)	3.65	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1908	1908
13/2 (M62(W) - Circ)	3.65	0.00	N	Arm 14 Right	40.00	100.0 %	2043	2043
14/1 (Selby Road - Circ Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

14/2 (Selby Road - Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (A19(N) - Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A19(N) - Circ Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 1: '2025 Base + Committed + Dev (Cont.) Lunch' (FG1: '2025 Base + Committed + Dev (Cont.) Lunch', Plan 1: 'Network Control Plan 1')

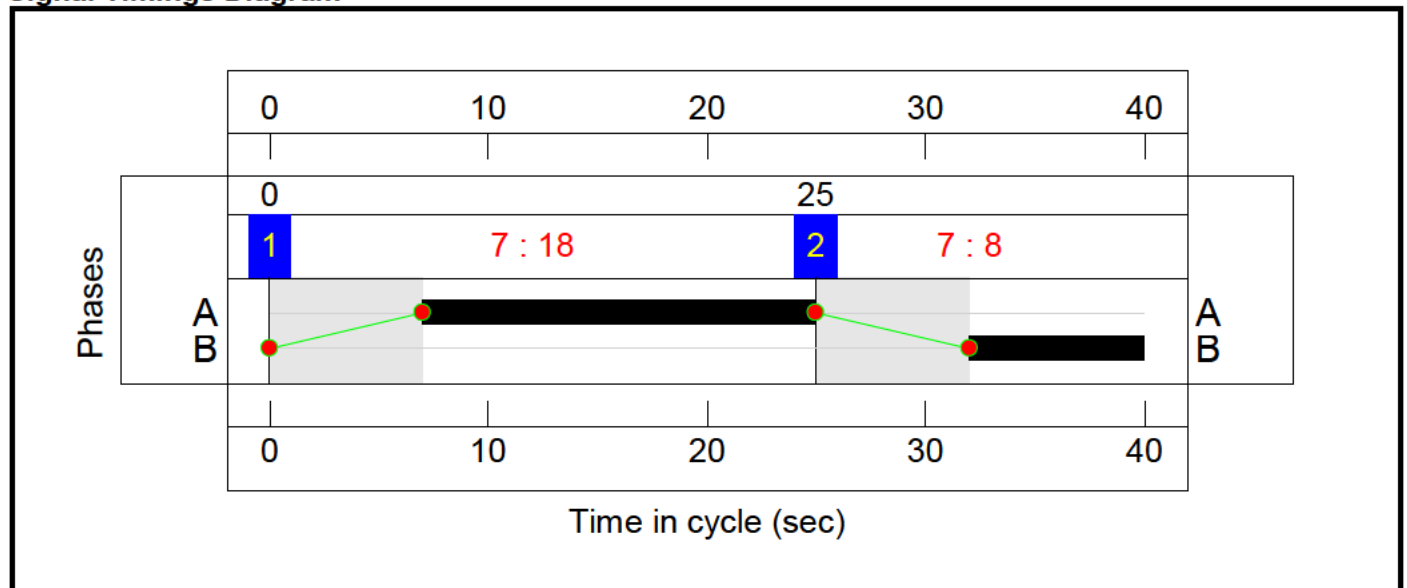
Stage Sequence Diagram



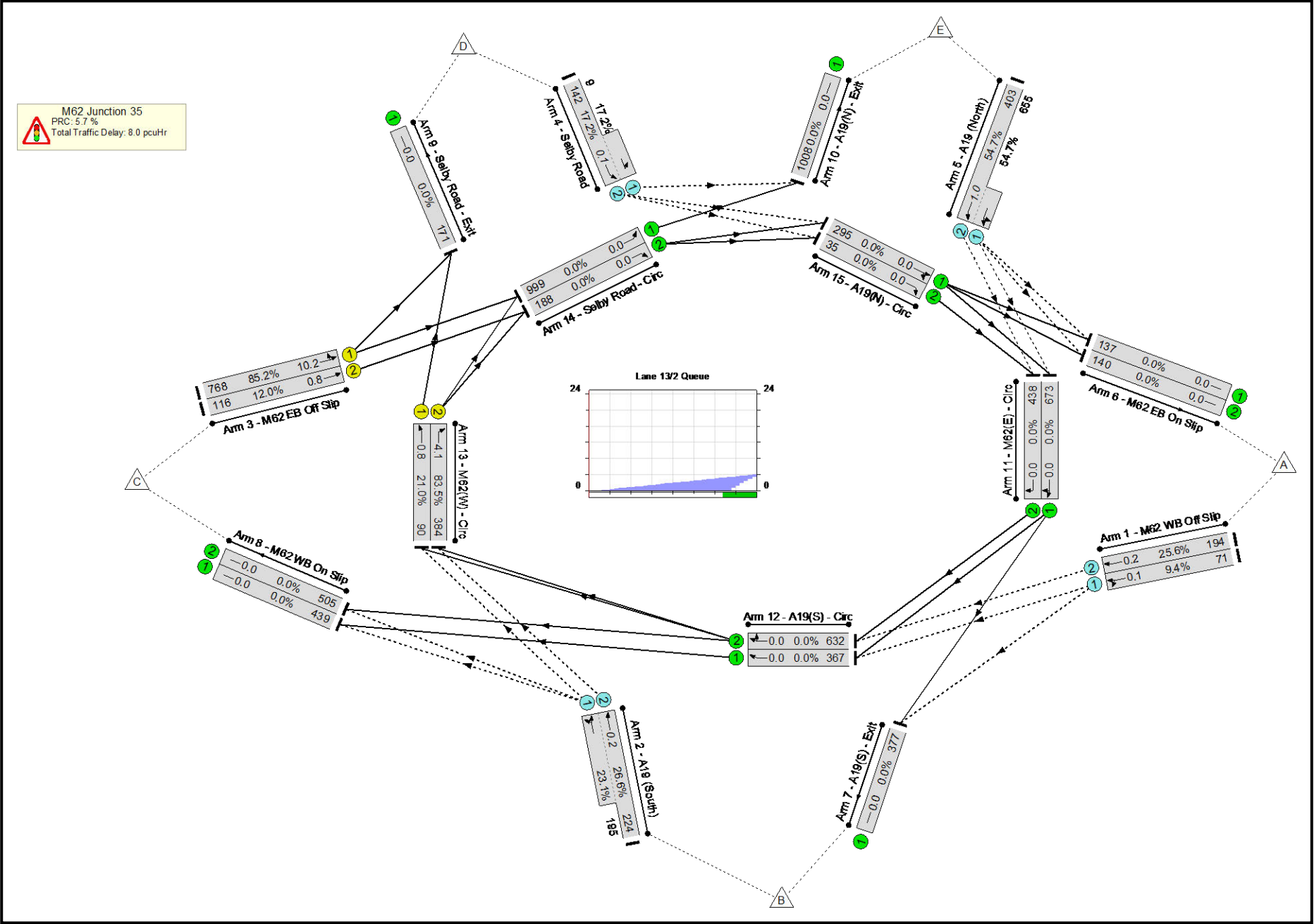
Stage Timings

Stage	1	2
Duration	18	8
Change Point	0	25

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M62 Junction 34	-	-	N/A	-	-		-	-	-	-	-	-	85.2%
M62 Junction 35	-	-	N/A	-	-		-	-	-	-	-	-	85.2%
1/1	M62 WB Off Slip Left Ahead	O	N/A	N/A	-		-	-	-	71	Inf	759	9.4%
1/2	M62 WB Off Slip Ahead	O	N/A	N/A	-		-	-	-	194	Inf	759	25.6%
2/2+2/1	A19 (South) Left Ahead	O	N/A	N/A	-		-	-	-	419	Inf : Inf	843+843	26.6 : 23.1%
3/1	M62 EB Off Slip Left Ahead	U	N/A	N/A	A		1	18	-	768	1898	902	85.2%
3/2	M62 EB Off Slip Ahead	U	N/A	N/A	A		1	18	-	116	2034	966	12.0%
4/2+4/1	Selby Road U-Turn Ahead	O	N/A	N/A	-		-	-	-	151	Inf : Inf	824+52	17.2 : 17.2%
5/2+5/1	A19 (North) Left Ahead	O	N/A	N/A	-		-	-	-	1058	Inf : Inf	737+1197	54.7 : 54.7%
6/1	M62 EB On Slip	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
6/2	M62 EB On Slip	U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%
7/1	A19(S) - Exit	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
8/1	M62 WB On Slip	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
8/2	M62 WB On Slip	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
9/1	Selby Road - Exit	U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
10/1	A19(N) - Exit	U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
11/1	M62(E) - Circ Ahead Right	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
11/2	M62(E) - Circ Right	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%

Full Input Data And Results

12/1	A19(S) - Circ Ahead	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
12/2	A19(S) - Circ Ahead Right	U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
13/1	M62(W) - Circ Ahead	U	N/A	N/A	B		1	8	-	90	1908	429	21.0%
13/2	M62(W) - Circ Right	U	N/A	N/A	B		1	8	-	384	2043	460	83.5%
14/1	Selby Road - Circ Left	U	N/A	N/A	-		-	-	-	999	Inf	Inf	0.0%
14/2	Selby Road - Circ Right	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
15/1	A19(N) - Circ Ahead Right	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
15/2	A19(N) - Circ Right	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M62 Junction 34	-	-	3521	0	0	4.1	3.9	0.0	8.0	-	-	-	-
M62 Junction 35	-	-	3521	0	0	4.1	3.9	0.0	8.0	-	-	-	-
1/1	71	71	71	0	0	0.0	0.1	-	0.1	2.6	0.0	0.1	0.1
1/2	194	194	194	0	0	0.0	0.2	-	0.2	3.2	0.1	0.2	0.2
2/2+2/1	419	419	838	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	768	768	-	-	-	2.0	2.8	-	4.7	22.2	7.5	2.8	10.2
3/2	116	116	-	-	-	0.2	0.1	-	0.3	8.0	0.7	0.1	0.8
4/2+4/1	151	151	302	0	0	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1
5/2+5/1	1058	1058	2116	0	0	0.0	0.6	-	0.6	2.1	0.4	0.6	1.0
6/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	90	90	-	-	-	0.3	0.0	-	0.3	12.7	0.8	0.0	0.8
13/2	384	384	-	-	-	1.6	0.0	-	1.6	14.8	4.1	0.0	4.1
14/1	999	999	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

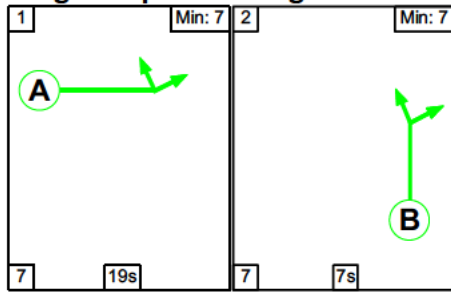
Full Input Data And Results

15/2	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		5.7	Total Delay for Signalled Lanes (pcuHr):		6.89	Cycle Time (s):		40			
		PRC Over All Lanes (%):		5.7	Total Delay Over All Lanes(pcuHr):		7.99						

Full Input Data And Results

Scenario 2: '2025 Base + Committed + Dev (Cont.) Evening' (FG2: '2025 Base + Committed + Dev (Cont.) Evening', Plan 1: 'Network Control Plan 1')

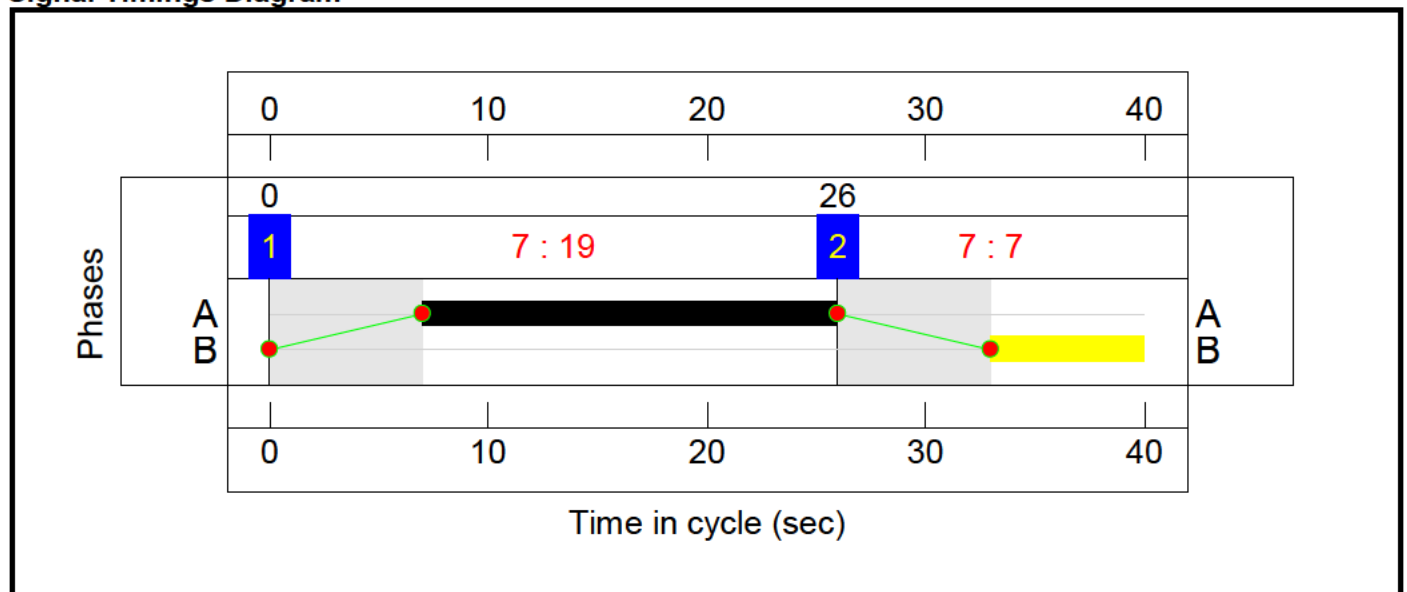
Stage Sequence Diagram



Stage Timings

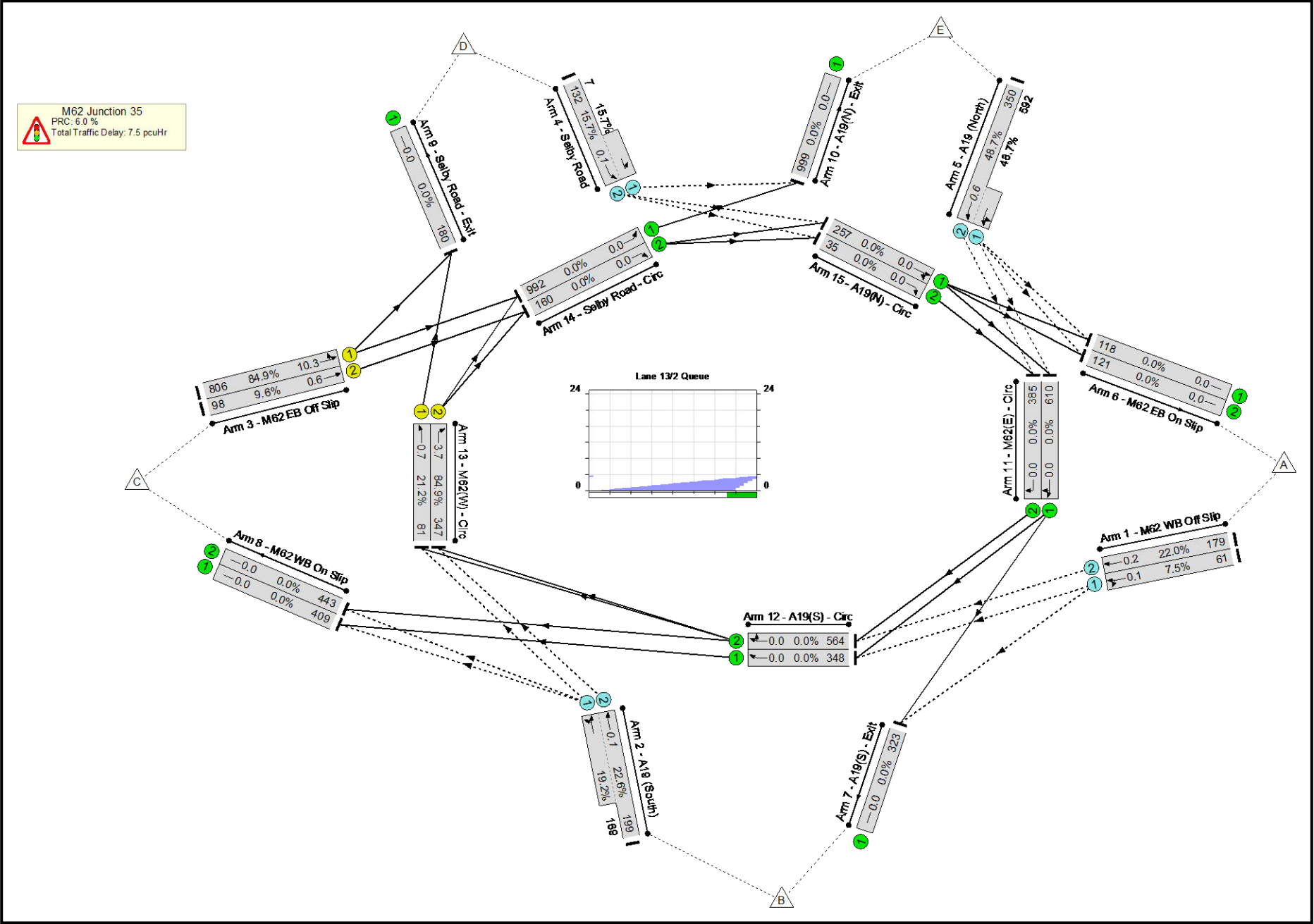
Stage	1	2
Duration	19	7
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M62 Junction 34	-	-	N/A	-	-		-	-	-	-	-	-	84.9%
M62 Junction 35	-	-	N/A	-	-		-	-	-	-	-	-	84.9%
1/1	M62 WB Off Slip Left Ahead	O	N/A	N/A	-		-	-	-	61	Inf	812	7.5%
1/2	M62 WB Off Slip Ahead	O	N/A	N/A	-		-	-	-	179	Inf	812	22.0%
2/2+2/1	A19 (South) Left Ahead	O	N/A	N/A	-		-	-	-	368	Inf : Inf	882+882	22.6 : 19.2%
3/1	M62 EB Off Slip Left Ahead	U	N/A	N/A	A		1	19	-	806	1898	949	84.9%
3/2	M62 EB Off Slip Ahead	U	N/A	N/A	A		1	19	-	98	2034	1017	9.6%
4/2+4/1	Selby Road U-Turn Ahead	O	N/A	N/A	-		-	-	-	139	Inf : Inf	839+44	15.7 : 15.7%
5/2+5/1	A19 (North) Left Ahead	O	N/A	N/A	-		-	-	-	942	Inf : Inf	719+1216	48.7 : 48.7%
6/1	M62 EB On Slip	U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
6/2	M62 EB On Slip	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
7/1	A19(S) - Exit	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
8/1	M62 WB On Slip	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
8/2	M62 WB On Slip	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
9/1	Selby Road - Exit	U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
10/1	A19(N) - Exit	U	N/A	N/A	-		-	-	-	999	Inf	Inf	0.0%
11/1	M62(E) - Circ Ahead Right	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
11/2	M62(E) - Circ Right	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%

Full Input Data And Results

12/1	A19(S) - Circ Ahead	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
12/2	A19(S) - Circ Ahead Right	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
13/1	M62(W) - Circ Ahead	U	N/A	N/A	B		1	7	-	81	1908	382	21.2%
13/2	M62(W) - Circ Right	U	N/A	N/A	B		1	7	-	347	2043	409	84.9%
14/1	Selby Road - Circ Left	U	N/A	N/A	-		-	-	-	992	Inf	Inf	0.0%
14/2	Selby Road - Circ Right	U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
15/1	A19(N) - Circ Ahead Right	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
15/2	A19(N) - Circ Right	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M62 Junction 34	-	-	3138	0	0	3.9	3.6	0.0	7.5	-	-	-	-
M62 Junction 35	-	-	3138	0	0	3.9	3.6	0.0	7.5	-	-	-	-
1/1	61	61	61	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.1
1/2	179	179	179	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.2
2/2+2/1	368	368	736	0	0	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
3/1	806	806	-	-	-	1.9	2.7	-	4.7	20.8	7.6	2.7	10.3
3/2	98	98	-	-	-	0.1	0.1	-	0.2	7.2	0.6	0.1	0.6
4/2+4/1	139	139	278	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
5/2+5/1	942	942	1884	0	0	0.0	0.5	-	0.5	1.8	0.2	0.5	0.6
6/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	999	999	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	81	81	-	-	-	0.3	0.0	-	0.3	13.4	0.7	0.0	0.7
13/2	347	347	-	-	-	1.5	0.0	-	1.5	15.4	3.7	0.0	3.7
14/1	992	992	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

15/2	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		6.0	Total Delay for Signalled Lanes (pcuHr):		6.65	Cycle Time (s):		40			
		PRC Over All Lanes (%):		6.0	Total Delay Over All Lanes(pcuHr):		7.53						

