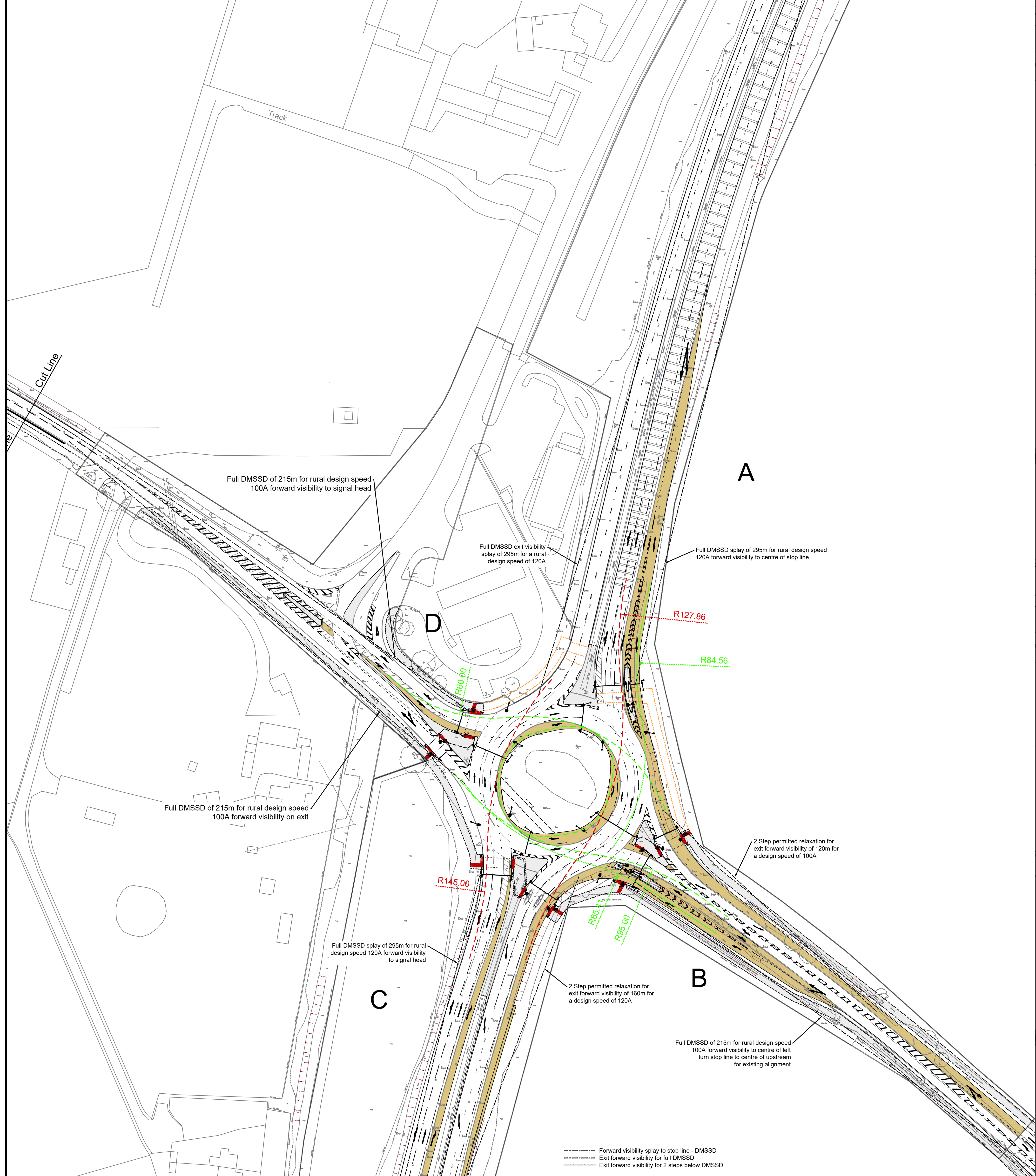
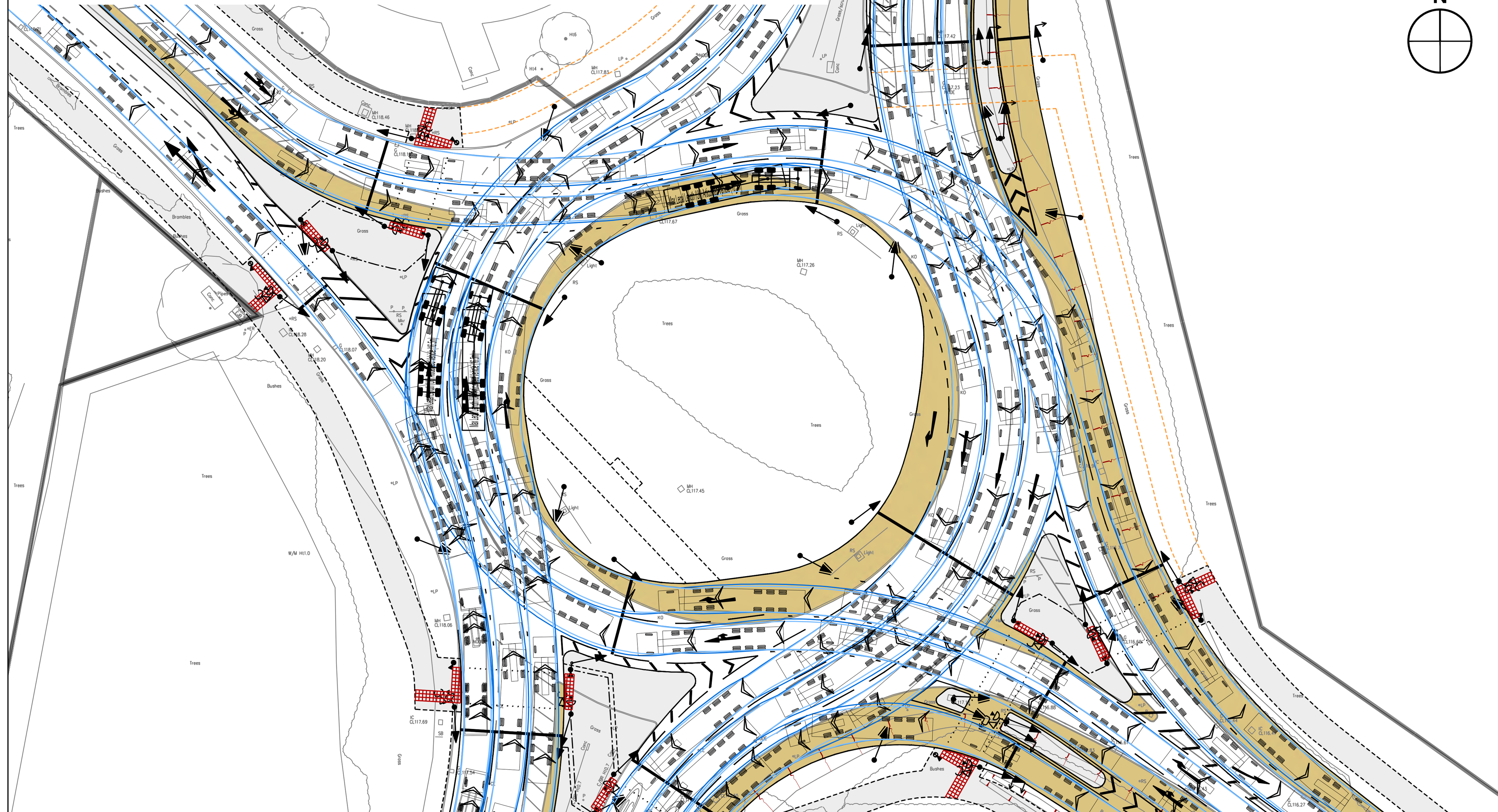
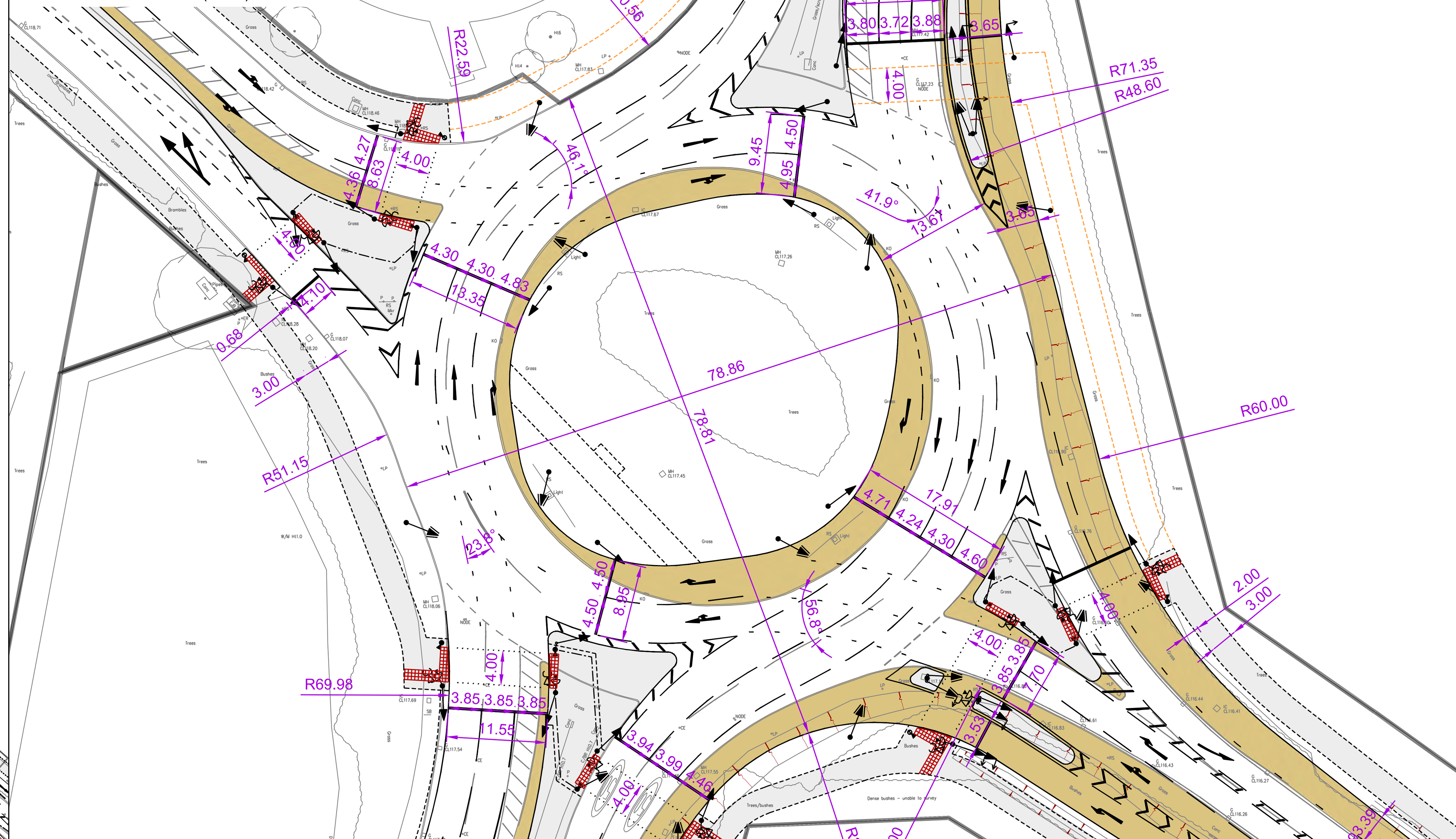
VISIBILITY ASSESSMENT AND ENTRY PATH CURVATURE (DEFLECTION) - 1:1250 Scale



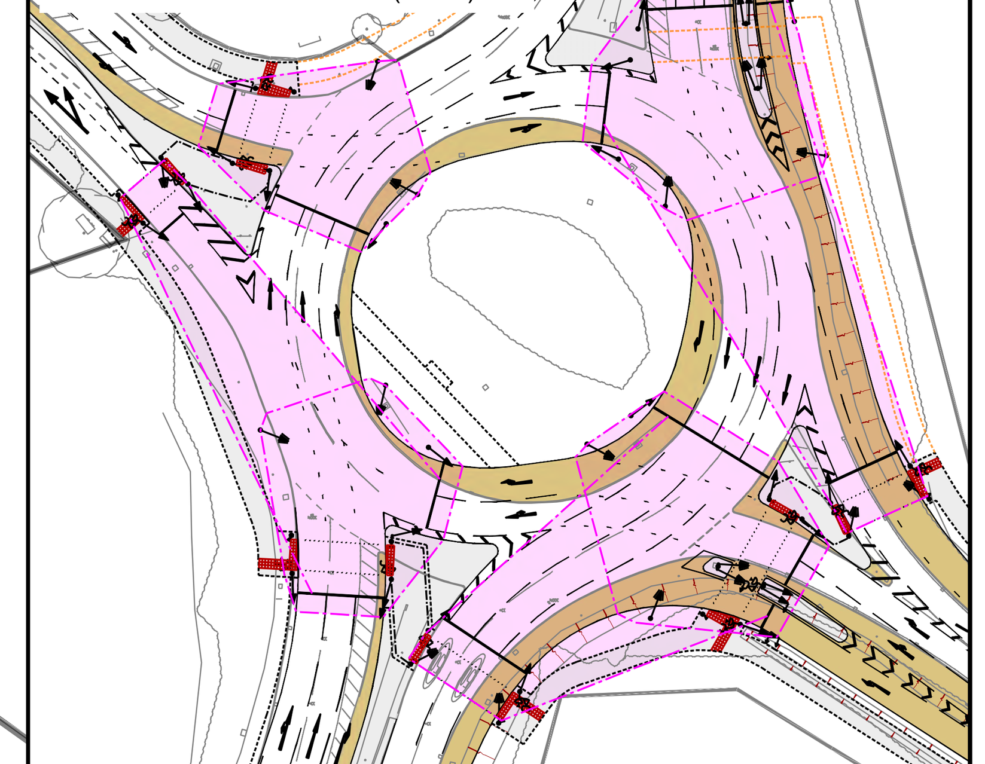
INSET A - SWEPT PATH ANALYSIS - DESIGN VEHICLE (16.5M ARTIC) ALL MOVEMENTS (1:500)



INSET B - DIMENSIONS (1:500)



INSET C - INTERVISIBILITY (1:500)



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Review undertaken with reference to DMRB CD 116 Geometric Design of Roundabouts

Clause No:	Clause 'Shall' Requirement	Provision / Design Compliance (Y/N) Arm A	Arm B	Arm C	Arm D
1.1	This document shall be used for the geometric design of roundabouts, including signal-controlled roundabouts.	Noted	Noted	Noted	Noted
NOTE 3	Section 3 provides requirements and advice for all roundabout designs	Noted	Noted	Noted	Noted
1.2	Geometric design of the elements between the two points (the link upstream of the roundabout entry flare and the link downstream of the roundabout exit taper) shall be in accordance with the requirements of this document as illustrated in Figure 1.2, except for approach stopping sight distance (SSD) visibility and differential acceleration lanes (DALs)	Noted	Noted	Noted	Noted
NOTE	Requirements and advice for the approach SSD visibility to roundabouts and DALs are detailed in this document.	Noted	Noted	Noted	Noted
1.3	All traffic signs and road markings must conform to the TSRGD [Ref 8.N] and amendments thereof.	Yes (roadmarks only)	Yes (roadmarks only)	Yes (roadmarks only)	Yes (roadmarks only)
	Roundabout types				
2.1	At-grade roundabouts shall not be provided on motorways.	N/A	N/A	N/A	N/A
NOTE	A roundabout designed as part of a grade separated junction follows the same requirements as a normal roundabout.	N/A	N/A	N/A	N/A
2.3	For roads with a speed limit of 50mph or greater and traffic levels of greater than 8,000 two-way AADT on any approach, a normal roundabout shall be used.	N/A	N/A	N/A	N/A
2.4	Compact roundabouts shall not be used at any location with a dual carriageway approach, irrespective of speed or AADT.	N/A	N/A	N/A	N/A
2.5	Signal-controlled roundabouts shall be designed using the requirements for a normal roundabout.	Noted	Noted	Noted	Noted
NOTE1	General requirements and advice for signal-controlled junctions, including positioning of and visibility to signals, that are applicable to roundabouts and other junctions, are provided in Section 4 and CD 123	Noted, see below for CD123 review section	Noted, see below for CD123 review section	Noted, see below for CD123 review section	Noted, see below for CD123 review section
2.6	Direct signal-controlled roundabouts (as illustrated in Figure 2.6) shall have traffic signal control (part-time or full-time) on one or more of the approaches and at the corresponding point on the circulatory carriageway.	Yes	Yes	Yes	Yes
2.7	Traffic signal control shall be used on the through route conflict points on a through-about (as illustrated in Figure 2.7a) or double-through-about (as illustrated in Figure 2.7b).	N/A	N/A	N/A	N/A
	Circulatory carriageway				
3.6	The width of the circulatory carriageway for normal or compact roundabouts shall be between 1.0 and 1.2 times the maximum entry width, excluding any overrun area.	Yes Max entry = 11.40 Circulatory = 13.67	Yes Max entry = 7.7m Circulatory = 8.9m	Yes Max entry = 11.55m Circulatory = 13.35m	Yes Max entry = 8.63m Circulatory = 9.45m
	Central island				
3.7	The central island of normal and compact roundabouts shall be at least 4 metres in diameter.	Yes (approx. 43m)	Yes (approx. 43m)	Yes (approx. 43m)	Yes (approx. 43m)
	Overrun areas				
3.8	A roundabout shall provide space for the turning movements of the design vehicle in accordance with Table 3.8.1N1.	Not applicable to a large signalised roundabout	Not applicable to a large signalised roundabout	Not applicable to a large signalised roundabout	Not applicable to a large signalised roundabout
	Traffic islands				
3.10	Traffic islands shall be used on each arm of a normal or compact roundabout, located and shaped so as to separate and direct traffic entering and leaving the roundabout.	Yes	Yes	Yes	Yes
NOTE	On dual carriageway approaches to roundabouts, the central reserve acts as a traffic island separating opposing traffic flows.	Yes	N/A	Yes	N/A
	Entry width				
3.13	On a dual carriageway approach to a normal roundabout, the entry width shall not exceed 15 metres.	Yes - 11.4m	Yes - 7.7m	Yes - 11.55m	Yes - 8.6m
3.14	Lane widths at the give way line for normal and compact roundabouts shall be no less than 3 metres and no greater than 4.5 metres.	Yes - 3.65-3.8m	Yes - 3.53-3.85m	Yes - 3.85m	Yes - 3.27-3.36m
3.15	Hatching on the entry to reduce the entry width shall not be used in the controlled area of a zebra or signal controlled crossing.	Yes	Yes	Yes	Yes
	Entry path radius and deflection				
3.21	The entry path radius (or its inverse, entry path curvature) shall be measured for all turning movements at a roundabout.	Noted	Noted	Noted	Noted
3.26	At normal roundabouts, the entry path radius shall not exceed 100 metres	No - 127m	Yes - 95m	No - 145m	Yes - 60m
	Lane direction markings				
3.27	Right pointing arrows on lane dedication signs or as markings on the road shall not be used on normal and compact roundabout approaches.	Yes	Yes	Yes	Yes
	Exit width				
3.28	On normal and compact roundabouts, the exit width shall be measured as the distance between the nearside kerb and the edge of the traffic island (or central reserve of a dual carriageway) where it intersects with the outer edge of the circulatory carriageway, as shown on Figure 3.28.	Noted	Noted	Noted	Noted
	Crossfall and gradients				
3.30	A crossfall profile shall be provided on approaches, entries, exits and circulatory carriageways of a roundabout for the purpose of draining surface water.	Noted, to be dealt with at detailed design	Noted, to be dealt with at detailed design	Noted, to be dealt with at detailed design	Noted, to be dealt with at detailed design
3.31	On the approaches and exits, the applied superelevation shall not exceed 5% (1 in 20).	Noted, to be dealt with at detailed design	Noted, to be dealt with at detailed design	Noted, to be dealt with at detailed design	Noted, to be dealt with at detailed design
	Visibility				
3.36	Visibility shall be measured in accordance with the envelope of visibility for measurement of stopping sight distance (SSD) in CD 109 [Ref 3.N], with visibility obtainable from a driver's eye height of between 1.05 metres and 2 metres to an object height of between 0.26 metres and 2 metres, except for: 1) visibility to the right at entry; and 2) across the central island.	No significant changes are proposed to vertical alignment, however vertical visibility will be checked at detailed design stage			
NOTE 2	The visibility requirements in this section include no obstructions due to signs, street furniture or planting. Sign mounting heights on the central reserve of no less than 2 metres above the carriageway surface are likely to meet the visibility requirements of this section.	Noted, signage to be dealt with at detailed design stage	Noted, signage to be dealt with at detailed design stage	Noted, signage to be dealt with at detailed design stage	Noted, signage to be dealt with at detailed design stage
NOTE 3	Isolated objects less than 550mm wide such as lighting columns, sign supports or bridge columns are acceptable.	Noted	Noted	Noted	Noted
	Forward visibility on approach (SSD)				
3.37	On a 7.3 metres wide dual carriageway, SSD shall be measured to the position of an object at the give way line (5.5 metres from the traffic island) as shown on Figure 3.37.	Visibility shown to signal head in line with CD 123 requirements	Visibility shown to signal head in line with CD 123 requirements	Visibility shown to signal head in line with CD 123 requirements	Visibility shown to signal head in line with CD 123 requirements
3.40	Visibility on the approach, 'a', to the roundabout shall conform to CD 109 [Ref 3.N].	Noted	Noted	Noted	Noted
NOTE 3	The visibility on the approach is measured from a vehicle position in the centre of the nearside lane, measured from the centre of the lane as shown on Figures 3.37, 3.38 and 3.39.	Noted	Noted	Noted	Noted
3.41	Where chevron signs are located on the central island, they shall be visible to approaching drivers in all lanes from a distance equal to the desirable minimum SSD measured back along the approach lanes from the give way line.	Noted, signage to be dealt with at detailed design stage	Noted, signage to be dealt with at detailed design stage	Noted, signage to be dealt with at detailed design stage	Noted, signage to be dealt with at detailed design stage
NOTE	The desirable minimum SSD is measured back from the give way line as this is the point at or before which road users need to be able to reduce speed.	Noted	Noted	Noted	Noted
3.42	Where chevron signs are used, the signs shall not be stacked.	Noted, signage to be dealt with at detailed design stage	Noted, signage to be dealt with at detailed design stage	Noted, signage to be dealt with at detailed design stage	Noted, signage to be dealt with at detailed design stage
	Forward visibility at entry				
3.43	Drivers of all vehicles approaching the roundabout shall be able to see objects of height between 0.26 metres and 2 metres on the full width of the circulatory carriageway, from the centre of the nearside lane at a distance of 15 metres back from the give way line, for the visibility distance as shown in Table 3.43.	No significant changes are proposed to vertical alignment, however vertical visibility will be checked at detailed design stage			
3.44	For visibility to the right, the envelope of visibility shall be obtainable from a driver's eye height of between 1.05 metres and 2 metres to an object height of between 1.05 metres and 2 metres.	No significant changes are proposed to vertical alignment, however vertical visibility will be checked at detailed design stage			
3.45	Drivers of all vehicles approaching the roundabout shall be able to see the full width of the circulatory carriageway to their right, from the centre of the offside lane at the give way line, for the visibility distance provided in Table 3.43 and as shown in Figure 3.45.	Full review of entry visibility to be undertaken at detailed design stage			
3.46	Visibility to the right shall conform to Table 3.43 and be measured from the centre of the offside lane at a distance of 15 metres back from the give way line, as shown in Figure 3.46.	Full review of entry visibility to be undertaken at detailed design stage			
	Circulatory visibility				
3.47	For circulatory visibility, the envelope of visibility shall be obtainable from a driver's eye height of between 1.05 metres and 2 metres to an object height of between 1.05 metres and 2 metres.	Full review of circulatory visibility to be undertaken at detailed design stage			
3.48	This (circulatory) visibility shall be checked at a distance of 2 metres in from the central island, as shown in Figure 3.48.	Full review of circulatory visibility to be undertaken at detailed design stage			
3.49	Drivers on the circulatory carriageway shall be able to see the full width of the circulatory carriageway ahead of them for the visibility distance given in Table 3.43.	Full review of circulatory visibility to be undertaken at detailed design stage			
	Exit Visibility				
3.50	On the circulatory carriageway, the exit visibility shall conform to Table 3.43.	Full review of circulatory visibility to be undertaken at detailed design stage			
NOTE	Once a vehicle has crossed the inscribed circle at the exit from the roundabout, the SSD is to follow the requirements and advice provided in CD 109 [Ref 3.N].	Noted	Noted	Noted	Noted
3.52	Drivers approaching a roundabout with a signal-controlled crossing shall be able to see at least one signal head for desirable minimum SSD for the design speed of the roundabout approach.	Yes - see main drawing for forward visibility	Yes - see main drawing for forward visibility	Yes - see main drawing for forward visibility	Yes - see main drawing for forward visibility
NOTE	Requirements and advice for visibility to crossings for a signalised roundabout are given in CD 123 [Ref 2.N].	Noted	Noted	Noted	Noted
	Hard strips, shoulders, kerbs and verge areas				
3.54	Hard strips and hard shoulders on each approach shall terminate where entry widening begins.	Yes	Yes	Yes	Yes
NOTE 3	Cycle provision requirements and advice for signal-controlled roundabouts are provided within CD 195 [Ref 2.I]	Noted	Noted	Noted	Noted
NOTE 4	The geometric design of a through-about follows the same geometric requirements and advice as normal roundabouts in this document for the roundabout specific elements, and follows the same geometric requirements and advice as signal-controlled junctions in CD 123 [Ref 2.N] where signal-controlled elements are considered.	N/A	N/A	N/A	N/A
	Direct and indirect signal control				
4.2	Signal-controlled roundabouts shall be designed incorporating direct and/or indirect signal configuration.	Noted	Noted	Noted	Noted
	Additional approach lane capacity on signal-controlled roundabouts				
4.3	When an assessment demonstrates that additional approach lane capacity is needed on a signal-controlled roundabout, the additional lane(s) shall be provided adjacent to either the offside or nearside carriageway edge.	Noted	Noted	Noted	Noted
	General geometry at signal-controlled roundabouts				
4.4	On signal-controlled roundabouts, where dedicated left turn lanes are provided, traffic islands shall be used to separate uncontrolled traffic from controlled traffic, as shown in Figure 4.4.	Yes	Yes	N/A	N/A
4.5	Give way markings shall not be provided at any entries with direct full-time signal control.	Yes - stop line provided	Yes - stop line provided	Yes - stop line provided	Yes - stop line provided
4.6	The design of a signal-controlled roundabout shall allow for the swept turning paths of the design vehicle on all entry, circulatory and exit lanes.	Yes - please refer to swept path analysis showing all movements through the junction tested with design vehicle			
NOTE	The nature of the signal-controlled roundabout and its associated traffic islands and pedestrian refuges can restrict the movement of vehicles, particularly HGVs.	N/A - see above	N/A - see above	N/A - see above	N/A - see above
	Visibility of signals				
4.7	On an external approach to a signal-controlled roundabout, each traffic lane shall have clear visibility of at least one primary traffic signal associated with its particular movement, from a distance equivalent to the desirable minimum SSD of the approach road.	Yes - 295m SSD	Yes - 295m SSD	Yes - 295m SSD	Yes - 295m SSD
NOTE 1	Requirements and advice for visibility on the circulatory carriageway are provided in Section 3, "Circulatory visibility".	Full review of circulatory visibility to be undertaken at detailed design stage			
NOTE 2	Requirements and advice on the provision of additional signal heads are provided in CD 123 [Ref 2.N].				
4.8	Visibility to the primary signal shall be in accordance with the CD 109 [Ref 3.N] visibility envelope, but with the high object height amended to incorporate the signal head where this exceeds 2 metres, as indicated in Figure 4.8.	Full review of vertical visibility to be undertaken at detailed design stage, no significant changes to vertical alignment planned as part of the works			
	Design of subsidiary deflection islands				
	Criteria for subsidiary deflection islands				
7.1	A subsidiary deflection island (SDI) shall not be used in the design of new normal or compact roundabouts.	N/A	N/A	N/A	N/A
7.2	SDIs shall only be incorporated into the design where the required deflection on an existing roundabout, as defined and measured according to this document cannot be achieved through conventional design measures.	Yes	Yes	N/A	N/A
7.3	Non-physical SDIs shall not be used on sections of highway / road where pedestrians, cycle traffic and equestrians are known to cross.	N/A	N/A	N/A	N/A
7.4	Physical SDIs shall only be used at street lit junctions.	Yes - junction is currently lit	Yes - junction is currently lit	N/A	N/A
7.5	Where the SDI is situated on an abnormal load route, the use of physical SDIs shall be assessed to demonstrate sufficient swept path width is provided for the abnormal load design vehicle.	N/A	N/A	N/A	N/A
7.6	Physical SDIs shall be a minimum width of 1.6 metres.	Yes - min. width = 2.0m	Yes - min. width = 2.0m	N/A	N/A
NOTE	The width of a physical SDI is subject to the provisions for pedestrians, cycle traffic and equestrians.	Noted, although single phase crossing not expected for peds/cycle to wait at refuge.		N/A	N/A
7.7	Non-physical SDIs shall be a minimum width of 1 metres. (Maintained over 5m length back from give-way line)	N/A	N/A	N/A	N/A
7.8	Physical SDIs shall be offset a minimum of 2.4 metres from the roundabout give-way line to avoid the lit bollard obstructing visibility.	N/A	N/A	N/A	N/A
7.9	The island shall be a minimum total length of 5 metres.	Yes - 22.5m	Yes - 13.4m	N/A	N/A
7.10	Where an SDI is provided, the entry path curvature shall be measured in accordance with the guidance contained in Section 3 of this document and as shown on Figure 7.10.	Yes - 84.6m	Yes - 85.41	N/A	N/A
7.11	Where a physical SDI is proposed and cycle traffic is anticipated on road, a minimum carriageway width of 4.5 metres shall be maintained between carriageway edge kerbs or any carriageway edge road markings.	N/A	N/A	N/A	N/A
	Road markings for subsidiary deflection islands				
7.12	Road markings on non-physical SDIs shall not be raised.	N/A	N/A	N/A	N/A
7.13	Areas of solid marking material shall not be used (with the exception of coloured surfacing used under areas of hatching).	N/A	N/A	N/A	N/A
7.14	Road markings to TSRGD [Ref 8.N] diagram 1041 (Schedule 11 Part 4 Item 27) shall be used to guide vehicles past the physical island, as shown in Figure 7.9Na.	Yes	Yes	N/A	N/A
7.15	The approach hatching for both physical and non-physical SDIs shall be in accordance with Table 7.15.	Yes	No - Current design based on SLTL layout at 70kph, may need increasing to 1:45 to accord with requirement, currently 1:40	N/A	N/A
7.16	The approach hatching for SDIs shall be developed symmetrically.	Yes - 1:50		N/A	N/A
NOTE	Guidance on the provision of approach hatching is provided in TSM Chapter 5 [Ref 13.N].	Noted	Noted	N/A	N/A
7.17	The approach hatching for physical SDIs to TSRGD [Ref 8.N] diagram 1041 (Schedule 11 Part 4 Item 27) shall continue at full width from the end of the island up to the roundabout give way.	Width maintained to stop line	Yes	N/A	N/A
7.18	Where a physical SDI is to be provided, a plain faced lit bollard shall be installed at the start of the island.	Noted, to be dealt with at detailed design stage	Noted, to be dealt with at detailed design stage	N/A	N/A
7.19	Red reflecting road studs shall be used in conjunction with road markings to TSRGD [Ref 8.N] diagram 1041 (Schedule 11 Part 4 Item 27) along the chevron marking, on both sides of the marking.	Noted, to be dealt with at detailed design stage	Noted, to be dealt with at detailed design stage	N/A	N/A
	Designing for pedestrians, cyclists and equestrians at roundabouts				
8.1	Where there is demand or the desire to encourage pedestrians, cyclists, and / or equestrians at roundabouts, these users shall be provided for.	No pedestrian / cycle crossing provided on this arm, however jct still compliant.	Yes - pedestrian / cycle crossings incorporated into signal design junction	Yes - pedestrian / cycle crossings incorporated into signal design junction	Yes - pedestrian / cycle crossings incorporated into signal design junction
NOTE 4	Additional requirements and advice for the design of pedestrian and cycling facilities at roundabouts are provided in the National Application Annexes.	Noted	Noted	Noted	Noted
NOTE 5	Additional requirements for visibility at crossings are provided in Section 3, "Pedestrian crossing visibility".	Noted	Noted	Noted	Noted
	Controlled crossings				
8.2	Zigzag markings shall not be used where the crossing is part of a signal-controlled roundabout.	Noted, yes	Noted, yes	Noted, yes	Noted, yes
	Uncontrolled crossings at roundabouts				
8.3	Kerbed islands provided to assist pedestrians crossing the roundabout shall be located within 20 metres of the give way line at the nearest point.	N/A	N/A	N/A	N/A
	Cyclist crossings on SLTL/SDI				
8.4	On an SLTL, where a pedestrian refuge or physical SLTL is provided, it shall be a minimum width of 2.0 metres.	N/A	N/A - Island 2.3m in width but not expected for pedestrians to wait.	N/A	N/A
8.5	On an SLTL, where a pedestrian refuge or physical SLTL is provided, the hatching shall be a minimum width of 2.6 metres (or 2.3 metres where the speed limit is 40mph or less) adjacent to the refuge to allow for the appropriate offset, as illustrated in Figure 6.37.2.	N/A	Yes - 2.9m to suit 2.3m island width	N/A	N/A
8.6	On a junction where either an SLTL or an SDI is present, a combination of both controlled and uncontrolled facilities shall not be used on the same arm of a junction.	N/A	Noted, yes	N/A	N/A
8.7	SDIs shall be physical islands where they are intended to be used by pedestrians	N/A	Noted, yes	N/A	N/A
8.8	When designing for cycle traffic at new SLTLs, cycle tracks shall be provided.	N/A	N/A - this is not a SLTL	N/A	N/A
8.9	Where cycle traffic is expected to cross physical SLTL islands (as shown on Figure 8.9), or a physical SDI, a minimum refuge island width of 3.0 metres shall be provided.	N/A	N/A - Crossing is single phase, no expectation for cycles to wait.	N/A	N/A
8.10	Staggered crossings shall be designed so that central refuge island can accommodate the design parameters for the cycle design vehicle and two-way cycle track.	Yes	Yes	Yes	Yes

Review undertaken with reference to DMRB CD 123 Geometric design of at-grade priority and signal-controlled junctions

Clause No:	Clause 'Shall' Requirement				
	Visibility at Signals				
7.2	Each traffic lane shall have clear visibility of at least one primary signal associated with its particular movement, from a distance equivalent to the desirable minimum SSD of the approach road.	Yes - see main drawing for forward visibility	Yes - see main drawing for forward visibility	Yes - see main drawing for forward visibility	Yes - see main drawing for forward visibility
7.3	Visibility to the primary signal shall be in accordance with the CD 109 [Ref 5.N] visibility envelope, but with the high object height amended to incorporate the signal head where this exceeds 2 metres, as indicated in Figure 7.3.	No significant changes are proposed to vertical alignment, however vertical visibility will be checked at detailed design stage			
	Junction Intervisibility Zones				
7.4	An Intervisibility zone shall be provided that incorporates an area that extends across the full carriageway width of each arm from a distance of 2.5 metres back from each stop line, as illustrated in Figure 7.4.	Yes - see drawing for junction intervisibility	Yes - see drawing for junction intervisibility	Yes - see drawing for junction intervisibility	Yes - see drawing for junction intervisibility
7.5	Where an advance stop-line (ASL) is provided, the intervisibility zone shall be measured from a point 2.5 m behind the cyclists' stop-line.	N/A	N/A	N/A	N/A
7.6	No substantial fixed obstructions shall be located within the intervisibility zone of new junctions.	Yes	Yes	Yes	Yes
	Entry lanes, exit lanes and storage capacity				
	Lane Widths				
7.8	At existing junctions, the minimum width of straight ahead lanes shall satisfy one of the following: 1) 3.0 metres; or, 2) 2.5 metres where the 85th percentile approach speed exceeds 56 kph (35 mph) and/or it is necessary to make provision for HGVs; or, 3) 2.25 metres where the 85th percentile approach speed does not exceed 56 kph (35 mph) and it is not necessary to make provision for HGVs.	N/A	N/A	N/A	N/A
7.9	Dedicated lanes for left or right turning traffic shall be a minimum of 3.0 metres wide.	N/A	N/A	N/A	N/A
7.10	Dedicated lanes for left-or right-turning traffic shall be developed with tapers of 1 in 5, as illustrated in Figure 7.10.	N/A	N/A	N/A	N/A
	Storage length				
7.11	The storage length shall be measured from the stop line to the furthest point upstream where the total number of entry lanes are at full width, as illustrated in Figure 7.10.2.	Noted	Noted	Noted	Noted
	Exit lane continuity				
7.12	Where it is necessary to reduce the numbers of lanes on an exit, this shall be carried out on either the nearside or the offside depending on the prevailing traffic flows on the exit arm.	Noted	Noted	Noted	Noted
	Other geometrical elements of signal-controlled junctions				
	Swept path and corner radii				
7.13	The design of a signal-controlled junction shall allow for the swept turning paths of the design vehicle where provision is to be made for large goods vehicles.	Yes - please refer to swept path analysis showing all movements through the junction tested with design vehicle			
7.14	Where provision is to be made for large goods vehicles, the values for corner radii and associated tapers shall be the same as for a priority junction (refer to Section 5).	N/A	N/A	N/A	N/A
	Traffic islands (including at left-turn slips)				
7.15	The nosing of central reserves and pedestrian refuges shall be set back a minimum distance of 1.5 metres from the edge of carriageway of the intersecting road.	N/A	N/A	N/A	N/A
7.16	A minimum clearance of 450 mm shall be provided between the edge of carriageway and any street furniture.	Noted - current design provides allowance for offset to street furniture	Noted - current design provides allowance for offset to street furniture	Noted - current design provides allowance for offset to street furniture	Noted - current design provides allowance for offset to street furniture
7.17	Traffic islands shall be provided to separate uncontrolled traffic from controlled traffic where left-turn slip lanes are provided.	Yes	Yes	N/A	N/A

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

STATUS: INFORMATION ONLY

CLIENT: Tritax Symmetry

PROJECT: SYMMETRY PARK

DRAWING TITLE: A43 / B4100 Review of Vectos Proposed Baynards Green Mitigation Proposal

SCALES: 1:1250 / 1:1000 / 1:500 at A1

DRAWN:	CHECKED:	DATE:
TF	RB	25.07.2023

SLR

DRAWING NUMBER: 216285/SK11

REVISION: -

Annex E

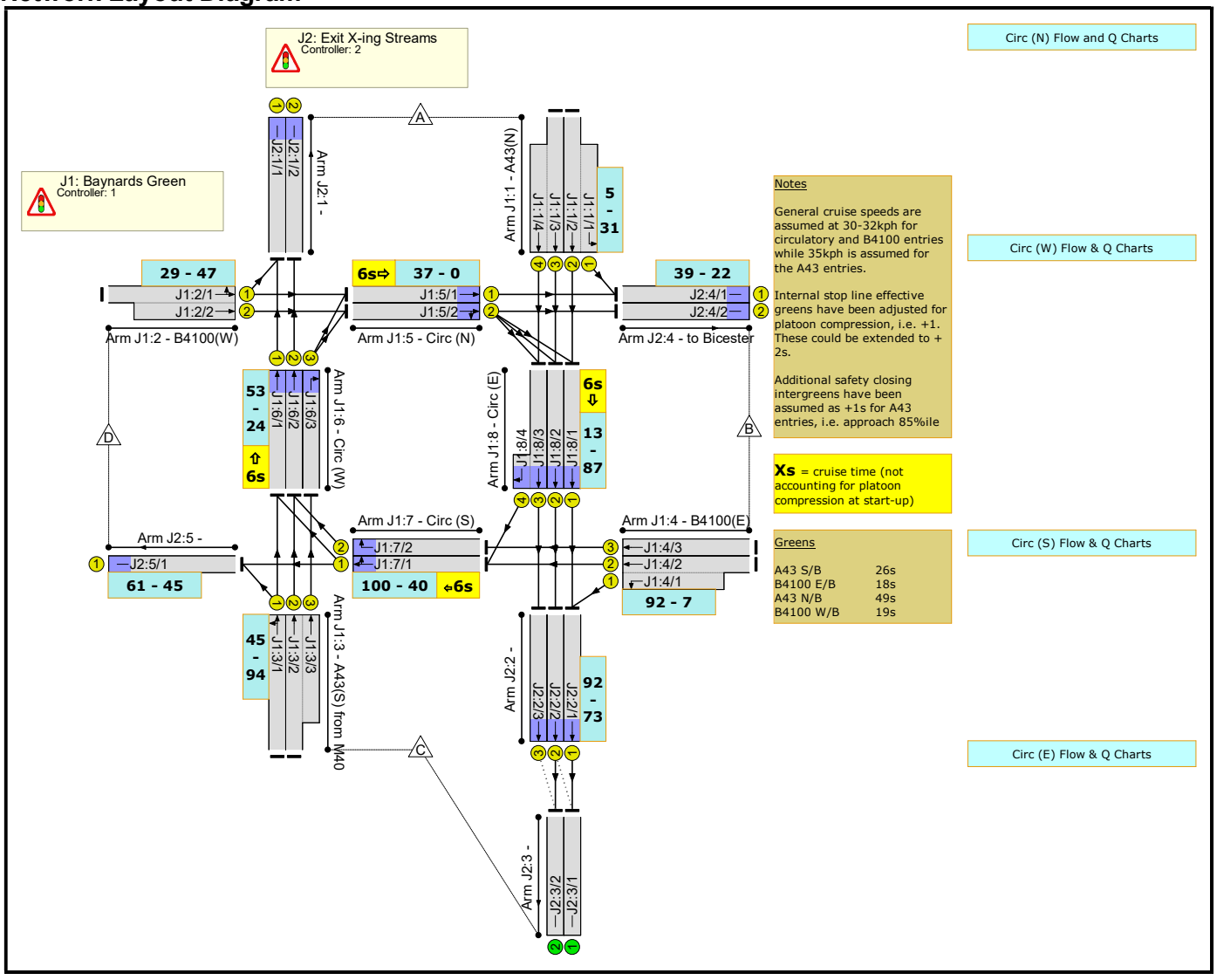
Updated Baynards Green LinSig Analysis.

Full Input Data And Results

User and Project Details

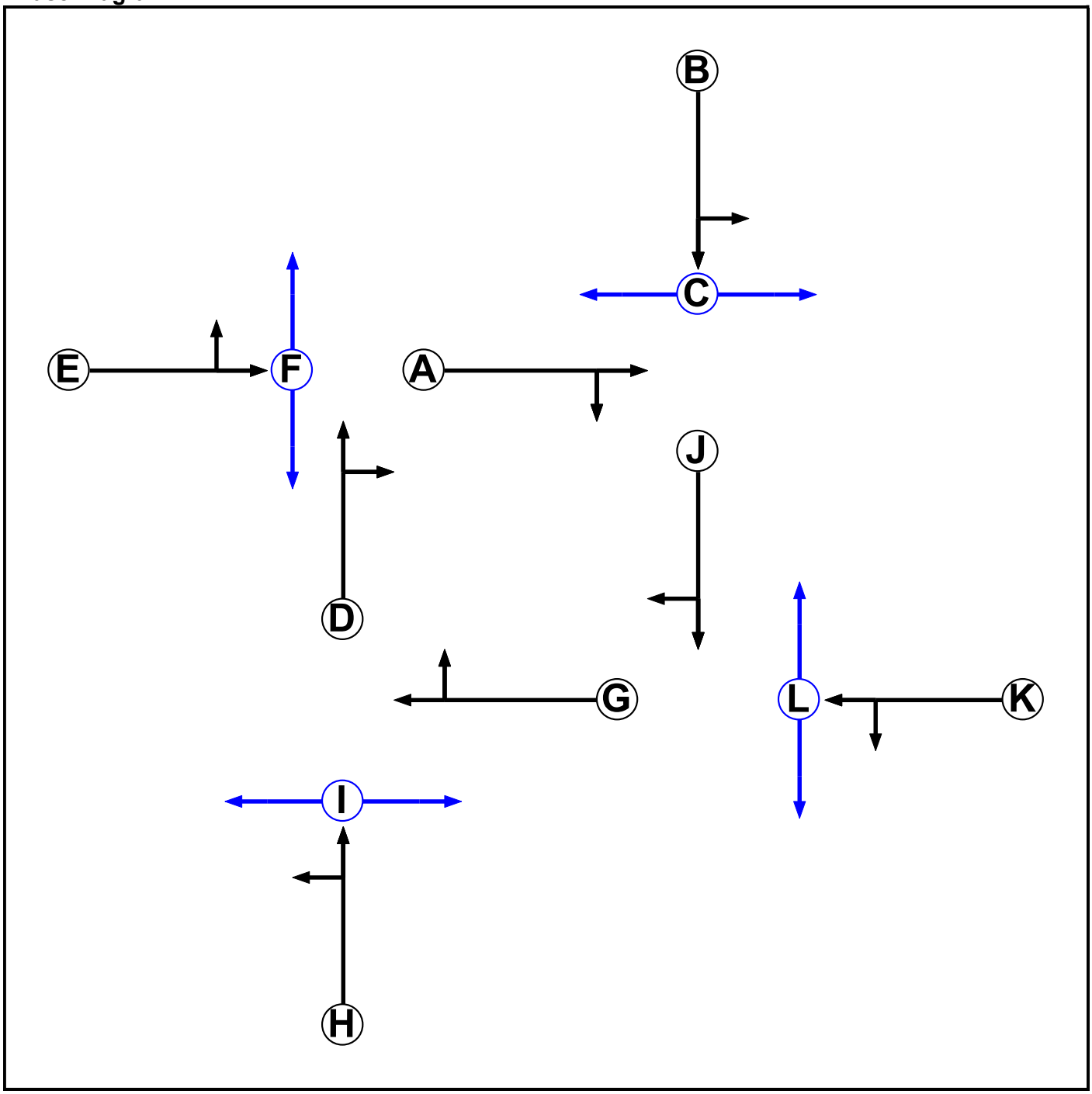
Project:	**Tritax Bicester**
Title:	**A43 / B4100 Baynards Green - Junction Improvement**
Location:	
Client:	Tritax Group
Design Layout Ref:	216285/A/14
Flow Details:	BTM refers to Bicester Traffic Model issued by Tetra Tech on behalf of OCC. V7 flows reflect the agreed demand sets used in the VISSIM model with a heavy PCU factor of 2.0.
Additional detail:	Circulatory phases mins allow entry peds to time off when demanded. Exit stream ped leaving intergreens reflect O/C detection (maximums are also included).
File name:	216285 Baynards Green Rbt v1_8b (Drg A-14).lsg3x
Author:	R Bishop
Company:	Vectos SLR
Address:	

Network Layout Diagram



C1 - Rbt Streams

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	15
B	Traffic	1		-9999	7
C	Pedestrian	1		-9999	5
D	Traffic	2		-9999	9
E	Traffic	2		-9999	7
F	Pedestrian	2		-9999	5
G	Traffic	3		-9999	12
H	Traffic	3		-9999	7
I	Pedestrian	3		-9999	5
J	Traffic	4		-9999	15
K	Traffic	4		-9999	6
L	Pedestrian	4		-9999	5

Phase Intergreens Matrix

		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		5	-	-	-	-	-	-	-	-	-	-
	B	6		6	-	-	-	-	-	-	-	-	-
	C	-	17		-	-	-	-	-	-	-	-	-
	D	-	-	-		5	-	-	-	-	-	-	-
	E	-	-	-	6		5	-	-	-	-	-	-
	F	-	-	-	-	10		-	-	-	-	-	-
	G	-	-	-	-	-	-		5	-	-	-	-
	H	-	-	-	-	-	-	6		6	-	-	-
	I	-	-	-	-	-	-	-	12		-	-	-
	J	-	-	-	-	-	-	-	-	-		5	-
	K	-	-	-	-	-	-	-	-	-	6		5
	L	-	-	-	-	-	-	-	-	-	-	16	

Phases in Stage

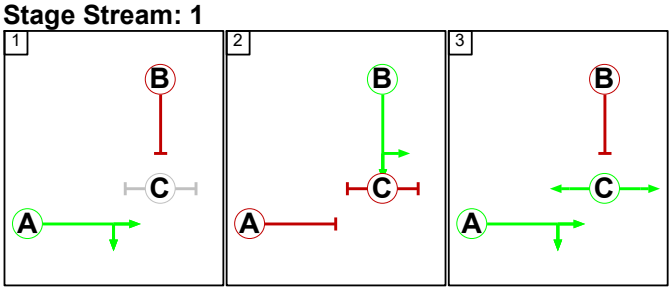
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
1	3	A C
2	1	D
2	2	E
2	3	D F
3	1	G
3	2	H
3	3	G I

Full Input Data And Results

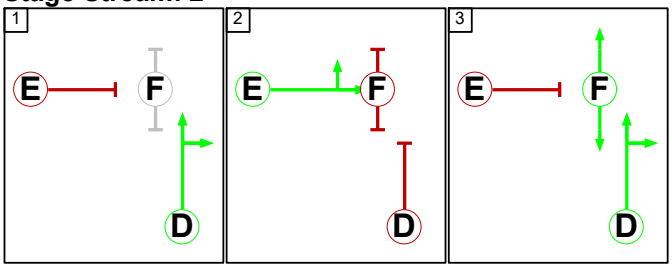
4	1	J
4	2	K
4	3	J L

Stage Diagram

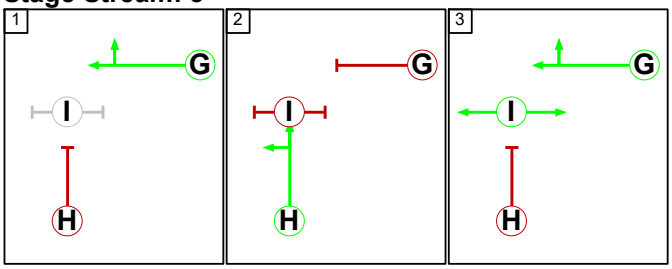
Stage Stream: 1



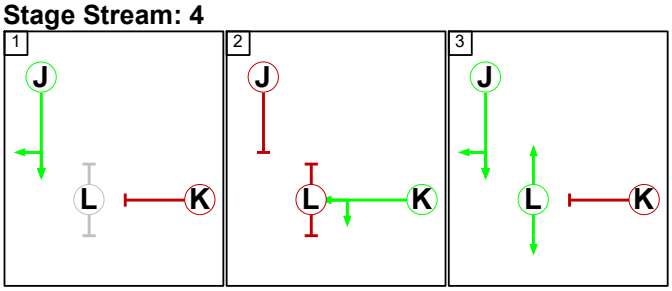
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Stage Stream: 3

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

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage	1	2	3
1		5	0
2	6		6
3	0	17	

Stage Stream: 2

	To Stage		
From Stage	1	2	3
1		5	0
2	6		6
3	0	10	

Stage Stream: 3

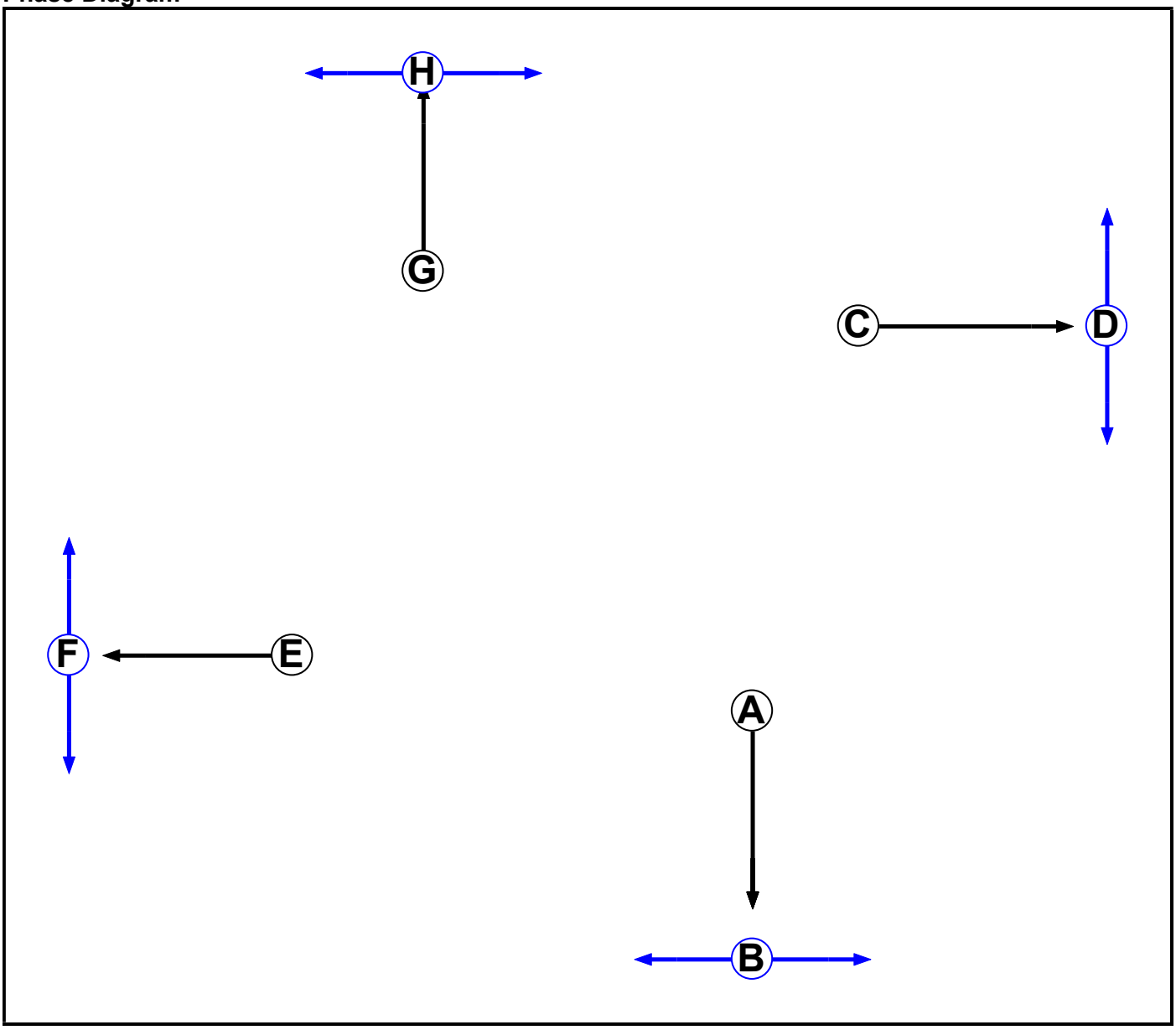
	To Stage		
From Stage	1	2	3
1		5	0
2	6		6
3	0	12	

Stage Stream: 4

	To Stage		
From Stage	1	2	3
1		5	0
2	6		6
3	0	16	

C2 - Exit Streams

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Pedestrian	1		-9999	5
C	Traffic	2		-9999	7
D	Pedestrian	2		-9999	5
E	Traffic	3		-9999	7
F	Pedestrian	3		-9999	5
G	Traffic	4		-9999	7
H	Pedestrian	4		-9999	5

Phase Intergreens Matrix

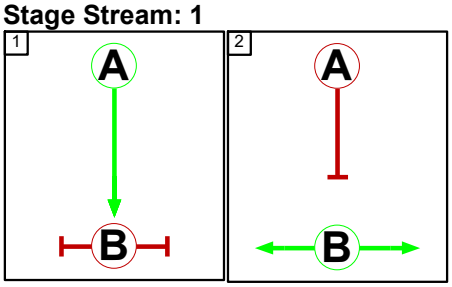
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		6	-	-	-	-	-	-
	B	8		-	-	-	-	-	-
	C	-	-		6	-	-	-	-
	D	-	-	6		-	-	-	-
	E	-	-	-	-		6	-	-
	F	-	-	-	-	5		-	-
	G	-	-	-	-	-	-		6
	H	-	-	-	-	-	-	5	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

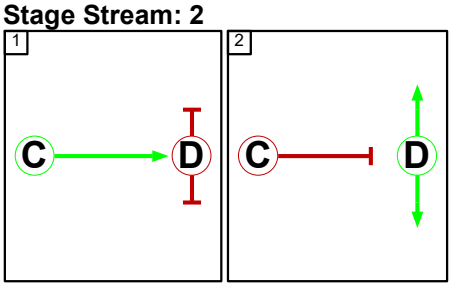
Stage Diagram

Stage Stream: 1

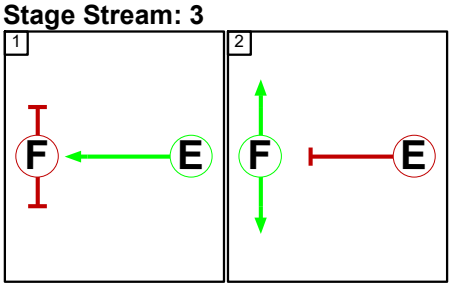


Full Input Data And Results

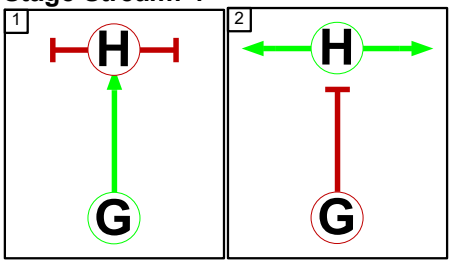
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		6
	2	8	

Full Input Data And Results

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		6
	2	5	

Stage Stream: 4

		To Stage	
		1	2
From Stage	1		6
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Baynards Green
There are no Opposed Lanes in this Junction

Junction: J2: Exit X-ing Streams
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: Baynards Green												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (A43(N))	U	B	2	3	20.0	Geom	-	3.50	0.00	Y	Arm J2:4 Left	70.00
J1:1/2 (A43(N))	U	B	2	3	60.0	User	2000	-	-	-	-	-
J1:1/3 (A43(N))	U	B	2	3	60.0	User	2000	-	-	-	-	-
J1:1/4 (A43(N))	U	B	2	3	21.0	User	2000	-	-	-	-	-
J1:2/1 (B4100(W))	U	E	2	3	60.0	User	1930	-	-	-	-	-
J1:2/2 (B4100(W))	U	E	2	3	10.5	User	1930	-	-	-	-	-
J1:3/1 (A43(S) from M40)	U	H	2	3	60.0	User	2000	-	-	-	-	-
J1:3/2 (A43(S) from M40)	U	H	2	3	60.0	User	2000	-	-	-	-	-
J1:3/3 (A43(S) from M40)	U	H	2	3	28.0	Geom	-	3.80	0.00	Y	Arm J1:6 Ahead	70.00
J1:4/1 (B4100(E))	U	K	2	3	14.0	Geom	-	3.60	0.00	Y	Arm J2:2 Left	24.00
J1:4/2 (B4100(E))	U	K	2	3	60.0	User	1920	-	-	-	-	-
J1:4/3 (B4100(E))	U	K	2	3	60.0	User	1920	-	-	-	-	-
J1:5/1 (Circ (N))	U	A	1	3	2.5	User	1990	-	-	-	-	-
J1:5/2 (Circ (N))	U	A	1	3	3.0	User	1990	-	-	-	-	-
J1:6/1 (Circ (W))	U	D	1	3	5.0	User	2050	-	-	-	-	-
J1:6/2 (Circ (W))	U	D	1	3	5.0	User	2050	-	-	-	-	-
J1:6/3 (Circ (W))	U	D	1	3	5.0	User	1950	-	-	-	-	-
J1:7/1 (Circ (S))	U	G	1	3	3.0	User	1950	-	-	-	-	-
J1:7/2 (Circ (S))	U	G	1	3	4.0	User	1950	-	-	-	-	-
J1:8/1 (Circ (E))	U	J	1	3	3.0	User	2000	-	-	-	-	-
J1:8/2 (Circ (E))	U	J	1	3	5.0	User	2000	-	-	-	-	-
J1:8/3 (Circ (E))	U	J	1	3	5.0	User	2000	-	-	-	-	-

Full Input Data And Results

J1:8/4 (Circ (E))	U	J	2	3	3.0	User	1950	-	-	-	-	-

Full Input Data And Results

Junction: J2: Exit X-ing Streams												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1	U	G	2	3	4.0	User	2050	-	-	-	-	-
J2:1/2	U	G	2	3	4.0	User	2050	-	-	-	-	-
J2:2/1	U	A	2	3	2.0	User	2000	-	-	-	-	-
J2:2/2	U	A	2	3	2.0	User	2000	-	-	-	-	-
J2:2/3	U	A	2	3	2.0	User	2000	-	-	-	-	-
J2:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (to Bicester)	U	C	2	3	3.0	User	2000	-	-	-	-	-
J2:4/2 (to Bicester)	U	C	2	3	2.0	User	2000	-	-	-	-	-
J2:5/1	U	E	2	3	2.6	User	2000	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2026 Tritax + Albion (BTM Dev4)'	08:00	09:00	01:00	
2: 'IP 2026 Tritax + Albion (BTM Dev4)'	13:00	14:00	01:00	
3: 'PM 2026 Tritax + Albion (BTM Dev4)'	17:00	18:00	01:00	
4: 'AM 2031 Tritax + Albion (BTM Dev4)'	08:00	09:00	01:00	
5: 'IP 2031 Tritax + Albion (BTM Dev4)'	13:00	14:00	01:00	
6: 'PM 2031 Tritax + Albion (BTM Dev4)'	17:00	18:00	01:00	
7: 'AM 2026 Tritax + Albion (VISSIM v7 Dev4)'	07:45	08:45	01:00	
8: 'PM 2026 Tritax + Albion (VISSIM v7 Dev4)'	16:30	17:30	01:00	
9: 'AM 2031 Tritax + Albion (VISSIM v7 Dev4)'	07:45	08:45	01:00	
10: 'PM 2031 Tritax + Albion (VISSIM v7 Dev4)'	16:30	17:30	01:00	

Scenario 1: 'AM 2026 Tritax & Albion (BTM Dev4)' (FG1: 'AM 2026 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	395	1882	111	2388
	B	201	0	147	287	635
	C	1145	397	0	122	1664
	D	93	417	171	0	681
	Tot.	1439	1209	2200	520	5368

Full Input Data And Results

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM 2026 Tritax & Albion (BTM Dev4)
Junction: J1: Baynards Green	
J1:1/1 (short)	395
J1:1/2 (with short)	1060(In) 665(Out)
J1:1/3 (with short)	1328(In) 664(Out)
J1:1/4 (short)	664
J1:2/1 (with short)	681(In) 341(Out)
J1:2/2 (short)	340
J1:3/1	633
J1:3/2 (with short)	1031(In) 634(Out)
J1:3/3 (short)	397
J1:4/1 (short)	147
J1:4/2 (with short)	434(In) 287(Out)
J1:4/3	201
J1:5/1	446
J1:5/2	539
J1:6/1	511
J1:6/2	835
J1:6/3	397
J1:7/1	398
J1:7/2	201
J1:8/1	708
J1:8/2	750
J1:8/3 (with short)	706(In) 595(Out)
J1:8/4 (short)	111
Junction: J2: Exit X-ing Streams	
J2:1/1	604
J2:1/2	835
J2:2/1	855
J2:2/2	750
J2:2/3	595
J2:3/1	1230
J2:3/2	970
J2:4/1	841

Full Input Data And Results

J2:4/2	368
J2:5/1	520

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43(N))	3.50	0.00	Y	Arm J2:4 Left	70.00	100.0 %	1924	1924
J1:1/2 (A43(N) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/3 (A43(N) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/4 (A43(N) Lane 4)	This lane uses a directly entered Saturation Flow						2000	2000
J1:2/1 (B4100(W) Lane 1)	This lane uses a directly entered Saturation Flow						1930	1930
J1:2/2 (B4100(W) Lane 2)	This lane uses a directly entered Saturation Flow						1930	1930
J1:3/1 (A43(S) from M40 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/2 (A43(S) from M40 Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/3 (A43(S) from M40)	3.80	0.00	Y	Arm J1:6 Ahead	70.00	100.0 %	1953	1953
J1:4/1 (B4100(E))	3.60	0.00	Y	Arm J2:2 Left	24.00	100.0 %	1859	1859
J1:4/2 (B4100(E) Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
J1:4/3 (B4100(E) Lane 3)	This lane uses a directly entered Saturation Flow						1920	1920
J1:5/1 (Circ (N) Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
J1:5/2 (Circ (N) Lane 2)	This lane uses a directly entered Saturation Flow						1990	1990
J1:6/1 (Circ (W) Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/2 (Circ (W) Lane 2)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/3 (Circ (W) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/1 (Circ (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/2 (Circ (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J1:8/1 (Circ (E) Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/2 (Circ (E) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/3 (Circ (E) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000

J1:8/4 (Circ (E) Lane 4)	This lane uses a directly entered Saturation Flow	1950	1950

Junction: J2: Exit X-ing Streams								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						2050	2050
J2:1/2	This lane uses a directly entered Saturation Flow						2050	2050
J2:2/1	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/2	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/3	This lane uses a directly entered Saturation Flow						2000	2000
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1 (to Bicester Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J2:4/2 (to Bicester Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J2:5/1	This lane uses a directly entered Saturation Flow						2000	2000

Scenario 2: 'IP 2026 Tritax & Albion (BTM Dev4)' (FG2: 'IP 2026 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	218	948	41	1207
	B	125	0	64	196	385
	C	968	185	0	86	1239
	D	30	181	90	0	301
	Tot.	1123	584	1102	323	3132

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: IP 2026 Tritax & Albion (BTM Dev4)
Junction: J1: Baynards Green	
J1:1/1 (short)	218
J1:1/2 (with short)	547(In) 329(Out)
J1:1/3 (with short)	660(In) 330(Out)
J1:1/4 (short)	330
J1:2/1 (with short)	301(In) 151(Out)
J1:2/2 (short)	150
J1:3/1	527
J1:3/2 (with short)	712(In) 527(Out)
J1:3/3 (short)	185
J1:4/1 (short)	64
J1:4/2 (with short)	260(In) 196(Out)
J1:4/3	125
J1:5/1	213
J1:5/2	243
J1:6/1	441
J1:6/2	652
J1:6/3	185
J1:7/1	237
J1:7/2	125
J1:8/1	352
J1:8/2	375
J1:8/3 (with short)	352(In) 311(Out)
J1:8/4 (short)	41
Junction: J2: Exit X-ing Streams	
J2:1/1	471
J2:1/2	652
J2:2/1	416
J2:2/2	375
J2:2/3	311
J2:3/1	604
J2:3/2	498
J2:4/1	431

Full Input Data And Results

J2:4/2	153
J2:5/1	323

Lane Saturation Flows

Junction: J1: Baynards Green

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A43(N))	3.50	0.00	Y	Arm J2:4 Left	70.00	100.0 %	1924	1924
J1:1/2 (A43(N) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/3 (A43(N) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/4 (A43(N) Lane 4)	This lane uses a directly entered Saturation Flow						2000	2000
J1:2/1 (B4100(W) Lane 1)	This lane uses a directly entered Saturation Flow						1930	1930
J1:2/2 (B4100(W) Lane 2)	This lane uses a directly entered Saturation Flow						1930	1930
J1:3/1 (A43(S) from M40 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/2 (A43(S) from M40 Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/3 (A43(S) from M40)	3.80	0.00	Y	Arm J1:6 Ahead	70.00	100.0 %	1953	1953
J1:4/1 (B4100(E))	3.60	0.00	Y	Arm J2:2 Left	24.00	100.0 %	1859	1859
J1:4/2 (B4100(E) Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
J1:4/3 (B4100(E) Lane 3)	This lane uses a directly entered Saturation Flow						1920	1920
J1:5/1 (Circ (N) Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
J1:5/2 (Circ (N) Lane 2)	This lane uses a directly entered Saturation Flow						1990	1990
J1:6/1 (Circ (W) Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/2 (Circ (W) Lane 2)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/3 (Circ (W) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/1 (Circ (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/2 (Circ (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J1:8/1 (Circ (E) Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/2 (Circ (E) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/3 (Circ (E) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000

J1:8/4 (Circ (E) Lane 4)	This lane uses a directly entered Saturation Flow	1950	1950

Junction: J2: Exit X-ing Streams								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						2050	2050
J2:1/2	This lane uses a directly entered Saturation Flow						2050	2050
J2:2/1	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/2	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/3	This lane uses a directly entered Saturation Flow						2000	2000
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1 (to Bicester Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J2:4/2 (to Bicester Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J2:5/1	This lane uses a directly entered Saturation Flow						2000	2000

Scenario 3: 'PM 2026 Tritax & Albion (BTM Dev4)' (FG3: 'PM 2026 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	298	1256	80	1634
	B	308	0	294	314	916
	C	1644	326	0	48	2018
	D	99	249	146	0	494
	Tot.	2051	873	1696	442	5062

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: PM 2026 Tritax & Albion (BTM Dev4)
Junction: J1: Baynards Green	
J1:1/1 (short)	298
J1:1/2 (with short)	743(In) 445(Out)
J1:1/3 (with short)	891(In) 446(Out)
J1:1/4 (short)	445
J1:2/1 (with short)	494(In) 247(Out)
J1:2/2 (short)	247
J1:3/1	846
J1:3/2 (with short)	1172(In) 846(Out)
J1:3/3 (short)	326
J1:4/1 (short)	294
J1:4/2 (with short)	609(In) 315(Out)
J1:4/3	307
J1:5/1	311
J1:5/2	410
J1:6/1	799
J1:6/2	1153
J1:6/3	326
J1:7/1	395
J1:7/2	307
J1:8/1	482
J1:8/2	519
J1:8/3 (with short)	481(In) 401(Out)
J1:8/4 (short)	80
Junction: J2: Exit X-ing Streams	
J2:1/1	898
J2:1/2	1153
J2:2/1	776
J2:2/2	519
J2:2/3	401
J2:3/1	1036
J2:3/2	660
J2:4/1	609

Full Input Data And Results

J2:4/2	264
J2:5/1	442

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43(N))	3.50	0.00	Y	Arm J2:4 Left	70.00	100.0 %	1924	1924
J1:1/2 (A43(N) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/3 (A43(N) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/4 (A43(N) Lane 4)	This lane uses a directly entered Saturation Flow						2000	2000
J1:2/1 (B4100(W) Lane 1)	This lane uses a directly entered Saturation Flow						1930	1930
J1:2/2 (B4100(W) Lane 2)	This lane uses a directly entered Saturation Flow						1930	1930
J1:3/1 (A43(S) from M40 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/2 (A43(S) from M40 Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/3 (A43(S) from M40)	3.80	0.00	Y	Arm J1:6 Ahead	70.00	100.0 %	1953	1953
J1:4/1 (B4100(E))	3.60	0.00	Y	Arm J2:2 Left	24.00	100.0 %	1859	1859
J1:4/2 (B4100(E) Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
J1:4/3 (B4100(E) Lane 3)	This lane uses a directly entered Saturation Flow						1920	1920
J1:5/1 (Circ (N) Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
J1:5/2 (Circ (N) Lane 2)	This lane uses a directly entered Saturation Flow						1990	1990
J1:6/1 (Circ (W) Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/2 (Circ (W) Lane 2)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/3 (Circ (W) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/1 (Circ (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/2 (Circ (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J1:8/1 (Circ (E) Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/2 (Circ (E) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/3 (Circ (E) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000

J1:8/4 (Circ (E) Lane 4)	This lane uses a directly entered Saturation Flow	1950	1950

Junction: J2: Exit X-ing Streams								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						2050	2050
J2:1/2	This lane uses a directly entered Saturation Flow						2050	2050
J2:2/1	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/2	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/3	This lane uses a directly entered Saturation Flow						2000	2000
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1 (to Bicester Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J2:4/2 (to Bicester Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J2:5/1	This lane uses a directly entered Saturation Flow						2000	2000

Scenario 4: 'AM 2031 Tritax & Albion (BTM Dev4)' (FG4: 'AM 2031 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	449	2000	100	2549
	B	221	0	190	349	760
	C	1334	464	0	105	1903
	D	102	460	159	0	721
	Tot.	1657	1373	2349	554	5933

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: AM 2031 Tritax & Albion (BTM Dev4)
Junction: J1: Baynards Green	
J1:1/1 (short)	449
J1:1/2 (with short)	1149(In) 700(Out)
J1:1/3 (with short)	1400(In) 700(Out)
J1:1/4 (short)	700
J1:2/1 (with short)	721(In) 360(Out)
J1:2/2 (short)	361
J1:3/1	720
J1:3/2 (with short)	1183(In) 719(Out)
J1:3/3 (short)	464
J1:4/1 (short)	190
J1:4/2 (with short)	539(In) 349(Out)
J1:4/3	221
J1:5/1	490
J1:5/2	593
J1:6/1	615
J1:6/2	940
J1:6/3	464
J1:7/1	449
J1:7/2	221
J1:8/1	740
J1:8/2	780
J1:8/3 (with short)	739(In) 639(Out)
J1:8/4 (short)	100
Junction: J2: Exit X-ing Streams	
J2:1/1	717
J2:1/2	940
J2:2/1	930
J2:2/2	780
J2:2/3	639
J2:3/1	1320
J2:3/2	1029
J2:4/1	939

Full Input Data And Results

J2:4/2	434
J2:5/1	554

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43(N))	3.50	0.00	Y	Arm J2:4 Left	70.00	100.0 %	1924	1924
J1:1/2 (A43(N) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/3 (A43(N) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/4 (A43(N) Lane 4)	This lane uses a directly entered Saturation Flow						2000	2000
J1:2/1 (B4100(W) Lane 1)	This lane uses a directly entered Saturation Flow						1930	1930
J1:2/2 (B4100(W) Lane 2)	This lane uses a directly entered Saturation Flow						1930	1930
J1:3/1 (A43(S) from M40 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/2 (A43(S) from M40 Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/3 (A43(S) from M40)	3.80	0.00	Y	Arm J1:6 Ahead	70.00	100.0 %	1953	1953
J1:4/1 (B4100(E))	3.60	0.00	Y	Arm J2:2 Left	24.00	100.0 %	1859	1859
J1:4/2 (B4100(E) Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
J1:4/3 (B4100(E) Lane 3)	This lane uses a directly entered Saturation Flow						1920	1920
J1:5/1 (Circ (N) Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
J1:5/2 (Circ (N) Lane 2)	This lane uses a directly entered Saturation Flow						1990	1990
J1:6/1 (Circ (W) Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/2 (Circ (W) Lane 2)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/3 (Circ (W) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/1 (Circ (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/2 (Circ (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J1:8/1 (Circ (E) Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/2 (Circ (E) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/3 (Circ (E) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000

J1:8/4 (Circ (E) Lane 4)	This lane uses a directly entered Saturation Flow	1950	1950

Junction: J2: Exit X-ing Streams								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						2050	2050
J2:1/2	This lane uses a directly entered Saturation Flow						2050	2050
J2:2/1	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/2	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/3	This lane uses a directly entered Saturation Flow						2000	2000
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1 (to Bicester Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J2:4/2 (to Bicester Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J2:5/1	This lane uses a directly entered Saturation Flow						2000	2000

Scenario 5: 'IP 2031 Tritax & Albion (BTM Dev4)' (FG5: 'IP 2031 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	208	1166	46	1420
	B	211	0	102	204	517
	C	1273	223	0	80	1576
	D	38	195	102	0	335
	Tot.	1522	626	1370	330	3848

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: IP 2031 Tritax & Albion (BTM Dev4)
Junction: J1: Baynards Green	
J1:1/1 (short)	208
J1:1/2 (with short)	612(In) 404(Out)
J1:1/3 (with short)	808(In) 404(Out)
J1:1/4 (short)	404
J1:2/1 (with short)	335(In) 168(Out)
J1:2/2 (short)	167
J1:3/1	677
J1:3/2 (with short)	899(In) 676(Out)
J1:3/3 (short)	223
J1:4/1 (short)	102
J1:4/2 (with short)	310(In) 208(Out)
J1:4/3	207
J1:5/1	241
J1:5/2	279
J1:6/1	601
J1:6/2	883
J1:6/3	223
J1:7/1	254
J1:7/2	207
J1:8/1	430
J1:8/2	455
J1:8/3 (with short)	429(In) 383(Out)
J1:8/4 (short)	46
Junction: J2: Exit X-ing Streams	
J2:1/1	639
J2:1/2	883
J2:2/1	532
J2:2/2	455
J2:2/3	383
J2:3/1	760
J2:3/2	610
J2:4/1	449

Full Input Data And Results

J2:4/2	177
J2:5/1	330

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43(N))	3.50	0.00	Y	Arm J2:4 Left	70.00	100.0 %	1924	1924
J1:1/2 (A43(N) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/3 (A43(N) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/4 (A43(N) Lane 4)	This lane uses a directly entered Saturation Flow						2000	2000
J1:2/1 (B4100(W) Lane 1)	This lane uses a directly entered Saturation Flow						1930	1930
J1:2/2 (B4100(W) Lane 2)	This lane uses a directly entered Saturation Flow						1930	1930
J1:3/1 (A43(S) from M40 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/2 (A43(S) from M40 Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/3 (A43(S) from M40)	3.80	0.00	Y	Arm J1:6 Ahead	70.00	100.0 %	1953	1953
J1:4/1 (B4100(E))	3.60	0.00	Y	Arm J2:2 Left	24.00	100.0 %	1859	1859
J1:4/2 (B4100(E) Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
J1:4/3 (B4100(E) Lane 3)	This lane uses a directly entered Saturation Flow						1920	1920
J1:5/1 (Circ (N) Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
J1:5/2 (Circ (N) Lane 2)	This lane uses a directly entered Saturation Flow						1990	1990
J1:6/1 (Circ (W) Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/2 (Circ (W) Lane 2)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/3 (Circ (W) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/1 (Circ (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/2 (Circ (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J1:8/1 (Circ (E) Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/2 (Circ (E) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/3 (Circ (E) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000

J1:8/4 (Circ (E) Lane 4)	This lane uses a directly entered Saturation Flow	1950	1950

Junction: J2: Exit X-ing Streams								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						2050	2050
J2:1/2	This lane uses a directly entered Saturation Flow						2050	2050
J2:2/1	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/2	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/3	This lane uses a directly entered Saturation Flow						2000	2000
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1 (to Bicester Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J2:4/2 (to Bicester Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J2:5/1	This lane uses a directly entered Saturation Flow						2000	2000

Scenario 6: 'PM 2031 Tritax & Albion (BTM Dev4)' (FG6: 'PM 2031 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	293	1402	85	1780
	B	394	0	323	299	1016
	C	1907	405	0	52	2364
	D	123	300	115	0	538
	Tot.	2424	998	1840	436	5698

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: PM 2031 Tritax & Albion (BTM Dev4)
Junction: J1: Baynards Green	
J1:1/1 (short)	293
J1:1/2 (with short)	788(In) 495(Out)
J1:1/3 (with short)	992(In) 496(Out)
J1:1/4 (short)	496
J1:2/1 (with short)	538(In) 269(Out)
J1:2/2 (short)	269
J1:3/1	980
J1:3/2 (with short)	1384(In) 979(Out)
J1:3/3 (short)	405
J1:4/1 (short)	323
J1:4/2 (with short)	670(In) 347(Out)
J1:4/3	346
J1:5/1	348
J1:5/2	472
J1:6/1	976
J1:6/2	1325
J1:6/3	405
J1:7/1	432
J1:7/2	346
J1:8/1	524
J1:8/2	554
J1:8/3 (with short)	524(In) 439(Out)
J1:8/4 (short)	85
Junction: J2: Exit X-ing Streams	
J2:1/1	1099
J2:1/2	1325
J2:2/1	847
J2:2/2	554
J2:2/3	439
J2:3/1	1124
J2:3/2	716
J2:4/1	641

Full Input Data And Results

J2:4/2	357
J2:5/1	436

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43(N))	3.50	0.00	Y	Arm J2:4 Left	70.00	100.0 %	1924	1924
J1:1/2 (A43(N) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/3 (A43(N) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/4 (A43(N) Lane 4)	This lane uses a directly entered Saturation Flow						2000	2000
J1:2/1 (B4100(W) Lane 1)	This lane uses a directly entered Saturation Flow						1930	1930
J1:2/2 (B4100(W) Lane 2)	This lane uses a directly entered Saturation Flow						1930	1930
J1:3/1 (A43(S) from M40 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/2 (A43(S) from M40 Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/3 (A43(S) from M40)	3.80	0.00	Y	Arm J1:6 Ahead	70.00	100.0 %	1953	1953
J1:4/1 (B4100(E))	3.60	0.00	Y	Arm J2:2 Left	24.00	100.0 %	1859	1859
J1:4/2 (B4100(E) Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
J1:4/3 (B4100(E) Lane 3)	This lane uses a directly entered Saturation Flow						1920	1920
J1:5/1 (Circ (N) Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
J1:5/2 (Circ (N) Lane 2)	This lane uses a directly entered Saturation Flow						1990	1990
J1:6/1 (Circ (W) Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/2 (Circ (W) Lane 2)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/3 (Circ (W) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/1 (Circ (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/2 (Circ (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J1:8/1 (Circ (E) Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/2 (Circ (E) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/3 (Circ (E) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000

J1:8/4 (Circ (E) Lane 4)	This lane uses a directly entered Saturation Flow	1950	1950

Junction: J2: Exit X-ing Streams								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						2050	2050
J2:1/2	This lane uses a directly entered Saturation Flow						2050	2050
J2:2/1	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/2	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/3	This lane uses a directly entered Saturation Flow						2000	2000
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1 (to Bicester Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J2:4/2 (to Bicester Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J2:5/1	This lane uses a directly entered Saturation Flow						2000	2000

Scenario 7: 'AM 2026 Tritax & Albion (V7 Dev4)' (FG7: 'AM 2026 Tritax + Albion (VISSIM v7 Dev4)', Plan 1: 'Seq. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	404	1918	115	2437
	B	213	0	176	289	678
	C	1157	411	0	122	1690
	D	88	438	179	0	705
	Tot.	1458	1253	2273	526	5510

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: AM 2026 Tritax & Albion (V7 Dev4)
Junction: J1: Baynards Green	
J1:1/1 (short)	404
J1:1/2 (with short)	1081(In) 677(Out)
J1:1/3 (with short)	1356(In) 678(Out)
J1:1/4 (short)	678
J1:2/1 (with short)	705(In) 353(Out)
J1:2/2 (short)	352
J1:3/1	640
J1:3/2 (with short)	1050(In) 639(Out)
J1:3/3 (short)	411
J1:4/1 (short)	176
J1:4/2 (with short)	465(In) 289(Out)
J1:4/3	213
J1:5/1	470
J1:5/2	558
J1:6/1	518
J1:6/2	852
J1:6/3	411
J1:7/1	404
J1:7/2	213
J1:8/1	722
J1:8/2	768
J1:8/3 (with short)	722(In) 607(Out)
J1:8/4 (short)	115
Junction: J2: Exit X-ing Streams	
J2:1/1	606
J2:1/2	852
J2:2/1	898
J2:2/2	768
J2:2/3	607
J2:3/1	1282
J2:3/2	991
J2:4/1	874
J2:4/2	379

J2:5/1	526

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43(N))	3.50	0.00	Y	Arm J2:4 Left	70.00	100.0 %	1924	1924
J1:1/2 (A43(N) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/3 (A43(N) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/4 (A43(N) Lane 4)	This lane uses a directly entered Saturation Flow						2000	2000
J1:2/1 (B4100(W) Lane 1)	This lane uses a directly entered Saturation Flow						1930	1930
J1:2/2 (B4100(W) Lane 2)	This lane uses a directly entered Saturation Flow						1930	1930
J1:3/1 (A43(S) from M40 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/2 (A43(S) from M40 Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/3 (A43(S) from M40)	3.80	0.00	Y	Arm J1:6 Ahead	70.00	100.0 %	1953	1953
J1:4/1 (B4100(E))	3.60	0.00	Y	Arm J2:2 Left	24.00	100.0 %	1859	1859
J1:4/2 (B4100(E) Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
J1:4/3 (B4100(E) Lane 3)	This lane uses a directly entered Saturation Flow						1920	1920
J1:5/1 (Circ (N) Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
J1:5/2 (Circ (N) Lane 2)	This lane uses a directly entered Saturation Flow						1990	1990
J1:6/1 (Circ (W) Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/2 (Circ (W) Lane 2)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/3 (Circ (W) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/1 (Circ (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/2 (Circ (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J1:8/1 (Circ (E) Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/2 (Circ (E) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/3 (Circ (E) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/4 (Circ (E) Lane 4)	This lane uses a directly entered Saturation Flow						1950	1950

Full Input Data And Results

Junction: J2: Exit X-ing Streams								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						2050	2050
J2:1/2	This lane uses a directly entered Saturation Flow						2050	2050
J2:2/1	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/2	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/3	This lane uses a directly entered Saturation Flow						2000	2000
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1 (to Bicester Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J2:4/2 (to Bicester Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J2:5/1	This lane uses a directly entered Saturation Flow						2000	2000

Scenario 8: 'PM 2026 Tritax & Albion (V7 Dev4)' (FG8: 'PM 2026 Tritax + Albion (VISSIM v7 Dev4)', Plan 1: 'Seq. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	308	1280	83	1671
	B	317	0	308	315	940
	C	1637	331	0	52	2020
	D	94	271	153	0	518
	Tot.	2048	910	1741	450	5149

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: PM 2026 Tritax & Albion (V7 Dev4)
Junction: J1: Baynards Green	
J1:1/1 (short)	308
J1:1/2 (with short)	763(In) 455(Out)
J1:1/3 (with short)	908(In) 454(Out)
J1:1/4 (short)	454
J1:2/1 (with short)	518(In) 259(Out)
J1:2/2 (short)	259
J1:3/1	845
J1:3/2 (with short)	1175(In) 844(Out)
J1:3/3 (short)	331
J1:4/1 (short)	308
J1:4/2 (with short)	625(In) 317(Out)
J1:4/3	315
J1:5/1	330
J1:5/2	425
J1:6/1	795
J1:6/2	1159
J1:6/3	331
J1:7/1	400
J1:7/2	315
J1:8/1	493
J1:8/2	530
J1:8/3 (with short)	493(In) 410(Out)
J1:8/4 (short)	83
Junction: J2: Exit X-ing Streams	
J2:1/1	889
J2:1/2	1159
J2:2/1	801
J2:2/2	530
J2:2/3	410
J2:3/1	1066
J2:3/2	675
J2:4/1	638
J2:4/2	272

Full Input Data And Results

J2:5/1	450

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43(N))	3.50	0.00	Y	Arm J2:4 Left	70.00	100.0 %	1924	1924
J1:1/2 (A43(N) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/3 (A43(N) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/4 (A43(N) Lane 4)	This lane uses a directly entered Saturation Flow						2000	2000
J1:2/1 (B4100(W) Lane 1)	This lane uses a directly entered Saturation Flow						1930	1930
J1:2/2 (B4100(W) Lane 2)	This lane uses a directly entered Saturation Flow						1930	1930
J1:3/1 (A43(S) from M40 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/2 (A43(S) from M40 Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/3 (A43(S) from M40)	3.80	0.00	Y	Arm J1:6 Ahead	70.00	100.0 %	1953	1953
J1:4/1 (B4100(E))	3.60	0.00	Y	Arm J2:2 Left	24.00	100.0 %	1859	1859
J1:4/2 (B4100(E) Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
J1:4/3 (B4100(E) Lane 3)	This lane uses a directly entered Saturation Flow						1920	1920
J1:5/1 (Circ (N) Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
J1:5/2 (Circ (N) Lane 2)	This lane uses a directly entered Saturation Flow						1990	1990
J1:6/1 (Circ (W) Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/2 (Circ (W) Lane 2)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/3 (Circ (W) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/1 (Circ (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/2 (Circ (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J1:8/1 (Circ (E) Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/2 (Circ (E) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/3 (Circ (E) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/4 (Circ (E) Lane 4)	This lane uses a directly entered Saturation Flow						1950	1950

Full Input Data And Results

Junction: J2: Exit X-ing Streams								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						2050	2050
J2:1/2	This lane uses a directly entered Saturation Flow						2050	2050
J2:2/1	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/2	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/3	This lane uses a directly entered Saturation Flow						2000	2000
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1 (to Bicester Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J2:4/2 (to Bicester Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J2:5/1	This lane uses a directly entered Saturation Flow						2000	2000

Scenario 9: 'AM 2031 Tritax & Albion (V7 Dev4)' (FG9: 'AM 2031 Tritax + Albion (VISSIM v7 Dev4)', Plan 1: 'Seq. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	457	2071	104	2632
	B	233	0	227	352	812
	C	1349	481	0	106	1936
	D	98	480	169	0	747
	Tot.	1680	1418	2467	562	6127

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: AM 2031 Tritax & Albion (V7 Dev4)
Junction: J1: Baynards Green	
J1:1/1 (short)	457
J1:1/2 (with short)	1181(In) 724(Out)
J1:1/3 (with short)	1451(In) 726(Out)
J1:1/4 (short)	725
J1:2/1 (with short)	747(In) 373(Out)
J1:2/2 (short)	374
J1:3/1	728
J1:3/2 (with short)	1208(In) 727(Out)
J1:3/3 (short)	481
J1:4/1 (short)	227
J1:4/2 (with short)	579(In) 352(Out)
J1:4/3	233
J1:5/1	515
J1:5/2	615
J1:6/1	622
J1:6/2	960
J1:6/3	481
J1:7/1	456
J1:7/2	233
J1:8/1	766
J1:8/2	810
J1:8/3 (with short)	768(In) 664(Out)
J1:8/4 (short)	104
Junction: J2: Exit X-ing Streams	
J2:1/1	720
J2:1/2	960
J2:2/1	993
J2:2/2	810
J2:2/3	664
J2:3/1	1398
J2:3/2	1069
J2:4/1	972
J2:4/2	446

J2:5/1	562

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43(N))	3.50	0.00	Y	Arm J2:4 Left	70.00	100.0 %	1924	1924
J1:1/2 (A43(N) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/3 (A43(N) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/4 (A43(N) Lane 4)	This lane uses a directly entered Saturation Flow						2000	2000
J1:2/1 (B4100(W) Lane 1)	This lane uses a directly entered Saturation Flow						1930	1930
J1:2/2 (B4100(W) Lane 2)	This lane uses a directly entered Saturation Flow						1930	1930
J1:3/1 (A43(S) from M40 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/2 (A43(S) from M40 Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/3 (A43(S) from M40)	3.80	0.00	Y	Arm J1:6 Ahead	70.00	100.0 %	1953	1953
J1:4/1 (B4100(E))	3.60	0.00	Y	Arm J2:2 Left	24.00	100.0 %	1859	1859
J1:4/2 (B4100(E) Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
J1:4/3 (B4100(E) Lane 3)	This lane uses a directly entered Saturation Flow						1920	1920
J1:5/1 (Circ (N) Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
J1:5/2 (Circ (N) Lane 2)	This lane uses a directly entered Saturation Flow						1990	1990
J1:6/1 (Circ (W) Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/2 (Circ (W) Lane 2)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/3 (Circ (W) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/1 (Circ (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/2 (Circ (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J1:8/1 (Circ (E) Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/2 (Circ (E) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/3 (Circ (E) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/4 (Circ (E) Lane 4)	This lane uses a directly entered Saturation Flow						1950	1950

Full Input Data And Results

Junction: J2: Exit X-ing Streams								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						2050	2050
J2:1/2	This lane uses a directly entered Saturation Flow						2050	2050
J2:2/1	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/2	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/3	This lane uses a directly entered Saturation Flow						2000	2000
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1 (to Bicester Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J2:4/2 (to Bicester Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J2:5/1	This lane uses a directly entered Saturation Flow						2000	2000

Scenario 10: 'PM 2031 Tritax & Albion (V7 Dev4)' (FG10: 'PM 2031 Tritax + Albion (VISSIM v7 Dev4)', Plan 1: 'Seq. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	303	1426	88	1817
	B	382	0	338	282	1002
	C	1800	395	0	58	2253
	D	118	317	122	0	557
	Tot.	2300	1015	1886	428	5629

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: PM 2031 Tritax & Albion (V7 Dev4)
Junction: J1: Baynards Green	
J1:1/1 (short)	303
J1:1/2 (with short)	808(In) 505(Out)
J1:1/3 (with short)	1009(In) 504(Out)
J1:1/4 (short)	505
J1:2/1 (with short)	557(In) 279(Out)
J1:2/2 (short)	278
J1:3/1	929
J1:3/2 (with short)	1324(In) 929(Out)
J1:3/3 (short)	395
J1:4/1 (short)	338
J1:4/2 (with short)	670(In) 332(Out)
J1:4/3	332
J1:5/1	358
J1:5/2	476
J1:6/1	921
J1:6/2	1261
J1:6/3	395
J1:7/1	420
J1:7/2	332
J1:8/1	536
J1:8/2	565
J1:8/3 (with short)	535(In) 447(Out)
J1:8/4 (short)	88
Junction: J2: Exit X-ing Streams	
J2:1/1	1039
J2:1/2	1261
J2:2/1	874
J2:2/2	565
J2:2/3	447
J2:3/1	1157
J2:3/2	729
J2:4/1	661
J2:4/2	354

Full Input Data And Results

J2:5/1	428

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43(N))	3.50	0.00	Y	Arm J2:4 Left	70.00	100.0 %	1924	1924
J1:1/2 (A43(N) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/3 (A43(N) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:1/4 (A43(N) Lane 4)	This lane uses a directly entered Saturation Flow						2000	2000
J1:2/1 (B4100(W) Lane 1)	This lane uses a directly entered Saturation Flow						1930	1930
J1:2/2 (B4100(W) Lane 2)	This lane uses a directly entered Saturation Flow						1930	1930
J1:3/1 (A43(S) from M40 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/2 (A43(S) from M40 Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:3/3 (A43(S) from M40)	3.80	0.00	Y	Arm J1:6 Ahead	70.00	100.0 %	1953	1953
J1:4/1 (B4100(E))	3.60	0.00	Y	Arm J2:2 Left	24.00	100.0 %	1859	1859
J1:4/2 (B4100(E) Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
J1:4/3 (B4100(E) Lane 3)	This lane uses a directly entered Saturation Flow						1920	1920
J1:5/1 (Circ (N) Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
J1:5/2 (Circ (N) Lane 2)	This lane uses a directly entered Saturation Flow						1990	1990
J1:6/1 (Circ (W) Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/2 (Circ (W) Lane 2)	This lane uses a directly entered Saturation Flow						2050	2050
J1:6/3 (Circ (W) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/1 (Circ (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
J1:7/2 (Circ (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J1:8/1 (Circ (E) Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/2 (Circ (E) Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/3 (Circ (E) Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
J1:8/4 (Circ (E) Lane 4)	This lane uses a directly entered Saturation Flow						1950	1950

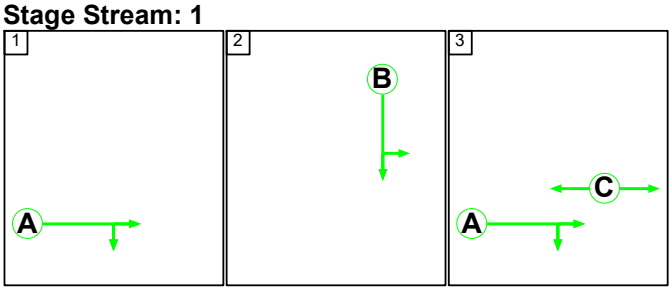
Full Input Data And Results

Junction: J2: Exit X-ing Streams								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						2050	2050
J2:1/2	This lane uses a directly entered Saturation Flow						2050	2050
J2:2/1	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/2	This lane uses a directly entered Saturation Flow						2000	2000
J2:2/3	This lane uses a directly entered Saturation Flow						2000	2000
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1 (to Bicester Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
J2:4/2 (to Bicester Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
J2:5/1	This lane uses a directly entered Saturation Flow						2000	2000

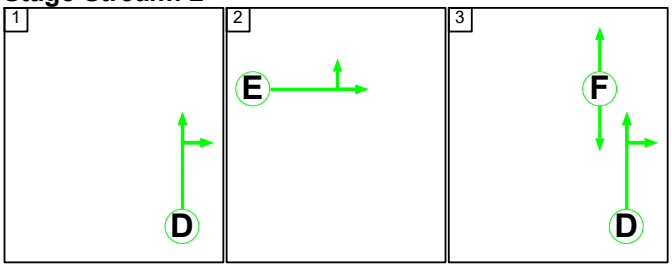
Scenario 1: 'AM 2026 Tritax & Albion (BTM Dev4)' (FG1: 'AM 2026 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')
C1 - Rbt Streams

Stage Sequence Diagram

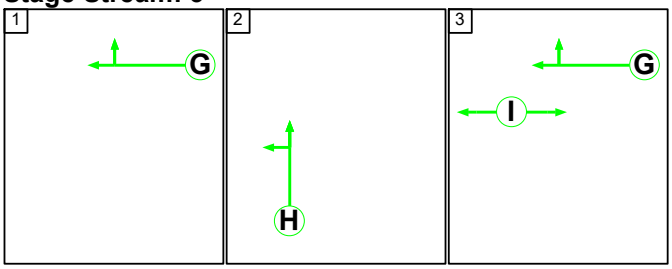
Stage Stream: 1



Stage Stream: 2

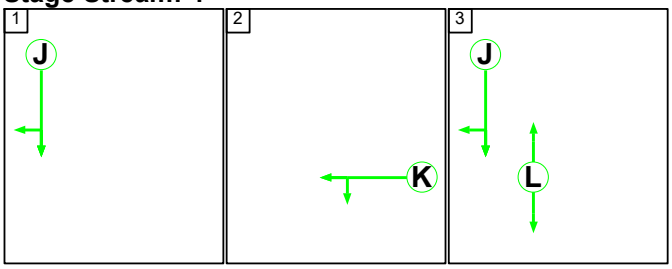


Stage Stream: 3



Full Input Data And Results

Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	45	35	5
Change Point	51	0	40

Stage Stream: 2

Stage	1	2	3
Duration	63	18	4
Change Point	66	33	56

Stage Stream: 3

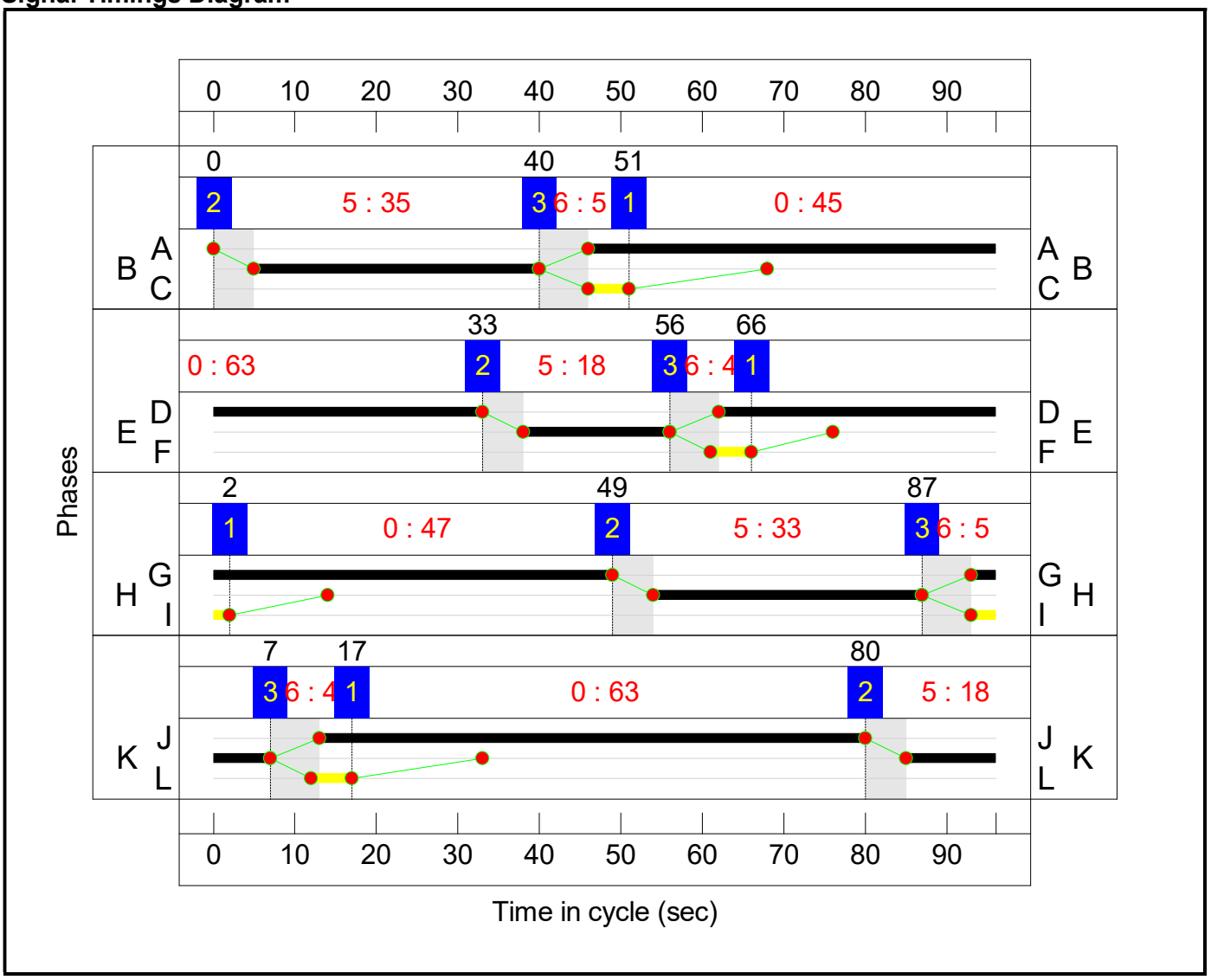
Stage	1	2	3
Duration	47	33	5
Change Point	2	49	87

Full Input Data And Results

Stage Stream: 4

Stage	1	2	3
Duration	63	18	4
Change Point	17	80	7

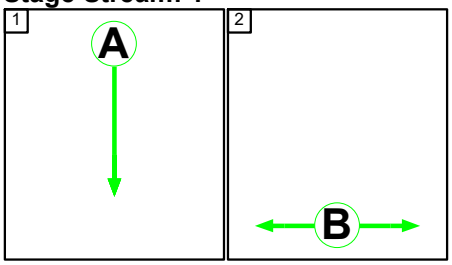
Signal Timings Diagram



C2 - Exit Streams

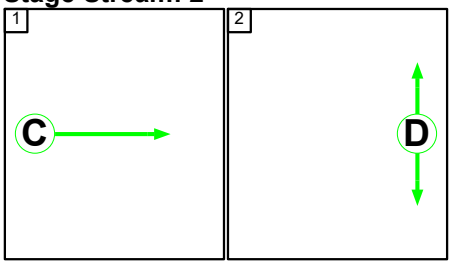
Stage Sequence Diagram

Stage Stream: 1

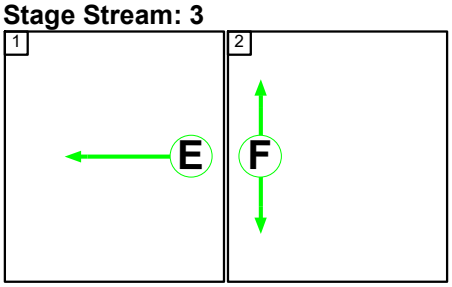


Full Input Data And Results

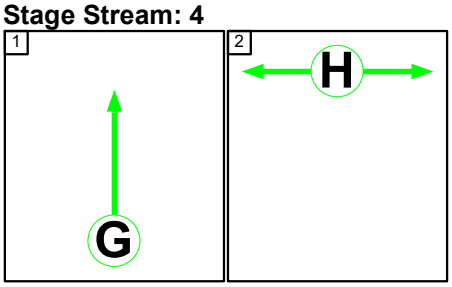
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	77	5
Change Point	77	66

Stage Stream: 2

Stage	1	2
Duration	79	5
Change Point	43	32

Stage Stream: 3

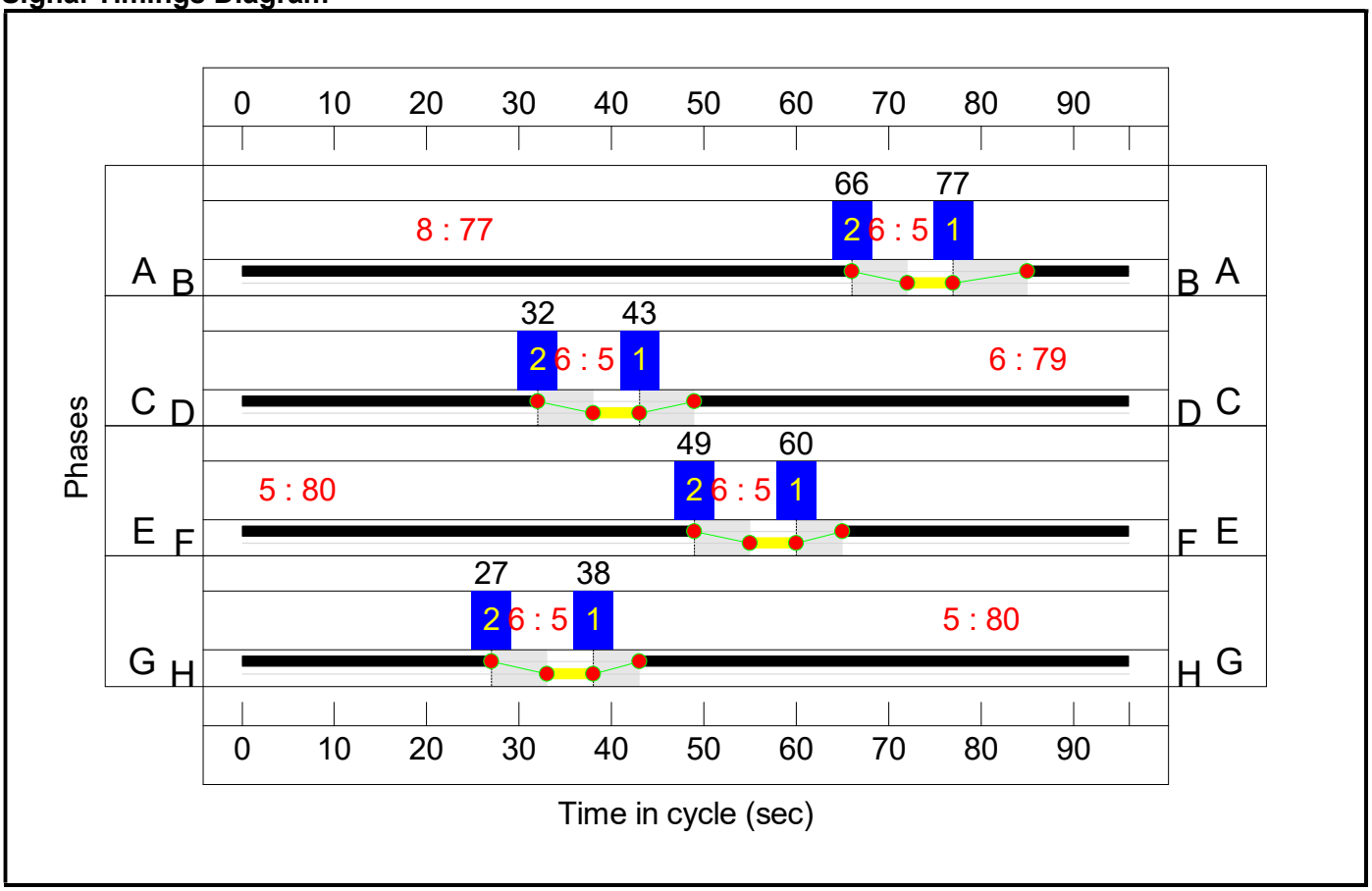
Stage	1	2
Duration	80	5
Change Point	60	49

Full Input Data And Results

Stage Stream: 4

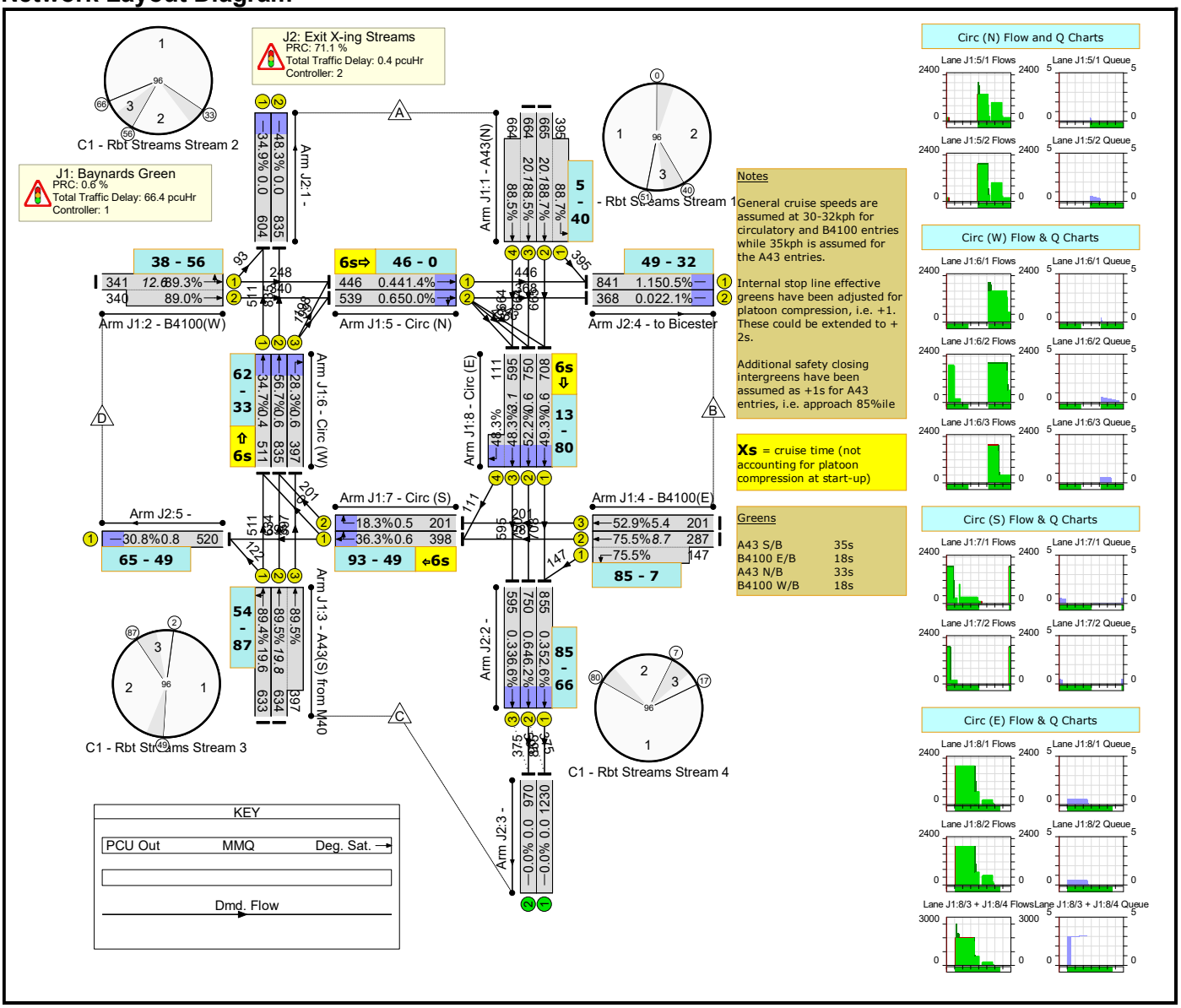
Stage	1	2
Duration	80	5
Change Point	38	27

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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: A43 / B4100 Baynards Green - Junction Improvement	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
1/2+1/1	A43(N) Ahead Left	U	1:1	N/A	C1:B		1	35	-	1060	2000:1924	750+445	88.7 : 88.7%
1/3+1/4	A43(N) Ahead	U	1:1	N/A	C1:B		1	35	-	1328	2000:2000	750+750	88.5 : 88.5%
2/1+2/2	B4100(W) Ahead Left	U	1:2	N/A	C1:E		1	18	-	681	1930:1930	382+382	89.3 : 89.0%
3/1	A43(S) from M40 Ahead Left	U	1:3	N/A	C1:H		1	33	-	633	2000	708	89.4%
3/2+3/3	A43(S) from M40 Ahead	U	1:3	N/A	C1:H		1	33	-	1031	2000:1953	708+444	89.5 : 89.5%
4/2+4/1	B4100(E) Ahead Left	U	1:4	N/A	C1:K		1	18	-	434	1920:1859	380+195	75.5 : 75.5%
4/3	B4100(E) Ahead	U	1:4	N/A	C1:K		1	18	-	201	1920	380	52.9%
5/1	Circ (N) Ahead	U	1:1	N/A	C1:A		1	50	-	446	1990	1078	41.4%
5/2	Circ (N) Right Ahead	U	1:1	N/A	C1:A		1	50	-	539	1990	1078	50.0%
6/1	Circ (W) Ahead	U	1:2	N/A	C1:D		1	67	-	511	2050	1473	34.7%
6/2	Circ (W) Ahead	U	1:2	N/A	C1:D		1	67	-	835	2050	1473	56.7%
6/3	Circ (W) Right	U	1:2	N/A	C1:D		1	67	-	397	1950	1402	28.3%
7/1	Circ (S) Right Ahead	U	1:3	N/A	C1:G		1	52	-	398	1950	1097	36.3%
7/2	Circ (S) Right	U	1:3	N/A	C1:G		1	52	-	201	1950	1097	18.3%
8/1	Circ (E) Ahead	U	1:4	N/A	C1:J		1	67	-	708	2000	1438	49.3%
8/2	Circ (E) Ahead	U	1:4	N/A	C1:J		1	67	-	750	2000	1438	52.2%
8/3+8/4	Circ (E) Right Ahead	U	1:4	N/A	C1:J		1	67	-	706	2000:1950	1232+230	48.3 : 48.3%

Full Input Data And Results

J2: Exit X-ing Streams	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.6%**
1/1		U	2:4	N/A	C2:G		1	80	-	604	2050	1730	34.9%
1/2		U	2:4	N/A	C2:G		1	80	-	835	2050	1730	48.3%
2/1	Ahead	U	2:1	N/A	C2:A		1	77	-	855	2000	1625	52.6%
2/2	Ahead	U	2:1	N/A	C2:A		1	77	-	750	2000	1625	46.2%
2/3	Ahead	U	2:1	N/A	C2:A		1	77	-	595	2000	1625	36.6%
3/1		U	N/A	N/A	-		-	-	-	1230	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%
4/1	to Bicester	U	2:2	N/A	C2:C		1	79	-	841	2000	1667	50.5%
4/2	to Bicester	U	2:2	N/A	C2:C		1	79	-	368	2000	1667	22.1%
5/1		U	2:3	N/A	C2:E		1	80	-	520	2000	1688	30.8%

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: A43 / B4100 Baynards Green - Junction Improvement	**-**	**-**	**0**	**0**	**0**	**45.8**	**21.1**	**0.0**	**66.8**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**45.4**	**21.1**	**0.0**	**66.4**	**-**	**-**	**-**	**-**
1/2+1/1	1060	1060	-	-	-	7.8	3.7	-	11.5 (7.5+4.0)	39.0 (40.7:36.2)	16.4	3.7	20.1
1/3+1/4	1328	1328	-	-	-	10.4	3.7	-	14.1 (7.0+7.0)	38.1 (38.1:38.1)	16.4	3.7	20.1
2/1+2/2	681	681	-	-	-	7.1	3.8	-	10.9 (5.4+5.4)	57.4 (57.4:57.4)	8.8	3.8	12.6
3/1	633	633	-	-	-	5.2	3.8	-	9.0	51.0	15.8	3.8	19.6
3/2+3/3	1031	1031	-	-	-	7.9	4.0	-	11.9 (7.6+4.3)	41.7 (43.3:39.1)	15.8	4.0	19.8
4/2+4/1	434	434	-	-	-	4.3	1.5	-	5.8 (3.9+1.9)	47.9 (48.8:46.1)	7.2	1.5	8.7
4/3	201	201	-	-	-	1.9	0.6	-	2.5	44.5	4.8	0.6	5.4
5/1	446	446	-	-	-	0.0	0.0	-	0.0	0.3	0.4	0.0	0.4
5/2	539	539	-	-	-	0.1	0.0	-	0.1	0.7	0.6	0.0	0.6
6/1	511	511	-	-	-	0.0	0.0	-	0.0	0.1	0.4	0.0	0.4
6/2	835	835	-	-	-	0.1	0.0	-	0.1	0.5	0.6	0.0	0.6
6/3	397	397	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
7/1	398	398	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
7/2	201	201	-	-	-	0.0	0.0	-	0.0	0.8	0.5	0.0	0.5
8/1	708	708	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
8/2	750	750	-	-	-	0.2	0.0	-	0.2	0.8	0.6	0.0	0.6
8/3+8/4	706	706	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.1 (0.1:0.2)	3.1	0.0	3.1
J2: Exit X-ing Streams	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.0**	**0.0**	**0.4**	**-**	**-**	**-**	**-**
1/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

1/2	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	855	855	-	-	-	0.1	0.0	-	0.1	0.2	0.3	0.0	0.3
2/2	750	750	-	-	-	0.1	0.0	-	0.1	0.5	0.6	0.0	0.6
2/3	595	595	-	-	-	0.1	0.0	-	0.1	0.3	0.3	0.0	0.3
3/1	1230	1230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	841	841	-	-	-	0.1	0.0	-	0.1	0.6	1.1	0.0	1.1
4/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	520	520	-	-	-	0.0	0.0	-	0.0	0.3	0.8	0.0	0.8

C1 - Rbt Streams	Stream: 1 PRC for Signalled Lanes (%):	1.5	Total Delay for Signalled Lanes (pcuHr):	25.68	Cycle Time (s): 96
C1 - Rbt Streams	Stream: 2 PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	11.07	Cycle Time (s): 96
C1 - Rbt Streams	Stream: 3 PRC for Signalled Lanes (%):	0.6	Total Delay for Signalled Lanes (pcuHr):	21.03	Cycle Time (s): 96
C1 - Rbt Streams	Stream: 4 PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	8.64	Cycle Time (s): 96
C2 - Exit Streams	Stream: 1 PRC for Signalled Lanes (%):	71.1	Total Delay for Signalled Lanes (pcuHr):	0.21	Cycle Time (s): 96
C2 - Exit Streams	Stream: 2 PRC for Signalled Lanes (%):	78.4	Total Delay for Signalled Lanes (pcuHr):	0.14	Cycle Time (s): 96
C2 - Exit Streams	Stream: 3 PRC for Signalled Lanes (%):	192.1	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 96
C2 - Exit Streams	Stream: 4 PRC for Signalled Lanes (%):	86.4	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 96
	PRC Over All Lanes (%):	0.6	Total Delay Over All Lanes(pcuHr):	66.81	

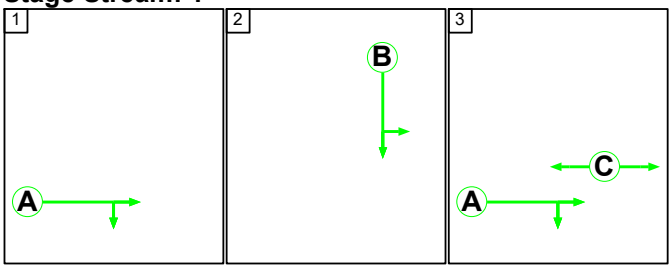
Full Input Data And Results

Scenario 2: 'IP 2026 Tritax & Albion (BTM Dev4)' (FG2: 'IP 2026 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')

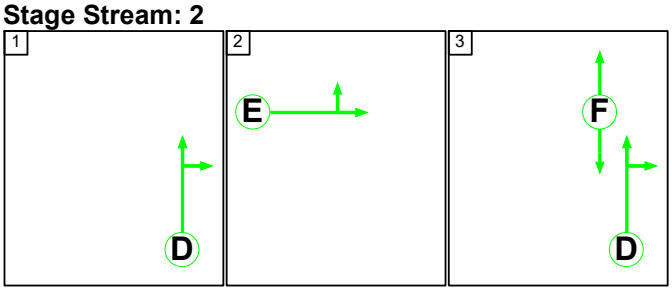
C1 - Rbt Streams

Stage Sequence Diagram

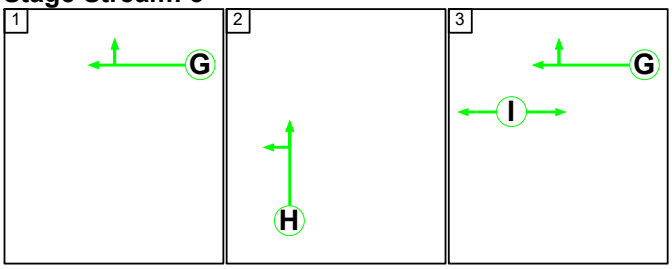
Stage Stream: 1



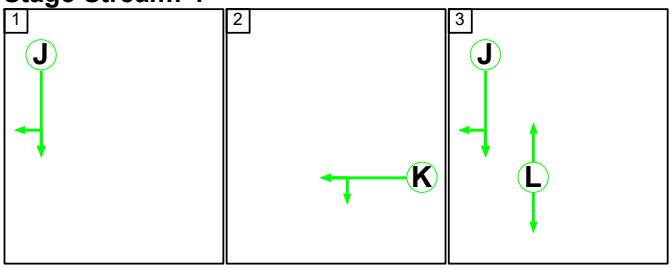
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	44	20	5
Change Point	36	0	25

Stage Stream: 2

Stage	1	2	3
Duration	47	18	4
Change Point	51	18	41

Full Input Data And Results

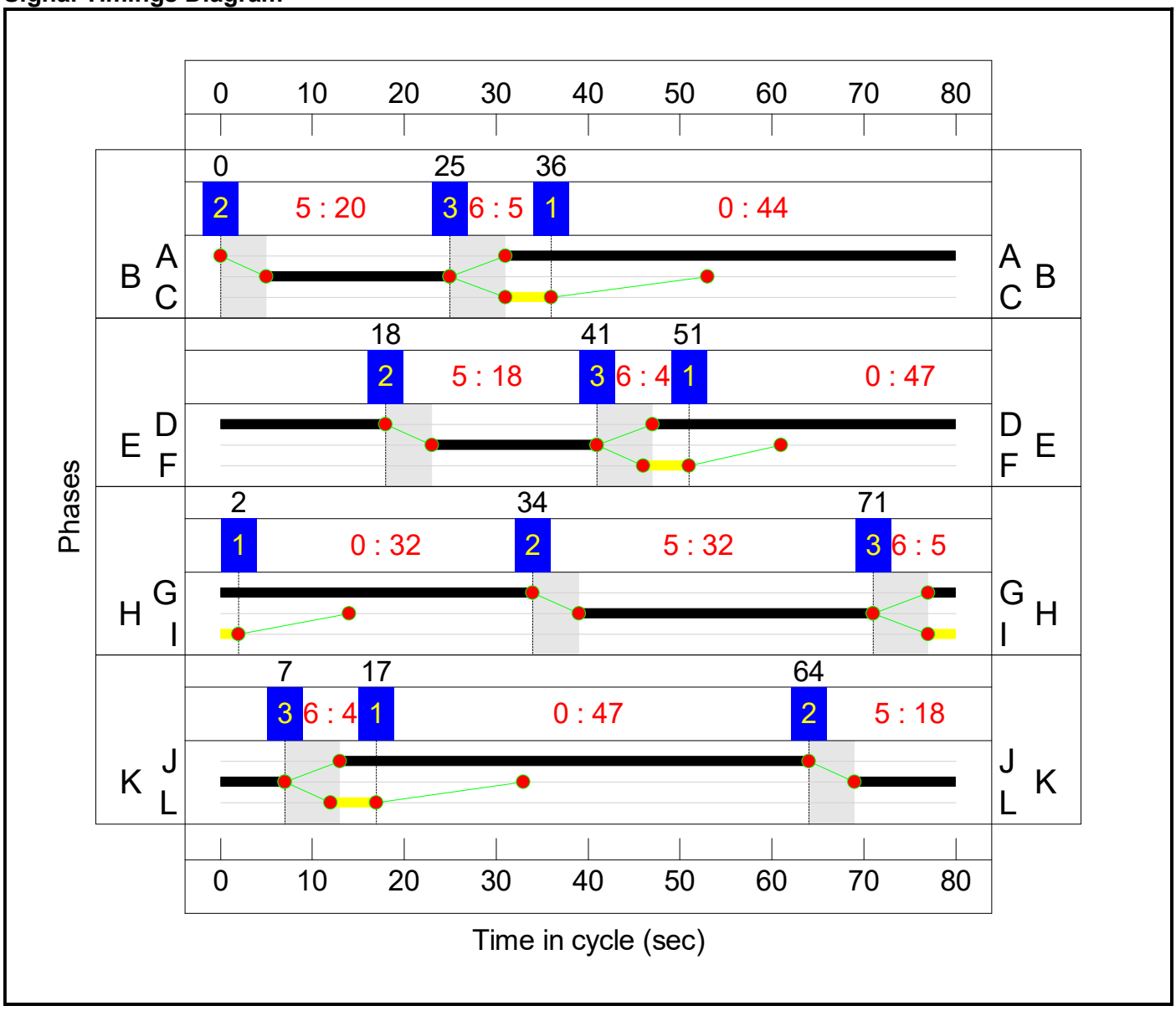
Stage Stream: 3

Stage	1	2	3
Duration	32	32	5
Change Point	2	34	71

Stage Stream: 4

Stage	1	2	3
Duration	47	18	4
Change Point	17	64	7

Signal Timings Diagram

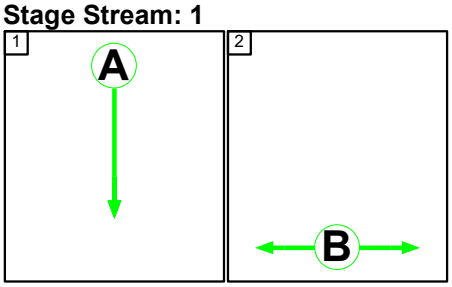


Full Input Data And Results

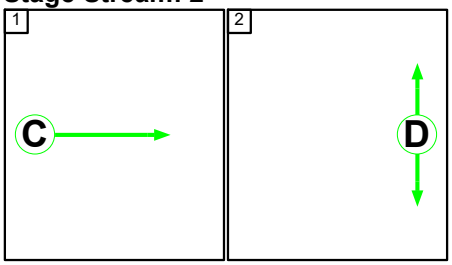
C2 - Exit Streams

Stage Sequence Diagram

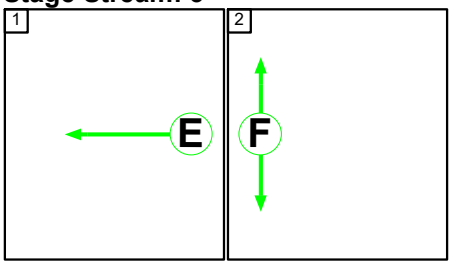
Stage Stream: 1



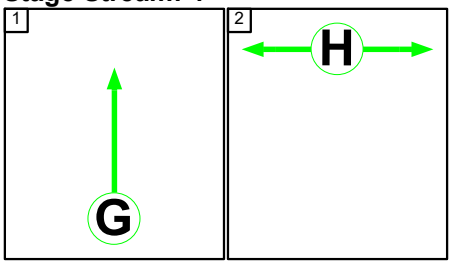
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	61	5
Change Point	7	76

Stage Stream: 2

Stage	1	2
Duration	63	5
Change Point	0	69

Full Input Data And Results

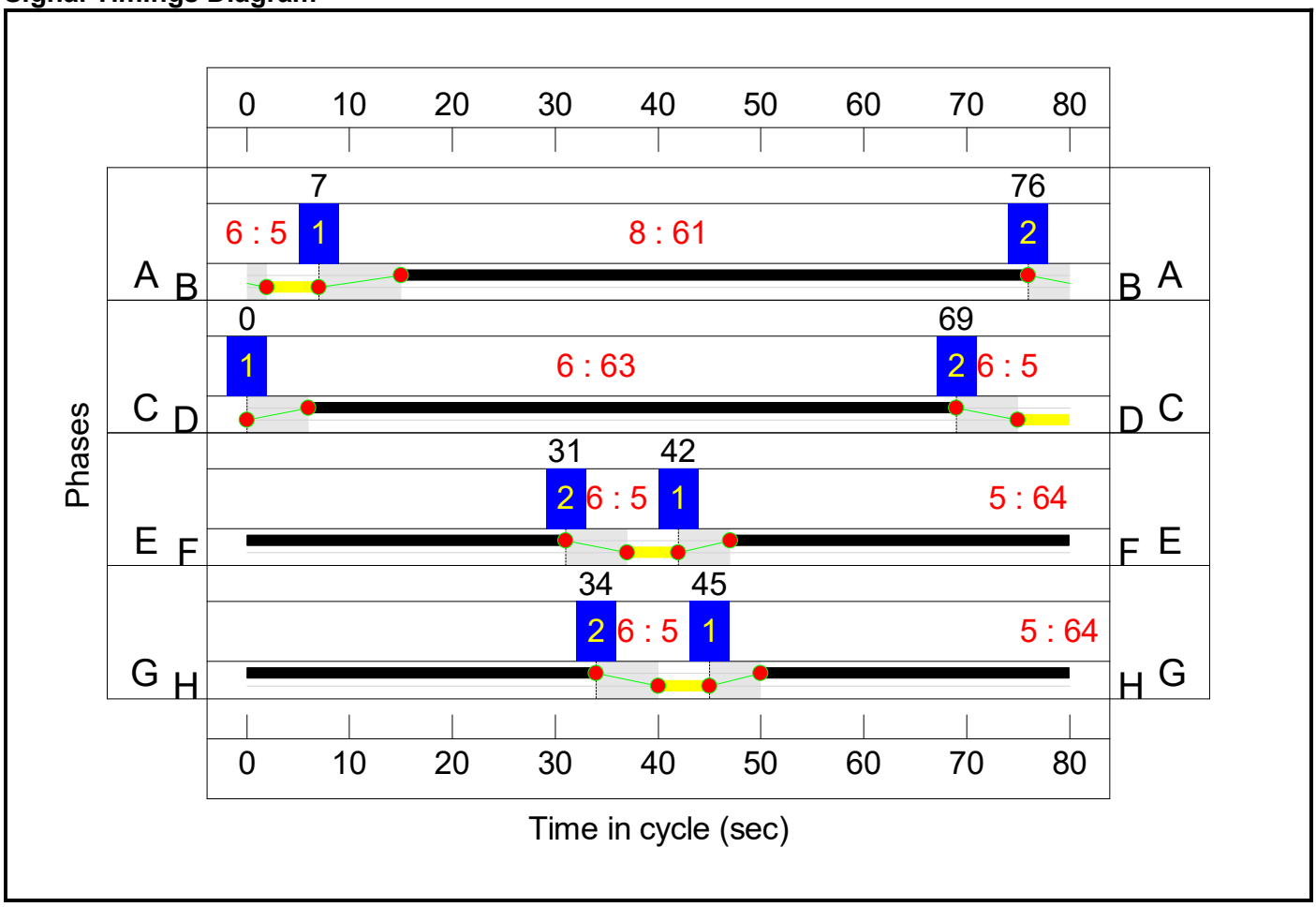
Stage Stream: 3

Stage	1	2
Duration	64	5
Change Point	42	31

Stage Stream: 4

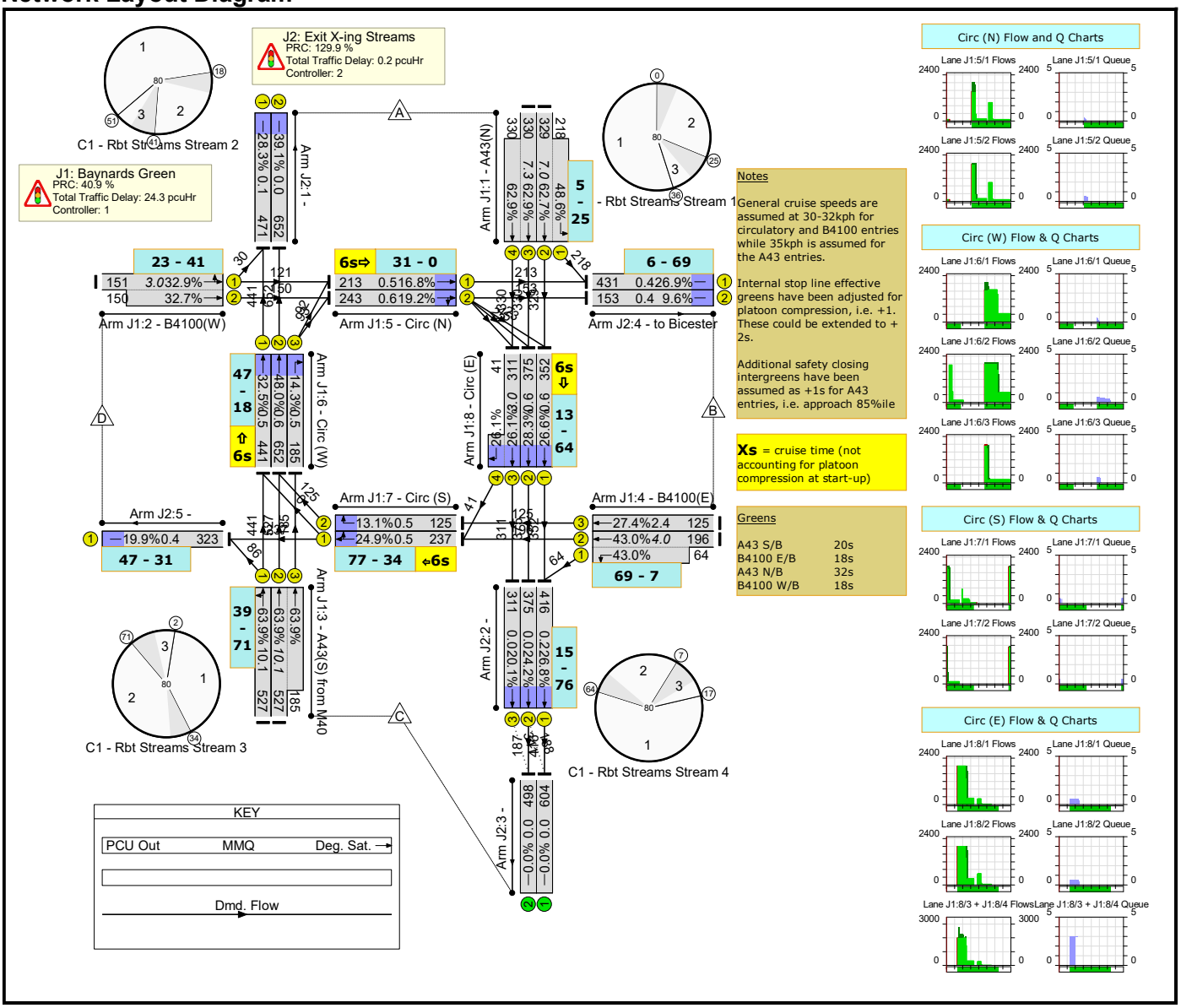
Stage	1	2
Duration	64	5
Change Point	45	34

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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: A43 / B4100 Baynards Green - Junction Improvement	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.9%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.9%**
1/2+1/1	A43(N) Ahead Left	U	1:1	N/A	C1:B		1	20	-	547	2000:1924	525+449	62.7 : 48.6%
1/3+1/4	A43(N) Ahead	U	1:1	N/A	C1:B		1	20	-	660	2000:2000	525+525	62.9 : 62.9%
2/1+2/2	B4100(W) Ahead Left	U	1:2	N/A	C1:E		1	18	-	301	1930:1930	458+458	32.9 : 32.7%
3/1	A43(S) from M40 Ahead Left	U	1:3	N/A	C1:H		1	32	-	527	2000	825	63.9%
3/2+3/3	A43(S) from M40 Ahead	U	1:3	N/A	C1:H		1	32	-	712	2000:1953	825+290	63.9 : 63.9%
4/2+4/1	B4100(E) Ahead Left	U	1:4	N/A	C1:K		1	18	-	260	1920:1859	456+149	43.0 : 43.0%
4/3	B4100(E) Ahead	U	1:4	N/A	C1:K		1	18	-	125	1920	456	27.4%
5/1	Circ (N) Ahead	U	1:1	N/A	C1:A		1	49	-	213	1990	1269	16.8%
5/2	Circ (N) Right Ahead	U	1:1	N/A	C1:A		1	49	-	243	1990	1269	19.2%
6/1	Circ (W) Ahead	U	1:2	N/A	C1:D		1	51	-	441	2050	1358	32.5%
6/2	Circ (W) Ahead	U	1:2	N/A	C1:D		1	51	-	652	2050	1358	48.0%
6/3	Circ (W) Right	U	1:2	N/A	C1:D		1	51	-	185	1950	1292	14.3%
7/1	Circ (S) Right Ahead	U	1:3	N/A	C1:G		1	37	-	237	1950	951	24.9%
7/2	Circ (S) Right	U	1:3	N/A	C1:G		1	37	-	125	1950	951	13.1%
8/1	Circ (E) Ahead	U	1:4	N/A	C1:J		1	51	-	352	2000	1325	26.6%
8/2	Circ (E) Ahead	U	1:4	N/A	C1:J		1	51	-	375	2000	1325	28.3%
8/3+8/4	Circ (E) Right Ahead	U	1:4	N/A	C1:J		1	51	-	352	2000:1950	1192+157	26.1 : 26.1%

Full Input Data And Results

J2: Exit X-ing Streams	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**39.1%**
1/1		U	2:4	N/A	C2:G		1	64	-	471	2050	1666	28.3%
1/2		U	2:4	N/A	C2:G		1	64	-	652	2050	1666	39.1%
2/1	Ahead	U	2:1	N/A	C2:A		1	61	-	416	2000	1550	26.8%
2/2	Ahead	U	2:1	N/A	C2:A		1	61	-	375	2000	1550	24.2%
2/3	Ahead	U	2:1	N/A	C2:A		1	61	-	311	2000	1550	20.1%
3/1		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
4/1	to Bicester	U	2:2	N/A	C2:C		1	63	-	431	2000	1600	26.9%
4/2	to Bicester	U	2:2	N/A	C2:C		1	63	-	153	2000	1600	9.6%
5/1		U	2:3	N/A	C2:E		1	64	-	323	2000	1625	19.9%

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: A43 / B4100 Baynards Green - Junction Improvement	**-**	**-**	**0**	**0**	**0**	**20.4**	**4.0**	**0.0**	**24.4**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**20.2**	**4.0**	**0.0**	**24.3**	**-**	**-**	**-**	**-**
1/2+1/1	547	547	-	-	-	3.9	0.6	-	4.5 (2.8+1.7)	29.7 (30.3:28.8)	6.4	0.6	7.0
1/3+1/4	660	660	-	-	-	4.8	0.8	-	5.6 (2.8+2.8)	30.7 (30.7:30.7)	6.4	0.8	7.3
2/1+2/2	301	301	-	-	-	2.1	0.2	-	2.4 (1.2+1.2)	28.2 (28.2:28.1)	2.8	0.2	3.0
3/1	527	527	-	-	-	2.7	0.9	-	3.6	24.8	9.2	0.9	10.1
3/2+3/3	712	712	-	-	-	3.5	0.9	-	4.4 (3.4+1.0)	22.3 (23.2:19.7)	9.2	0.9	10.1
4/2+4/1	260	260	-	-	-	1.8	0.4	-	2.2 (1.7+0.5)	30.7 (31.1:29.3)	3.6	0.4	4.0
4/3	125	125	-	-	-	0.9	0.2	-	1.1	30.3	2.3	0.2	2.4
5/1	213	213	-	-	-	0.0	0.0	-	0.0	0.4	0.5	0.0	0.5
5/2	243	243	-	-	-	0.0	0.0	-	0.0	0.6	0.6	0.0	0.6
6/1	441	441	-	-	-	0.0	0.0	-	0.0	0.1	0.5	0.0	0.5
6/2	652	652	-	-	-	0.1	0.0	-	0.1	0.5	0.6	0.0	0.6
6/3	185	185	-	-	-	0.0	0.0	-	0.0	0.7	0.5	0.0	0.5
7/1	237	237	-	-	-	0.1	0.0	-	0.1	0.8	0.5	0.0	0.5
7/2	125	125	-	-	-	0.0	0.0	-	0.0	0.8	0.5	0.0	0.5
8/1	352	352	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
8/2	375	375	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
8/3+8/4	352	352	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.3 (0.3:0.2)	3.0	0.0	3.0
J2: Exit X-ing Streams	**-**	**-**	**0**	**0**	**0**	**0.2**	**0.0**	**0.0**	**0.2**	**-**	**-**	**-**	**-**
1/1	471	471	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1

Full Input Data And Results

1/2	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	416	416	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
2/2	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	431	431	-	-	-	0.0	0.0	-	0.0	0.4	0.4	0.0	0.4
4/2	153	153	-	-	-	0.0	0.0	-	0.0	1.0	0.4	0.0	0.4
5/1	323	323	-	-	-	0.0	0.0	-	0.0	0.2	0.4	0.0	0.4

C1 - Rbt Streams	Stream: 1 PRC for Signalled Lanes (%):	43.2	Total Delay for Signalled Lanes (pcuHr):	10.19	Cycle Time (s):	80
C1 - Rbt Streams	Stream: 2 PRC for Signalled Lanes (%):	87.5	Total Delay for Signalled Lanes (pcuHr):	2.50	Cycle Time (s):	80
C1 - Rbt Streams	Stream: 3 PRC for Signalled Lanes (%):	40.9	Total Delay for Signalled Lanes (pcuHr):	8.11	Cycle Time (s):	80
C1 - Rbt Streams	Stream: 4 PRC for Signalled Lanes (%):	109.4	Total Delay for Signalled Lanes (pcuHr):	3.46	Cycle Time (s):	80
C2 - Exit Streams	Stream: 1 PRC for Signalled Lanes (%):	235.3	Total Delay for Signalled Lanes (pcuHr):	0.03	Cycle Time (s):	80
C2 - Exit Streams	Stream: 2 PRC for Signalled Lanes (%):	234.1	Total Delay for Signalled Lanes (pcuHr):	0.09	Cycle Time (s):	80
C2 - Exit Streams	Stream: 3 PRC for Signalled Lanes (%):	352.8	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	80
C2 - Exit Streams	Stream: 4 PRC for Signalled Lanes (%):	129.9	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s):	80
	PRC Over All Lanes (%):	40.9	Total Delay Over All Lanes(pcuHr):	24.41		

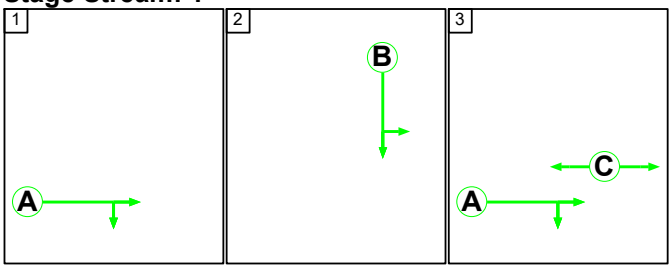
Full Input Data And Results

Scenario 3: 'PM 2026 Tritax & Albion (BTM Dev4)' (FG3: 'PM 2026 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')

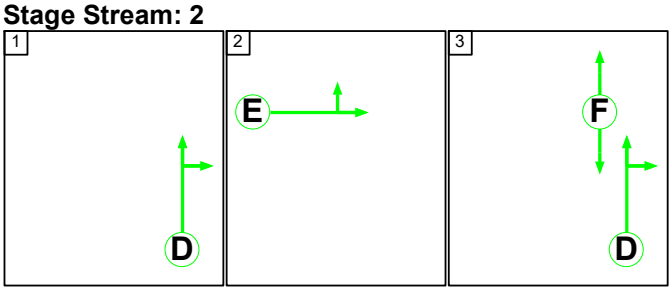
C1 - Rbt Streams

Stage Sequence Diagram

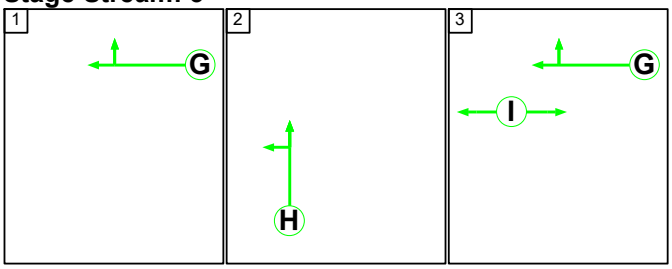
Stage Stream: 1



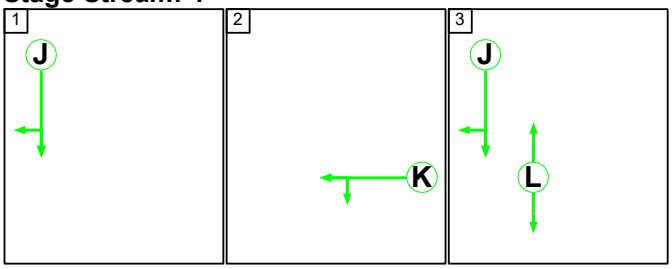
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	62	26	5
Change Point	42	0	31

Stage Stream: 2

Stage	1	2	3
Duration	71	18	4
Change Point	57	24	47

Full Input Data And Results

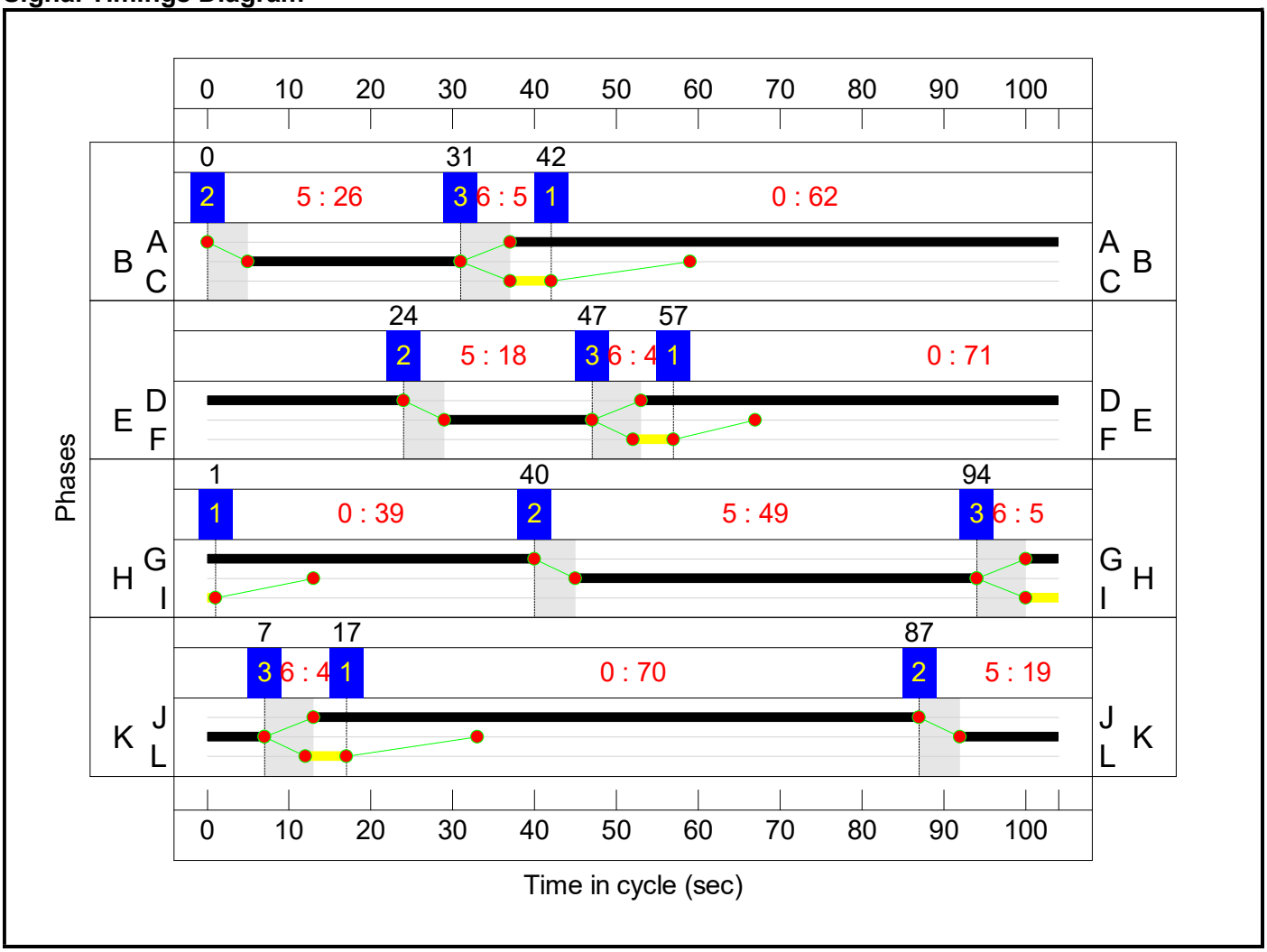
Stage Stream: 3

Stage	1	2	3
Duration	39	49	5
Change Point	1	40	94

Stage Stream: 4

Stage	1	2	3
Duration	70	19	4
Change Point	17	87	7

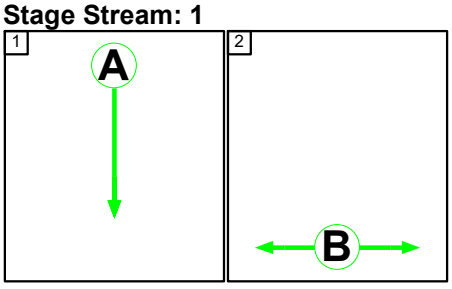
Signal Timings Diagram



C2 - Exit Streams

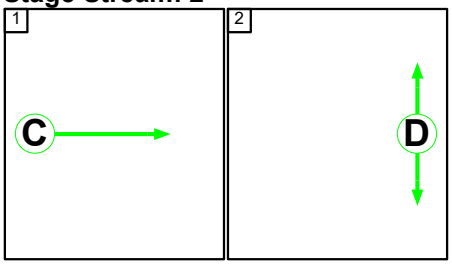
Stage Sequence Diagram

Stage Stream: 1

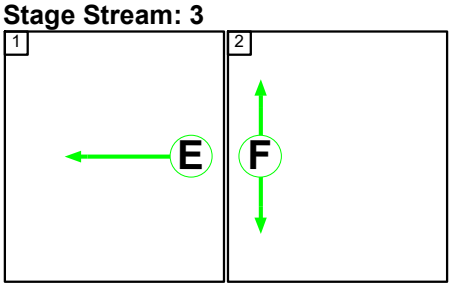


Full Input Data And Results

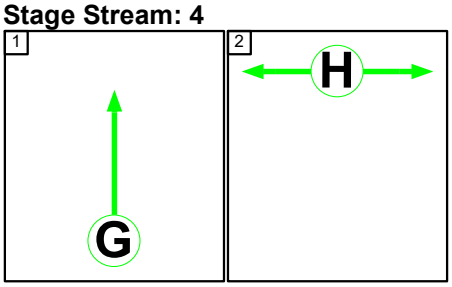
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	85	5
Change Point	84	73

Stage Stream: 2

Stage	1	2
Duration	87	5
Change Point	100	89

Stage Stream: 3

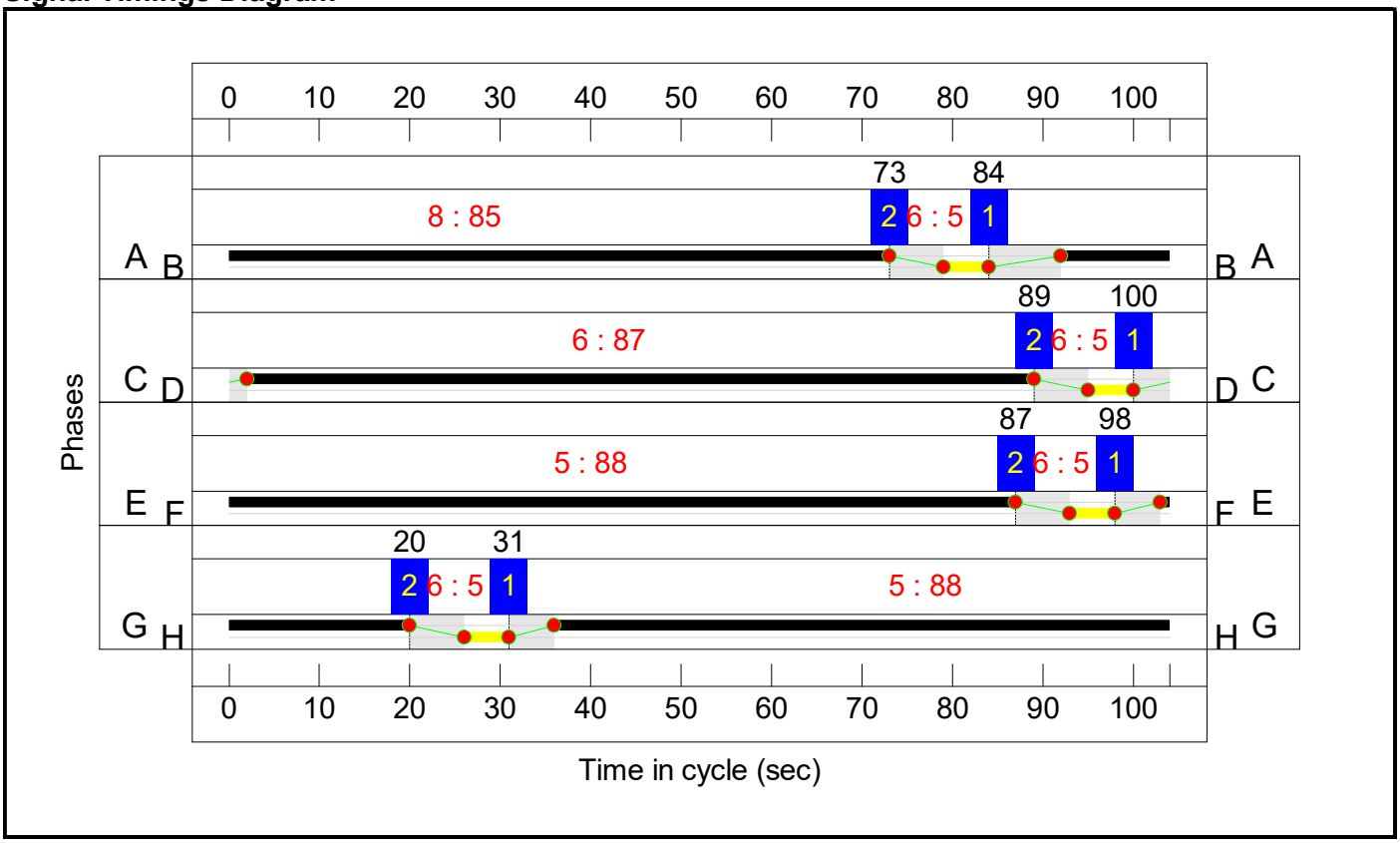
Stage	1	2
Duration	88	5
Change Point	98	87

Full Input Data And Results

Stage Stream: 4

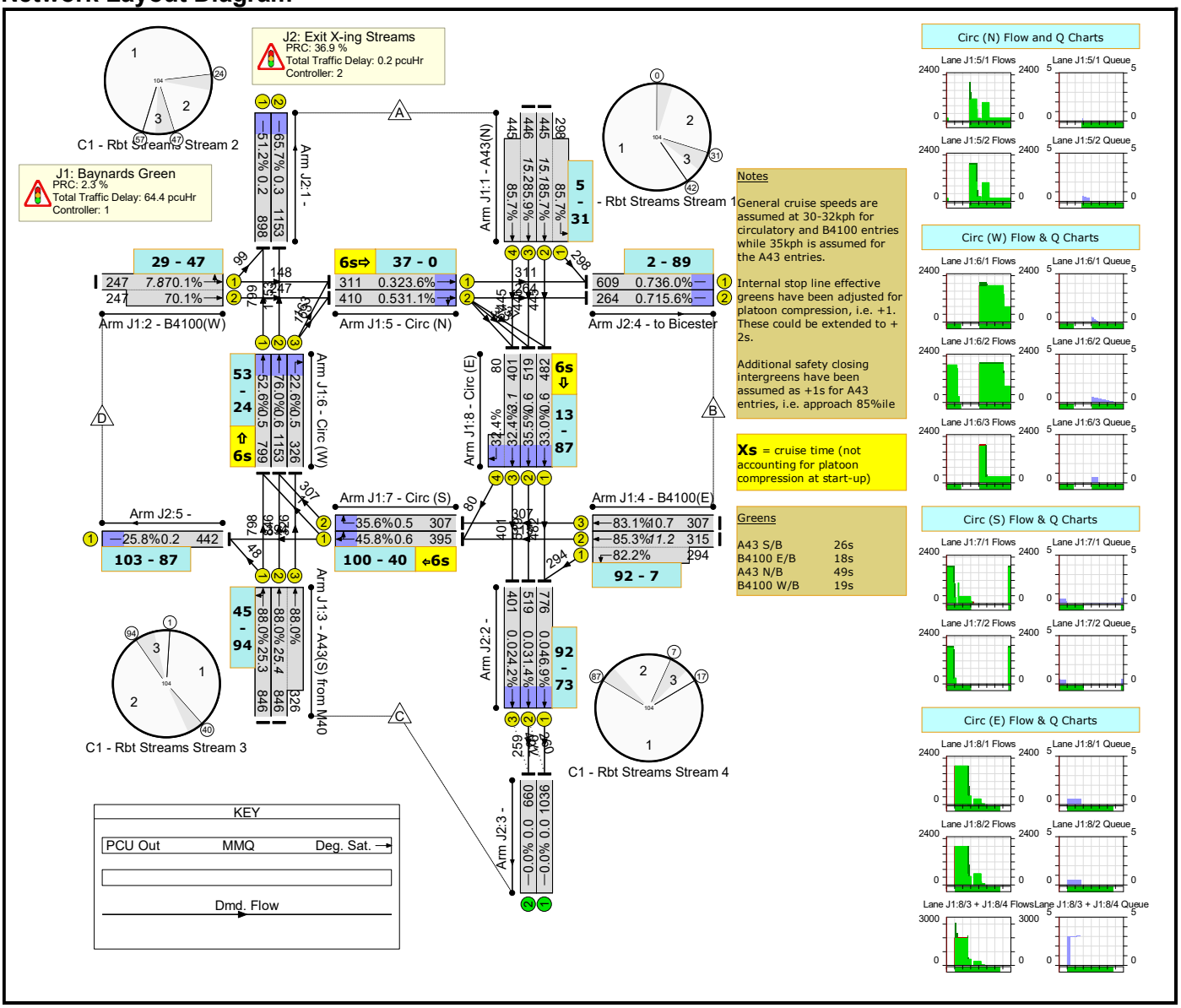
Stage	1	2
Duration	88	5
Change Point	31	20

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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: A43 / B4100 Baynards Green - Junction Improvement	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.0%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.0%**
1/2+1/1	A43(N) Ahead Left	U	1:1	N/A	C1:B		1	26	-	743	2000:1924	519+348	85.7 : 85.7%
1/3+1/4	A43(N) Ahead	U	1:1	N/A	C1:B		1	26	-	891	2000:2000	519+519	85.9 : 85.7%
2/1+2/2	B4100(W) Ahead Left	U	1:2	N/A	C1:E		1	18	-	494	1930:1930	353+353	70.1 : 70.1%
3/1	A43(S) from M40 Ahead Left	U	1:3	N/A	C1:H		1	49	-	846	2000	962	88.0%
3/2+3/3	A43(S) from M40 Ahead	U	1:3	N/A	C1:H		1	49	-	1172	2000:1953	962+371	88.0 : 88.0%
4/2+4/1	B4100(E) Ahead Left	U	1:4	N/A	C1:K		1	19	-	609	1920:1859	369+358	85.3 : 82.2%
4/3	B4100(E) Ahead	U	1:4	N/A	C1:K		1	19	-	307	1920	369	83.1%
5/1	Circ (N) Ahead	U	1:1	N/A	C1:A		1	67	-	311	1990	1320	23.6%
5/2	Circ (N) Right Ahead	U	1:1	N/A	C1:A		1	67	-	410	1990	1320	31.1%
6/1	Circ (W) Ahead	U	1:2	N/A	C1:D		1	75	-	799	2050	1518	52.6%
6/2	Circ (W) Ahead	U	1:2	N/A	C1:D		1	75	-	1153	2050	1518	76.0%
6/3	Circ (W) Right	U	1:2	N/A	C1:D		1	75	-	326	1950	1444	22.6%
7/1	Circ (S) Right Ahead	U	1:3	N/A	C1:G		1	44	-	395	1950	862	45.8%
7/2	Circ (S) Right	U	1:3	N/A	C1:G		1	44	-	307	1950	862	35.6%
8/1	Circ (E) Ahead	U	1:4	N/A	C1:J		1	74	-	482	2000	1462	33.0%
8/2	Circ (E) Ahead	U	1:4	N/A	C1:J		1	74	-	519	2000	1462	35.5%
8/3+8/4	Circ (E) Right Ahead	U	1:4	N/A	C1:J		1	74	-	481	2000:1950	1237+247	32.4 : 32.4%

Full Input Data And Results

J2: Exit X-ing Streams	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
1/1		U	2:4	N/A	C2:G		1	88	-	898	2050	1754	51.2%
1/2		U	2:4	N/A	C2:G		1	88	-	1153	2050	1754	65.7%
2/1	Ahead	U	2:1	N/A	C2:A		1	85	-	776	2000	1654	46.9%
2/2	Ahead	U	2:1	N/A	C2:A		1	85	-	519	2000	1654	31.4%
2/3	Ahead	U	2:1	N/A	C2:A		1	85	-	401	2000	1654	24.2%
3/1		U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
4/1	to Bicester	U	2:2	N/A	C2:C		1	87	-	609	2000	1692	36.0%
4/2	to Bicester	U	2:2	N/A	C2:C		1	87	-	264	2000	1692	15.6%
5/1		U	2:3	N/A	C2:E		1	88	-	442	2000	1712	25.8%

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: A43 / B4100 Baynards Green - Junction Improvement	**-**	**-**	**0**	**0**	**0**	**46.0**	**18.7**	**0.0**	**64.6**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**45.8**	**18.7**	**0.0**	**64.4**	**-**	**-**	**-**	**-**
1/2+1/1	743	743	-	-	-	7.3	2.9	-	10.2 (6.2+3.9)	49.4 (50.5:47.6)	12.2	2.9	15.1
1/3+1/4	891	891	-	-	-	9.1	2.9	-	12.0 (6.0+6.0)	48.4 (48.4:48.4)	12.3	2.9	15.2
2/1+2/2	494	494	-	-	-	5.5	1.2	-	6.6 (3.3+3.3)	48.3 (48.3:48.3)	6.7	1.2	7.8
3/1	846	846	-	-	-	5.7	3.5	-	9.2	39.0	21.9	3.5	25.3
3/2+3/3	1172	1172	-	-	-	7.2	3.5	-	10.7 (8.2+2.5)	33.0 (35.1:27.6)	21.9	3.5	25.4
4/2+4/1	609	609	-	-	-	6.8	2.5	-	9.3 (4.8+4.5)	55.1 (55.3:55.0)	8.8	2.5	11.2
4/3	307	307	-	-	-	3.4	2.3	-	5.7	67.3	8.4	2.3	10.7
5/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.3	0.0	0.3
5/2	410	410	-	-	-	0.1	0.0	-	0.1	0.5	0.5	0.0	0.5
6/1	799	799	-	-	-	0.0	0.0	-	0.0	0.1	0.5	0.0	0.5
6/2	1153	1153	-	-	-	0.1	0.0	-	0.1	0.3	0.6	0.0	0.6
6/3	326	326	-	-	-	0.1	0.0	-	0.1	0.6	0.5	0.0	0.5
7/1	395	395	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
7/2	307	307	-	-	-	0.1	0.0	-	0.1	0.8	0.5	0.0	0.5
8/1	482	482	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
8/2	519	519	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
8/3+8/4	481	481	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.2 (0.1:0.2)	3.1	0.0	3.1
J2: Exit X-ing Streams	**-**	**-**	**0**	**0**	**0**	**0.2**	**0.0**	**0.0**	**0.2**	**-**	**-**	**-**	**-**
1/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2

Full Input Data And Results

1/2	1153	1153	-	-	-	0.0	0.0	-	0.0	0.1	0.3	0.0	0.3
2/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	609	609	-	-	-	0.1	0.0	-	0.1	0.4	0.7	0.0	0.7
4/2	264	264	-	-	-	0.1	0.0	-	0.1	0.8	0.7	0.0	0.7
5/1	442	442	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2

C1 - Rbt Streams	Stream: 1 PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):	22.23	Cycle Time (s): 104
C1 - Rbt Streams	Stream: 2 PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):	6.82	Cycle Time (s): 104
C1 - Rbt Streams	Stream: 3 PRC for Signalled Lanes (%):	2.3	Total Delay for Signalled Lanes (pcuHr):	20.07	Cycle Time (s): 104
C1 - Rbt Streams	Stream: 4 PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	15.32	Cycle Time (s): 104
C2 - Exit Streams	Stream: 1 PRC for Signalled Lanes (%):	91.8	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 104
C2 - Exit Streams	Stream: 2 PRC for Signalled Lanes (%):	150.1	Total Delay for Signalled Lanes (pcuHr):	0.12	Cycle Time (s): 104
C2 - Exit Streams	Stream: 3 PRC for Signalled Lanes (%):	248.5	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s): 104
C2 - Exit Streams	Stream: 4 PRC for Signalled Lanes (%):	36.9	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s): 104
	PRC Over All Lanes (%):	2.3	Total Delay Over All Lanes(pcuHr):	64.62	

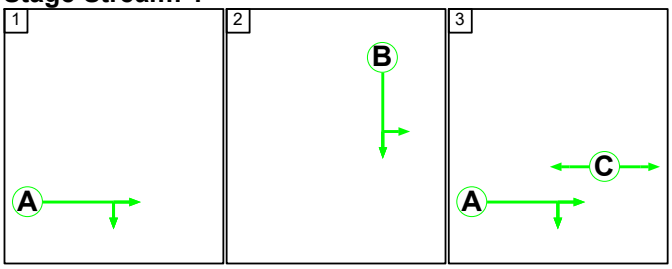
Full Input Data And Results

Scenario 4: 'AM 2031 Tritax & Albion (BTM Dev4)' (FG4: 'AM 2031 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')

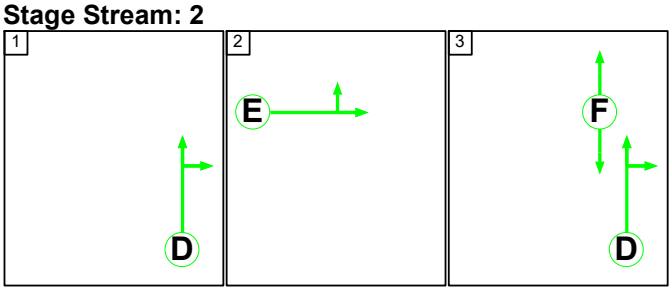
C1 - Rbt Streams

Stage Sequence Diagram

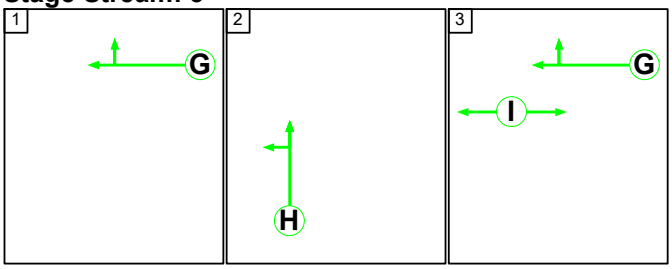
Stage Stream: 1



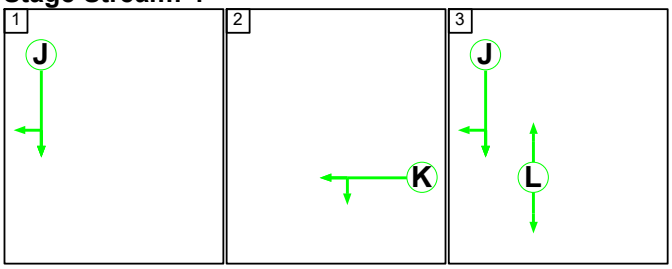
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	46	34	5
Change Point	50	0	39

Stage Stream: 2

Stage	1	2	3
Duration	63	18	4
Change Point	65	32	55

Full Input Data And Results

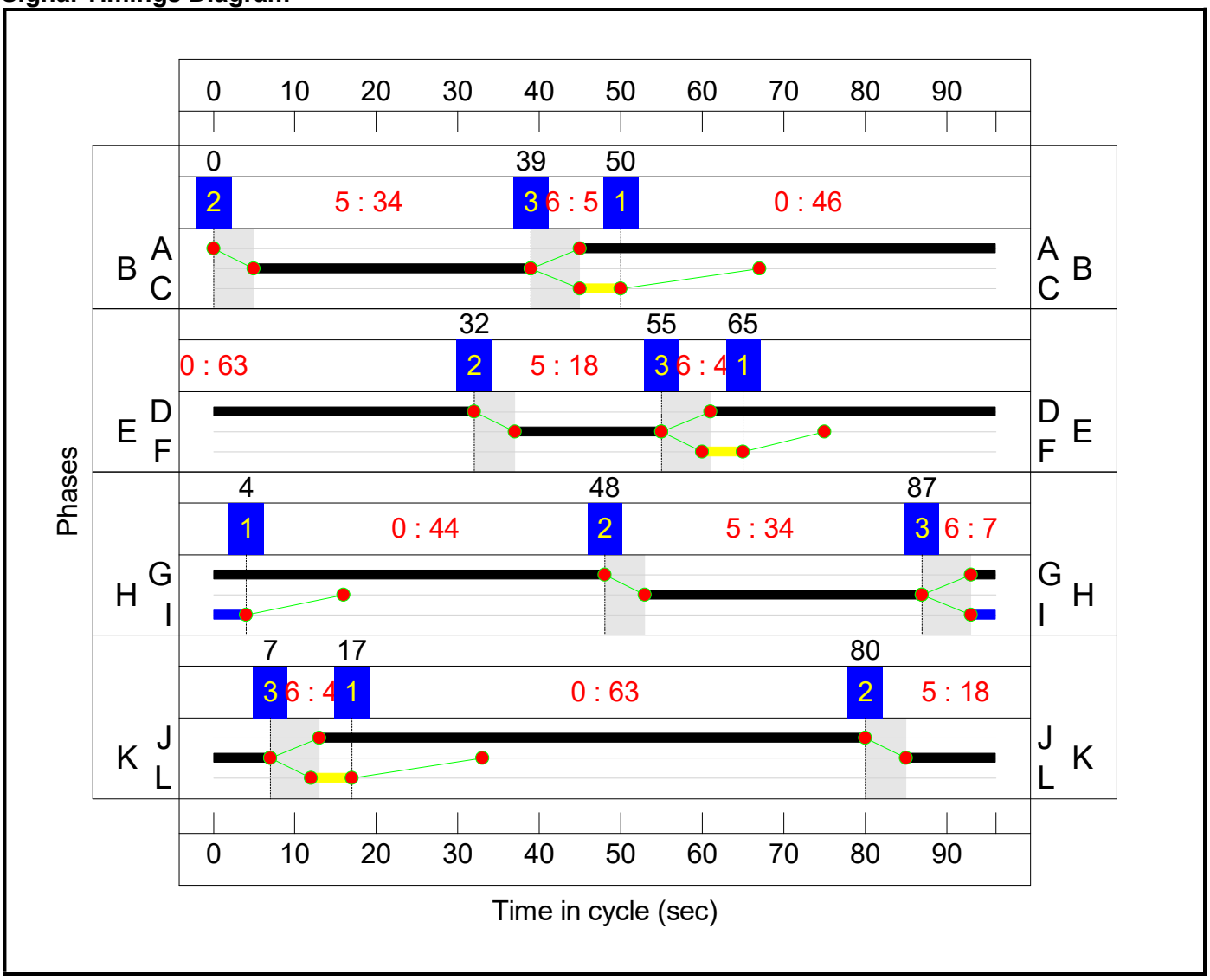
Stage Stream: 3

Stage	1	2	3
Duration	44	34	7
Change Point	4	48	87

Stage Stream: 4

Stage	1	2	3
Duration	63	18	4
Change Point	17	80	7

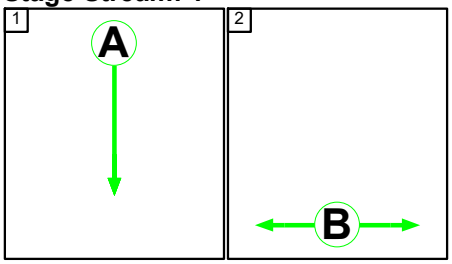
Signal Timings Diagram



C2 - Exit Streams

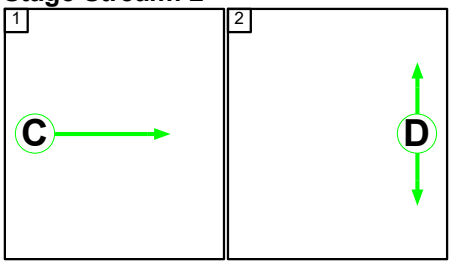
Stage Sequence Diagram

Stage Stream: 1

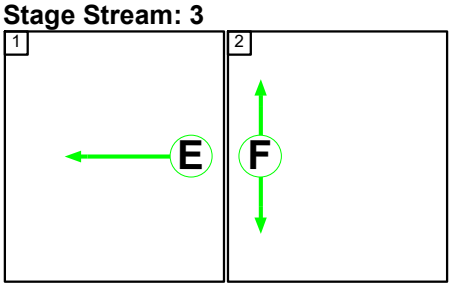


Full Input Data And Results

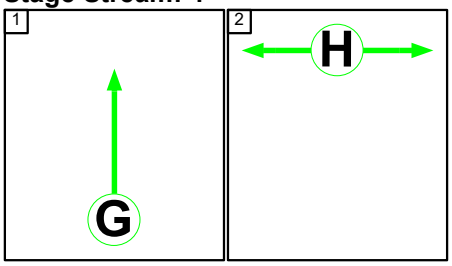
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	77	5
Change Point	77	66

Stage Stream: 2

Stage	1	2
Duration	79	5
Change Point	41	30

Stage Stream: 3

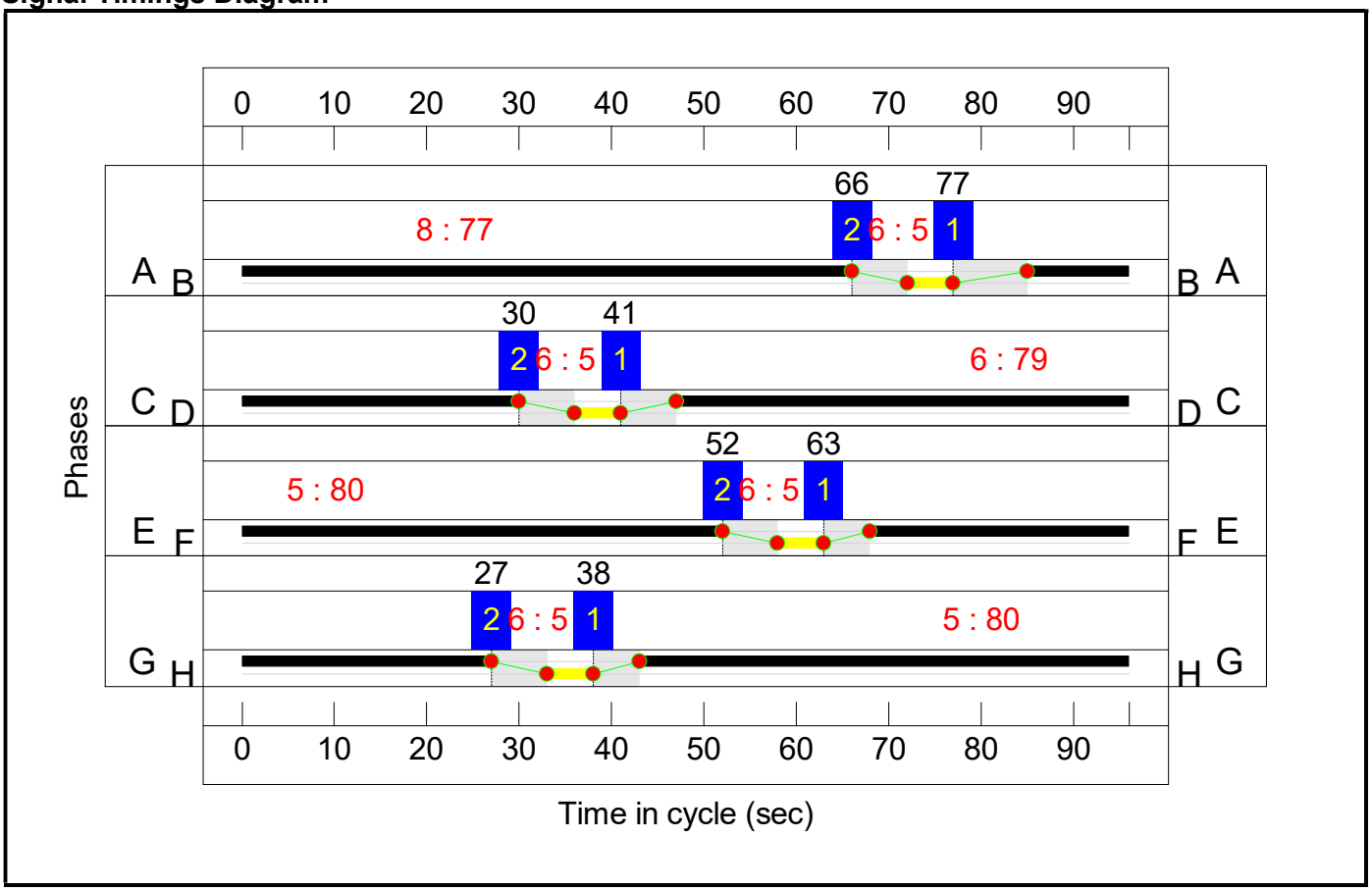
Stage	1	2
Duration	80	5
Change Point	63	52

Full Input Data And Results

Stage Stream: 4

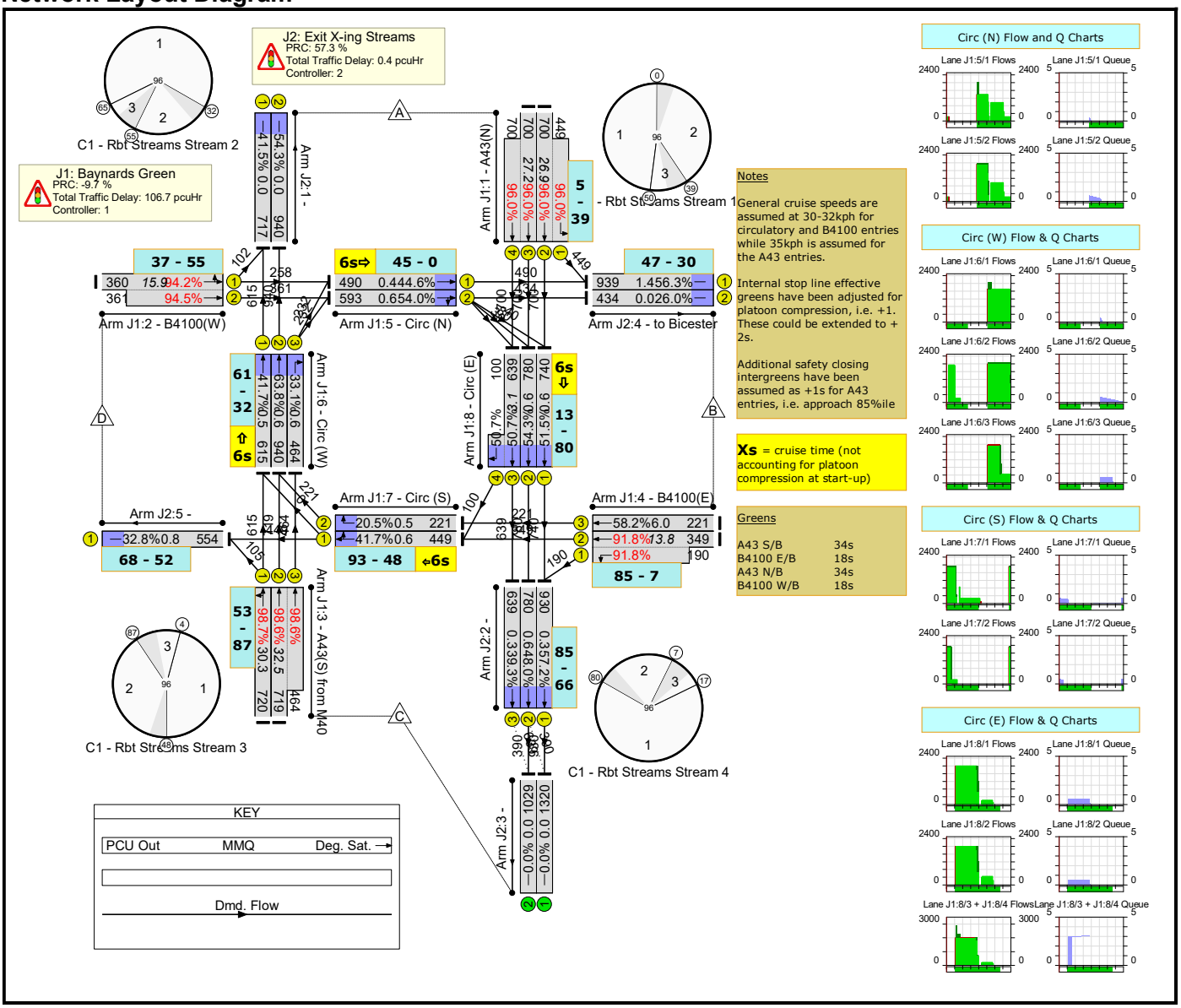
Stage	1	2
Duration	80	5
Change Point	38	27

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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: A43 / B4100 Baynards Green - Junction Improvement	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.7%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.7%**
1/2+1/1	A43(N) Ahead Left	U	1:1	N/A	C1:B		1	34	-	1149	2000:1924	729+468	96.0 : 96.0%
1/3+1/4	A43(N) Ahead	U	1:1	N/A	C1:B		1	34	-	1400	2000:2000	729+729	96.0 : 96.0%
2/1+2/2	B4100(W) Ahead Left	U	1:2	N/A	C1:E		1	18	-	721	1930:1930	382+382	94.2 : 94.5%
3/1	A43(S) from M40 Ahead Left	U	1:3	N/A	C1:H		1	34	-	720	2000	729	98.7%
3/2+3/3	A43(S) from M40 Ahead	U	1:3	N/A	C1:H		1	34	-	1183	2000:1953	729+471	98.6 : 98.6%
4/2+4/1	B4100(E) Ahead Left	U	1:4	N/A	C1:K		1	18	-	539	1920:1859	380+207	91.8 : 91.8%
4/3	B4100(E) Ahead	U	1:4	N/A	C1:K		1	18	-	221	1920	380	58.2%
5/1	Circ (N) Ahead	U	1:1	N/A	C1:A		1	51	-	490	1990	1099	44.6%
5/2	Circ (N) Right Ahead	U	1:1	N/A	C1:A		1	51	-	593	1990	1099	54.0%
6/1	Circ (W) Ahead	U	1:2	N/A	C1:D		1	67	-	615	2050	1473	41.7%
6/2	Circ (W) Ahead	U	1:2	N/A	C1:D		1	67	-	940	2050	1473	63.8%
6/3	Circ (W) Right	U	1:2	N/A	C1:D		1	67	-	464	1950	1402	33.1%
7/1	Circ (S) Right Ahead	U	1:3	N/A	C1:G		1	51	-	449	1950	1077	41.7%
7/2	Circ (S) Right	U	1:3	N/A	C1:G		1	51	-	221	1950	1077	20.5%
8/1	Circ (E) Ahead	U	1:4	N/A	C1:J		1	67	-	740	2000	1438	51.5%
8/2	Circ (E) Ahead	U	1:4	N/A	C1:J		1	67	-	780	2000	1438	54.3%

Full Input Data And Results

8/3+8/4	Circ (E) Right Ahead	U	1:4	N/A	C1:J		1	67	-	739	2000:1950	1261+197	50.7 : 50.7%
J2: Exit X-ing Streams	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.2%**
1/1		U	2:4	N/A	C2:G		1	80	-	717	2050	1730	41.5%
1/2		U	2:4	N/A	C2:G		1	80	-	940	2050	1730	54.3%
2/1	Ahead	U	2:1	N/A	C2:A		1	77	-	930	2000	1625	57.2%
2/2	Ahead	U	2:1	N/A	C2:A		1	77	-	780	2000	1625	48.0%
2/3	Ahead	U	2:1	N/A	C2:A		1	77	-	639	2000	1625	39.3%
3/1		U	N/A	N/A	-		-	-	-	1320	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%
4/1	to Bicester	U	2:2	N/A	C2:C		1	79	-	939	2000	1667	56.3%
4/2	to Bicester	U	2:2	N/A	C2:C		1	79	-	434	2000	1667	26.0%
5/1		U	2:3	N/A	C2:E		1	80	-	554	2000	1688	32.8%

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: A43 / B4100 Baynards Green - Junction Improvement	**-**	**-**	**0**	**0**	**0**	**52.5**	**54.6**	**0.0**	**107.1**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**52.1**	**54.6**	**0.0**	**106.7**	**-**	**-**	**-**	**-**
1/2+1/1	1149	1149	-	-	-	9.0	8.8	-	17.7 (11.1+6.6)	55.6 (57.3:52.8)	18.1	8.8	26.9
1/3+1/4	1400	1400	-	-	-	11.6	9.1	-	20.7 (10.4+10.4)	53.3 (53.3:53.3)	18.1	9.1	27.2
2/1+2/2	721	721	-	-	-	7.6	6.5	-	14.1 (7.0+7.0)	70.2 (70.2:70.2)	9.4	6.5	15.9
3/1	720	720	-	-	-	6.1	11.3	-	17.4	86.9	19.0	11.3	30.3
3/2+3/3	1183	1183	-	-	-	9.3	13.5	-	22.8 (14.3+8.6)	69.5 (71.4:66.6)	19.0	13.5	32.5
4/2+4/1	539	539	-	-	-	5.5	4.7	-	10.2 (6.7+3.5)	68.0 (69.2:65.8)	9.1	4.7	13.8
4/3	221	221	-	-	-	2.1	0.7	-	2.8	46.1	5.3	0.7	6.0
5/1	490	490	-	-	-	0.0	0.0	-	0.0	0.3	0.4	0.0	0.4
5/2	593	593	-	-	-	0.1	0.0	-	0.1	0.7	0.6	0.0	0.6
6/1	615	615	-	-	-	0.0	0.0	-	0.0	0.1	0.5	0.0	0.5
6/2	940	940	-	-	-	0.1	0.0	-	0.1	0.4	0.6	0.0	0.6
6/3	464	464	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
7/1	449	449	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
7/2	221	221	-	-	-	0.1	0.0	-	0.1	0.8	0.5	0.0	0.5
8/1	740	740	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
8/2	780	780	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
8/3+8/4	739	739	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.1 (0.1:0.1)	3.1	0.0	3.1
J2: Exit X-ing Streams	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.0**	**0.0**	**0.4**	**-**	**-**	**-**	**-**
1/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

2/1	930	930	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3
2/2	780	780	-	-	-	0.1	0.0	-	0.1	0.4	0.6	0.0	0.6
2/3	639	639	-	-	-	0.0	0.0	-	0.0	0.3	0.3	0.0	0.3
3/1	1320	1320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	939	939	-	-	-	0.2	0.0	-	0.2	0.6	1.4	0.0	1.4
4/2	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	554	554	-	-	-	0.1	0.0	-	0.1	0.4	0.8	0.0	0.8

C1 - Rbt Streams	Stream: 1 PRC for Signalled Lanes (%):	-6.7	Total Delay for Signalled Lanes (pcuHr):	38.61	Cycle Time (s):	96
C1 - Rbt Streams	Stream: 2 PRC for Signalled Lanes (%):	-5.0	Total Delay for Signalled Lanes (pcuHr):	14.30	Cycle Time (s):	96
C1 - Rbt Streams	Stream: 3 PRC for Signalled Lanes (%):	-9.7	Total Delay for Signalled Lanes (pcuHr):	40.36	Cycle Time (s):	96
C1 - Rbt Streams	Stream: 4 PRC for Signalled Lanes (%):	-2.0	Total Delay for Signalled Lanes (pcuHr):	13.42	Cycle Time (s):	96
C2 - Exit Streams	Stream: 1 PRC for Signalled Lanes (%):	57.3	Total Delay for Signalled Lanes (pcuHr):	0.19	Cycle Time (s):	96
C2 - Exit Streams	Stream: 2 PRC for Signalled Lanes (%):	59.7	Total Delay for Signalled Lanes (pcuHr):	0.17	Cycle Time (s):	96
C2 - Exit Streams	Stream: 3 PRC for Signalled Lanes (%):	174.1	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s):	96
C2 - Exit Streams	Stream: 4 PRC for Signalled Lanes (%):	65.6	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	96
	PRC Over All Lanes (%):	-9.7	Total Delay Over All Lanes(pcuHr):	107.11		

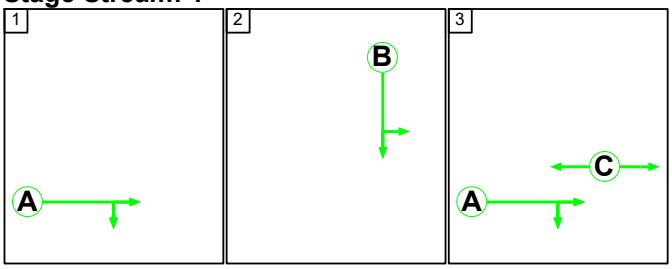
Full Input Data And Results

Scenario 5: 'IP 2031 Tritax & Albion (BTM Dev4)' (FG5: 'IP 2031 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')

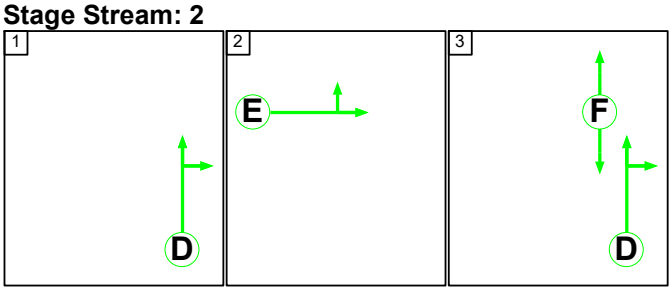
C1 - Rbt Streams

Stage Sequence Diagram

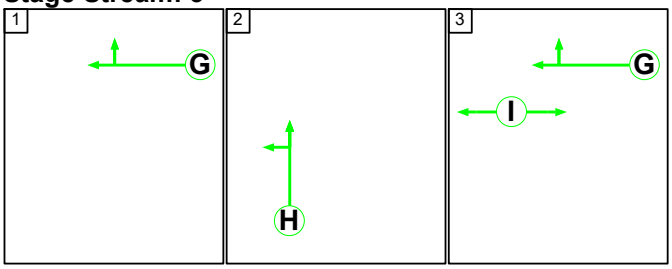
Stage Stream: 1



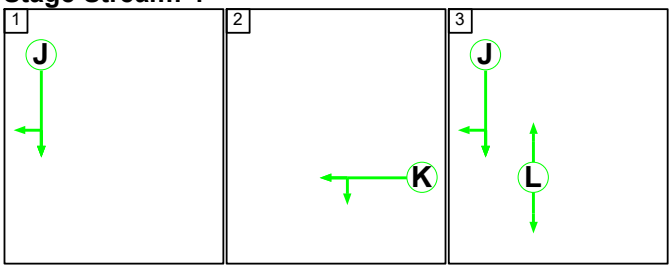
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	45	19	5
Change Point	35	0	24

Stage Stream: 2

Stage	1	2	3
Duration	47	18	4
Change Point	50	17	40

Full Input Data And Results

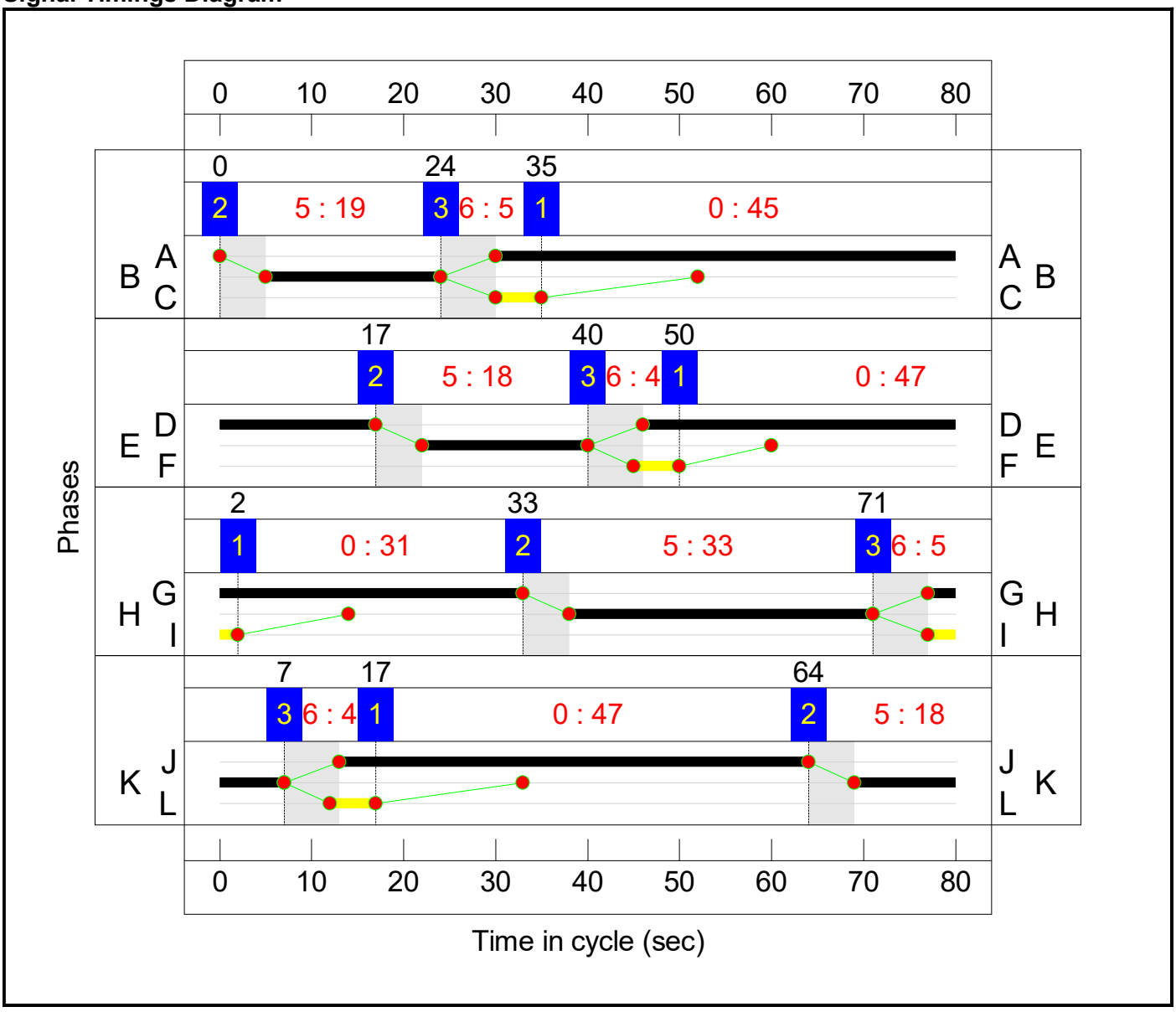
Stage Stream: 3

Stage	1	2	3
Duration	31	33	5
Change Point	2	33	71

Stage Stream: 4

Stage	1	2	3
Duration	47	18	4
Change Point	17	64	7

Signal Timings Diagram

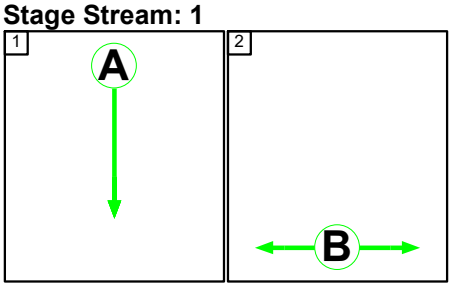


Full Input Data And Results

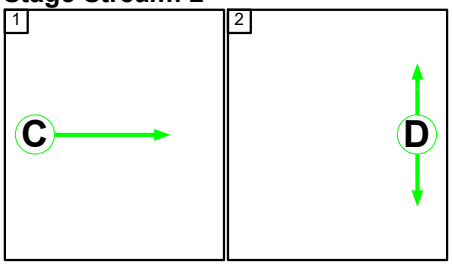
C2 - Exit Streams

Stage Sequence Diagram

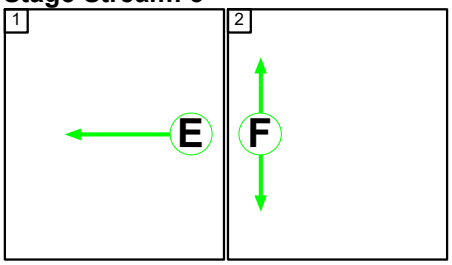
Stage Stream: 1



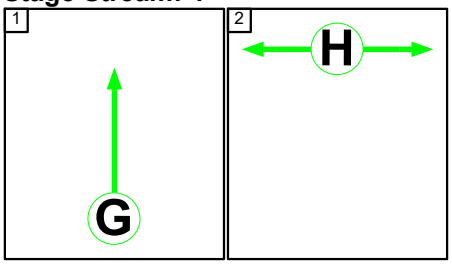
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	61	5
Change Point	62	51

Stage Stream: 2

Stage	1	2
Duration	63	5
Change Point	0	69

Full Input Data And Results

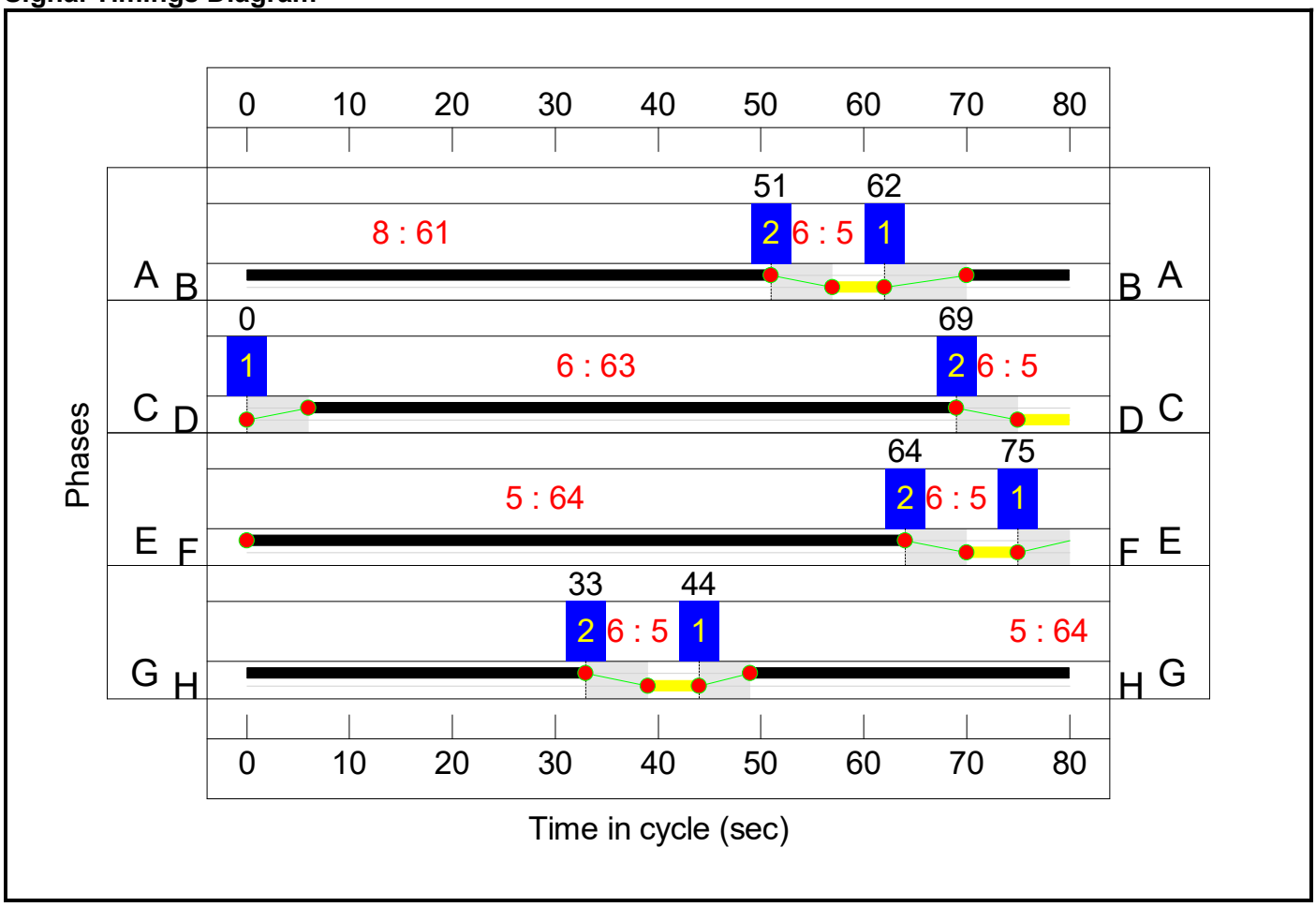
Stage Stream: 3

Stage	1	2
Duration	64	5
Change Point	75	64

Stage Stream: 4

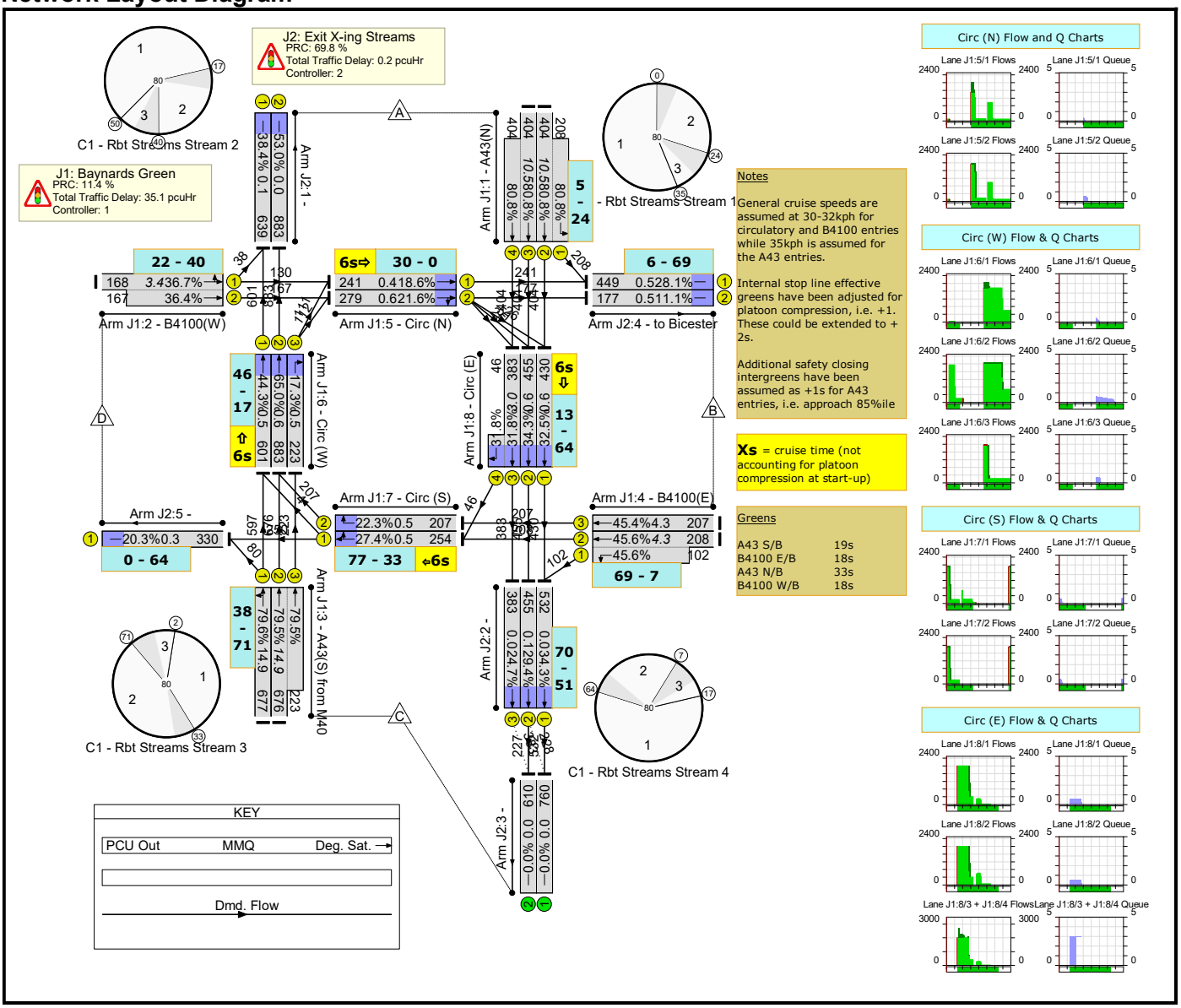
Stage	1	2
Duration	64	5
Change Point	44	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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: A43 / B4100 Baynards Green - Junction Improvement	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.8%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.8%**
1/2+1/1	A43(N) Ahead Left	U	1:1	N/A	C1:B		1	19	-	612	2000:1924	500+257	80.8 : 80.8%
1/3+1/4	A43(N) Ahead	U	1:1	N/A	C1:B		1	19	-	808	2000:2000	500+500	80.8 : 80.8%
2/1+2/2	B4100(W) Ahead Left	U	1:2	N/A	C1:E		1	18	-	335	1930:1930	458+458	36.7 : 36.4%
3/1	A43(S) from M40 Ahead Left	U	1:3	N/A	C1:H		1	33	-	677	2000	850	79.6%
3/2+3/3	A43(S) from M40 Ahead	U	1:3	N/A	C1:H		1	33	-	899	2000:1953	850+280	79.5 : 79.5%
4/2+4/1	B4100(E) Ahead Left	U	1:4	N/A	C1:K		1	18	-	310	1920:1859	456+224	45.6 : 45.6%
4/3	B4100(E) Ahead	U	1:4	N/A	C1:K		1	18	-	207	1920	456	45.4%
5/1	Circ (N) Ahead	U	1:1	N/A	C1:A		1	50	-	241	1990	1294	18.6%
5/2	Circ (N) Right Ahead	U	1:1	N/A	C1:A		1	50	-	279	1990	1294	21.6%
6/1	Circ (W) Ahead	U	1:2	N/A	C1:D		1	51	-	601	2050	1358	44.3%
6/2	Circ (W) Ahead	U	1:2	N/A	C1:D		1	51	-	883	2050	1358	65.0%
6/3	Circ (W) Right	U	1:2	N/A	C1:D		1	51	-	223	1950	1292	17.3%
7/1	Circ (S) Right Ahead	U	1:3	N/A	C1:G		1	36	-	254	1950	926	27.4%
7/2	Circ (S) Right	U	1:3	N/A	C1:G		1	36	-	207	1950	926	22.3%
8/1	Circ (E) Ahead	U	1:4	N/A	C1:J		1	51	-	430	2000	1325	32.5%
8/2	Circ (E) Ahead	U	1:4	N/A	C1:J		1	51	-	455	2000	1325	34.3%
8/3+8/4	Circ (E) Right Ahead	U	1:4	N/A	C1:J		1	51	-	429	2000:1950	1203+145	31.8 : 31.8%

Full Input Data And Results

J2: Exit X-ing Streams	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.0%**
1/1		U	2:4	N/A	C2:G		1	64	-	639	2050	1666	38.4%
1/2		U	2:4	N/A	C2:G		1	64	-	883	2050	1666	53.0%
2/1	Ahead	U	2:1	N/A	C2:A		1	61	-	532	2000	1550	34.3%
2/2	Ahead	U	2:1	N/A	C2:A		1	61	-	455	2000	1550	29.4%
2/3	Ahead	U	2:1	N/A	C2:A		1	61	-	383	2000	1550	24.7%
3/1		U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
4/1	to Bicester	U	2:2	N/A	C2:C		1	63	-	449	2000	1600	28.1%
4/2	to Bicester	U	2:2	N/A	C2:C		1	63	-	177	2000	1600	11.1%
5/1		U	2:3	N/A	C2:E		1	64	-	330	2000	1625	20.3%

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: A43 / B4100 Baynards Green - Junction Improvement	**-**	**-**	**0**	**0**	**0**	**26.3**	**9.1**	**0.0**	**35.3**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**26.1**	**9.1**	**0.0**	**35.1**	**-**	**-**	**-**	**-**
1/2+1/1	612	612	-	-	-	4.6	2.0	-	6.7 (4.5+2.2)	39.2 (40.2:37.3)	8.4	2.0	10.5
1/3+1/4	808	808	-	-	-	6.3	2.1	-	8.4 (4.2+4.2)	37.4 (37.4:37.4)	8.4	2.1	10.5
2/1+2/2	335	335	-	-	-	2.4	0.3	-	2.7 (1.3+1.3)	28.6 (28.6:28.6)	3.1	0.3	3.4
3/1	677	677	-	-	-	3.8	1.9	-	5.7	30.2	13.0	1.9	14.9
3/2+3/3	899	899	-	-	-	4.7	1.9	-	6.6 (5.2+1.4)	26.4 (27.6:22.6)	13.0	1.9	14.9
4/2+4/1	310	310	-	-	-	2.2	0.4	-	2.6 (1.8+0.8)	30.5 (31.0:29.5)	3.9	0.4	4.3
4/3	207	207	-	-	-	1.5	0.4	-	1.9	33.3	3.9	0.4	4.3
5/1	241	241	-	-	-	0.0	0.0	-	0.0	0.3	0.4	0.0	0.4
5/2	279	279	-	-	-	0.0	0.0	-	0.0	0.6	0.6	0.0	0.6
6/1	601	601	-	-	-	0.0	0.0	-	0.0	0.1	0.5	0.0	0.5
6/2	883	883	-	-	-	0.2	0.0	-	0.2	0.6	0.6	0.0	0.6
6/3	223	223	-	-	-	0.0	0.0	-	0.0	0.7	0.5	0.0	0.5
7/1	254	254	-	-	-	0.1	0.0	-	0.1	0.8	0.5	0.0	0.5
7/2	207	207	-	-	-	0.0	0.0	-	0.0	0.8	0.5	0.0	0.5
8/1	430	430	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
8/2	455	455	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
8/3+8/4	429	429	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.3 (0.3:0.2)	3.0	0.0	3.0
J2: Exit X-ing Streams	**-**	**-**	**0**	**0**	**0**	**0.2**	**0.0**	**0.0**	**0.2**	**-**	**-**	**-**	**-**
1/1	639	639	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1

Full Input Data And Results

1/2	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	455	455	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
2/3	383	383	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
3/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	449	449	-	-	-	0.1	0.0	-	0.1	0.4	0.5	0.0	0.5
4/2	177	177	-	-	-	0.1	0.0	-	0.1	1.1	0.5	0.0	0.5
5/1	330	330	-	-	-	0.0	0.0	-	0.0	0.5	0.3	0.0	0.3

C1 - Rbt Streams	Stream: 1 PRC for Signalled Lanes (%):	11.4	Total Delay for Signalled Lanes (pcuHr):	15.13	Cycle Time (s):	80
C1 - Rbt Streams	Stream: 2 PRC for Signalled Lanes (%):	38.4	Total Delay for Signalled Lanes (pcuHr):	2.87	Cycle Time (s):	80
C1 - Rbt Streams	Stream: 3 PRC for Signalled Lanes (%):	13.0	Total Delay for Signalled Lanes (pcuHr):	12.36	Cycle Time (s):	80
C1 - Rbt Streams	Stream: 4 PRC for Signalled Lanes (%):	97.3	Total Delay for Signalled Lanes (pcuHr):	4.78	Cycle Time (s):	80
C2 - Exit Streams	Stream: 1 PRC for Signalled Lanes (%):	162.2	Total Delay for Signalled Lanes (pcuHr):	0.03	Cycle Time (s):	80
C2 - Exit Streams	Stream: 2 PRC for Signalled Lanes (%):	220.7	Total Delay for Signalled Lanes (pcuHr):	0.11	Cycle Time (s):	80
C2 - Exit Streams	Stream: 3 PRC for Signalled Lanes (%):	343.2	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s):	80
C2 - Exit Streams	Stream: 4 PRC for Signalled Lanes (%):	69.8	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	80
	PRC Over All Lanes (%):	11.4	Total Delay Over All Lanes(pcuHr):	35.34		

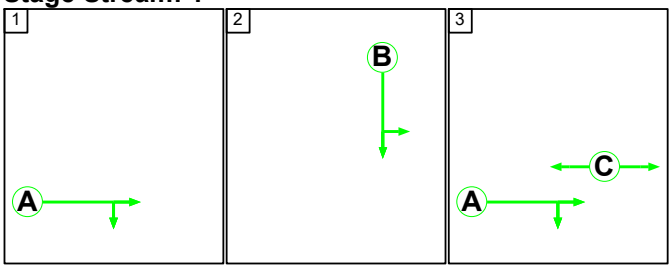
Full Input Data And Results

Scenario 6: 'PM 2031 Tritax & Albion (BTM Dev4)' (FG6: 'PM 2031 Tritax + Albion (BTM Dev4)', Plan 1: 'Seq. 1')

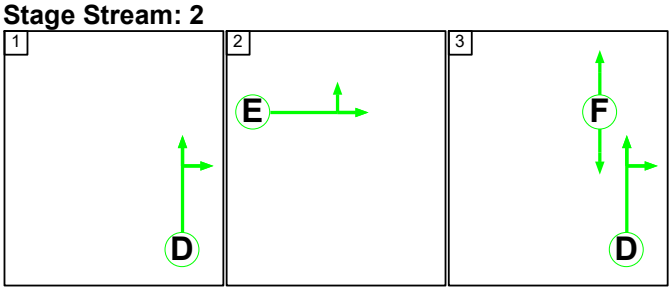
C1 - Rbt Streams

Stage Sequence Diagram

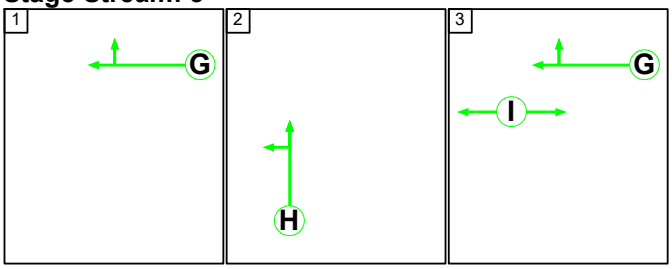
Stage Stream: 1



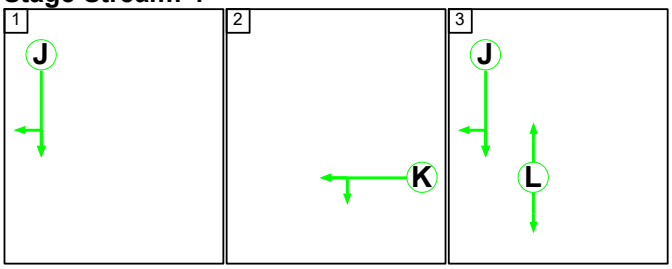
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	63	25	5
Change Point	41	0	30

Stage Stream: 2

Stage	1	2	3
Duration	71	18	4
Change Point	56	23	46

Full Input Data And Results

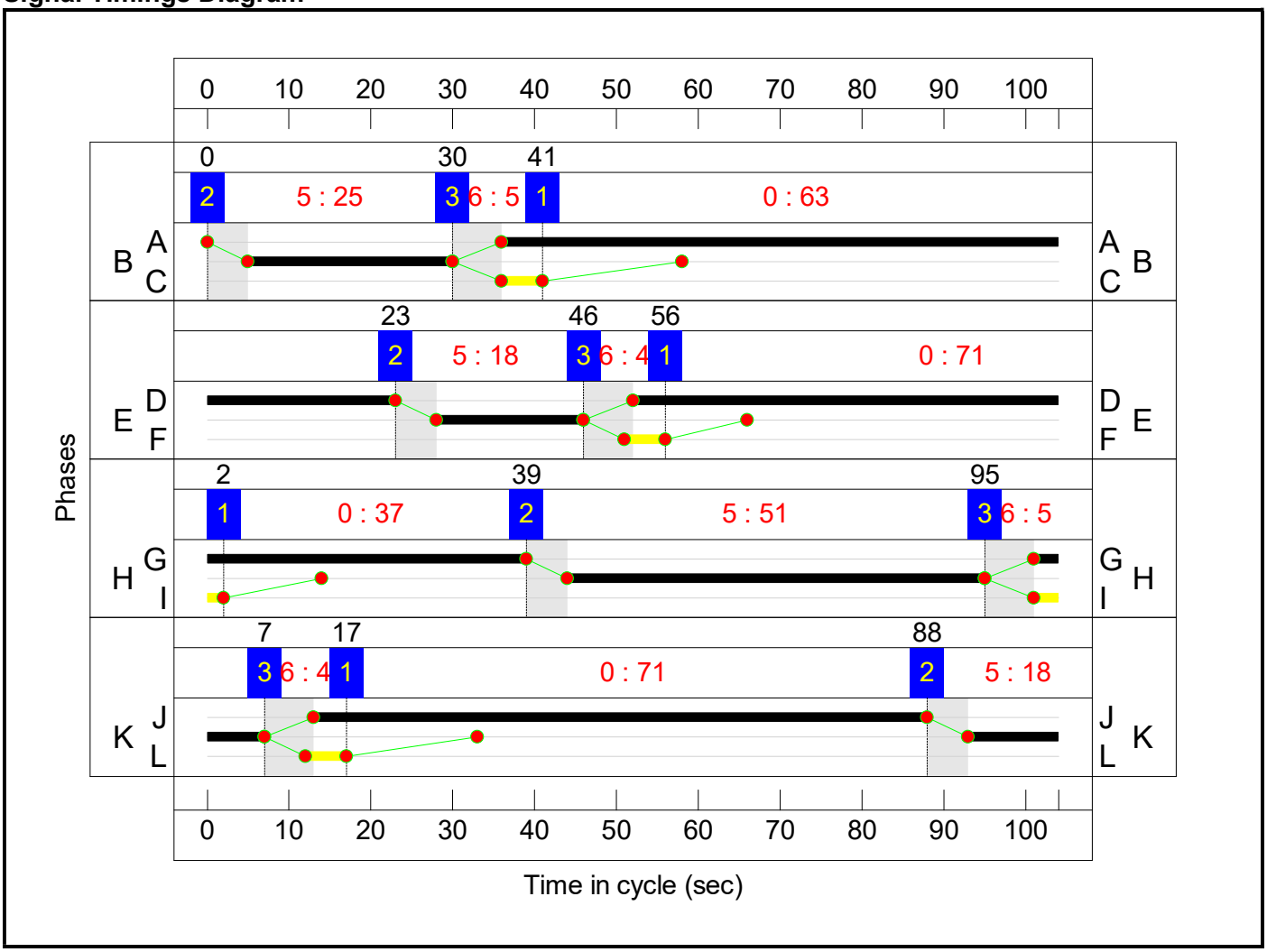
Stage Stream: 3

Stage	1	2	3
Duration	37	51	5
Change Point	2	39	95

Stage Stream: 4

Stage	1	2	3
Duration	71	18	4
Change Point	17	88	7

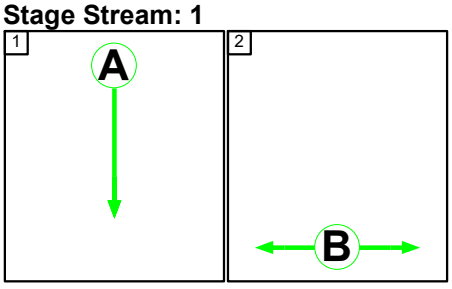
Signal Timings Diagram



C2 - Exit Streams

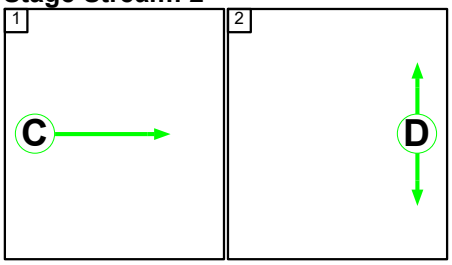
Stage Sequence Diagram

Stage Stream: 1

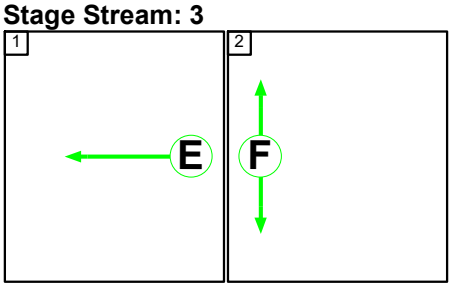


Full Input Data And Results

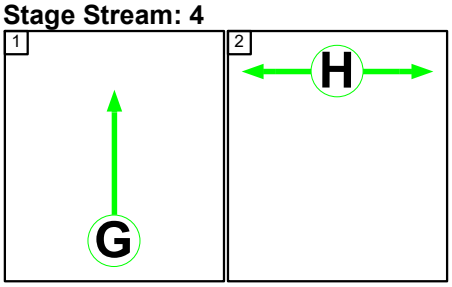
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	85	5
Change Point	85	74

Stage Stream: 2

Stage	1	2
Duration	87	5
Change Point	100	89

Stage Stream: 3

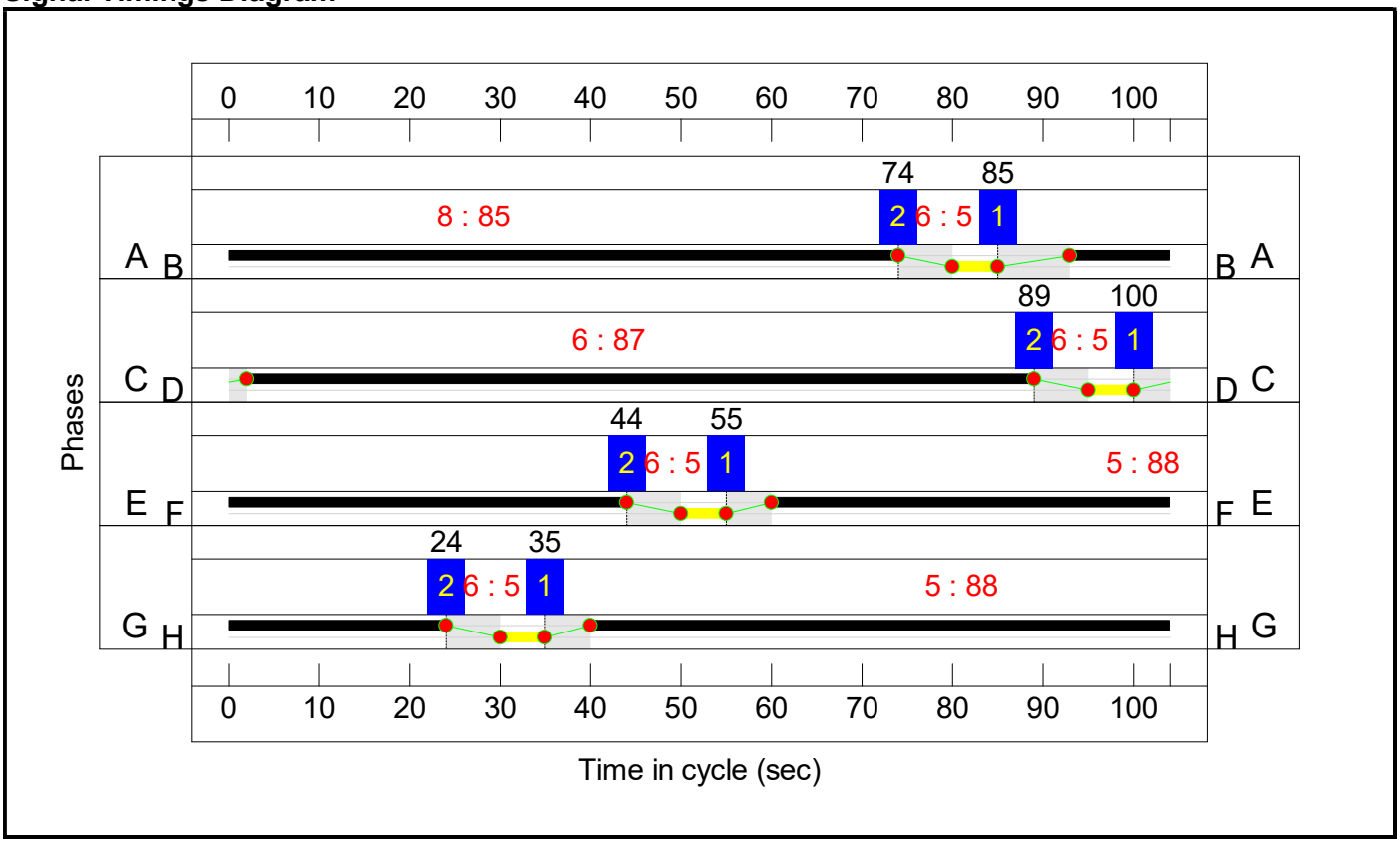
Stage	1	2
Duration	88	5
Change Point	55	44

Full Input Data And Results

Stage Stream: 4

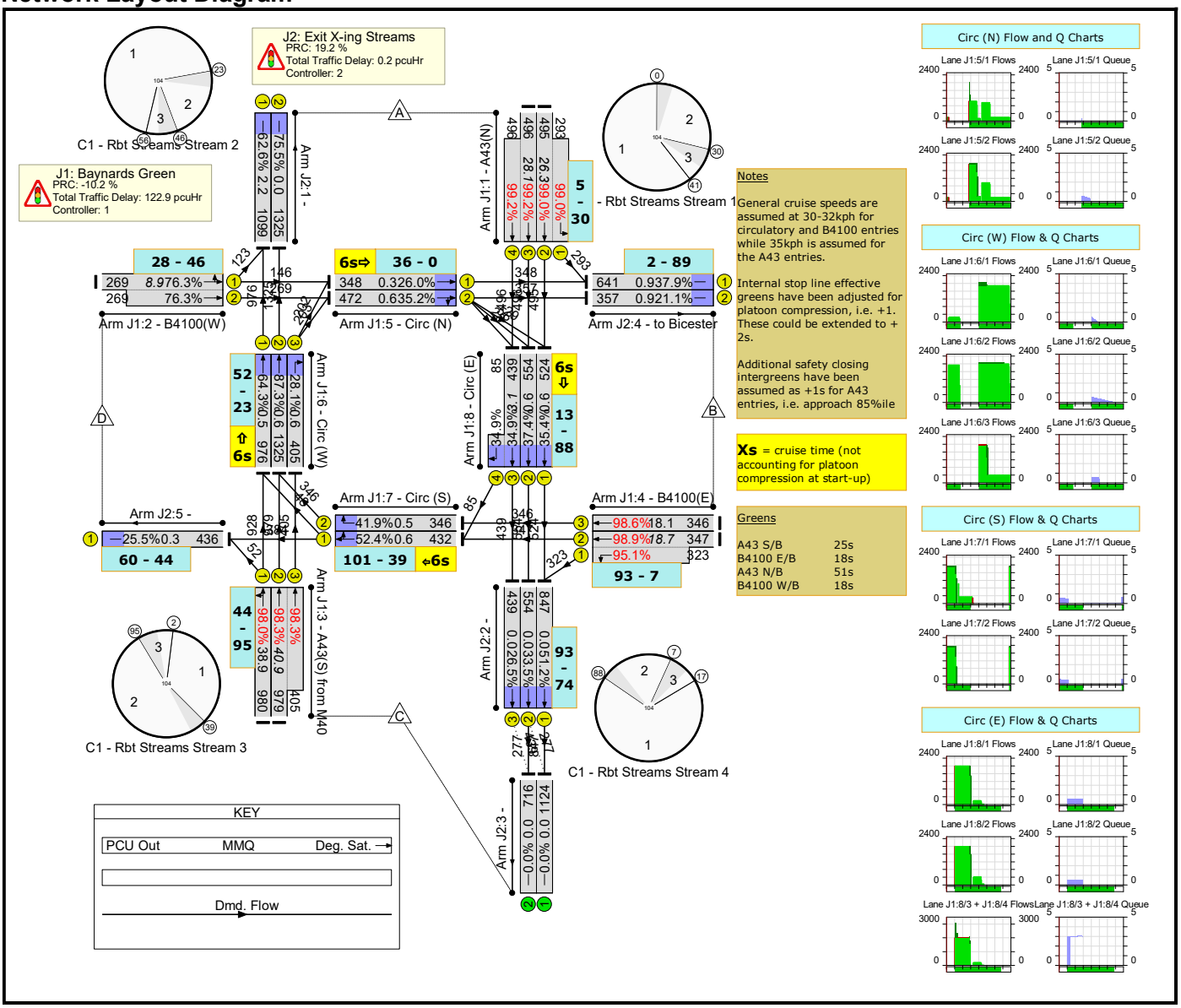
Stage	1	2
Duration	88	5
Change Point	35	24

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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: A43 / B4100 Baynards Green - Junction Improvement	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.2%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.2%**
1/2+1/1	A43(N) Ahead Left	U	1:1	N/A	C1:B		1	25	-	788	2000:1924	500+296	99.0 : 99.0%
1/3+1/4	A43(N) Ahead	U	1:1	N/A	C1:B		1	25	-	992	2000:2000	500+500	99.2 : 99.2%
2/1+2/2	B4100(W) Ahead Left	U	1:2	N/A	C1:E		1	18	-	538	1930:1930	353+353	76.3 : 76.3%
3/1	A43(S) from M40 Ahead Left	U	1:3	N/A	C1:H		1	51	-	980	2000	1000	98.0%
3/2+3/3	A43(S) from M40 Ahead	U	1:3	N/A	C1:H		1	51	-	1384	2000:1953	996+412	98.3 : 98.3%
4/2+4/1	B4100(E) Ahead Left	U	1:4	N/A	C1:K		1	18	-	670	1920:1859	351+340	98.9 : 95.1%
4/3	B4100(E) Ahead	U	1:4	N/A	C1:K		1	18	-	346	1920	351	98.6%
5/1	Circ (N) Ahead	U	1:1	N/A	C1:A		1	68	-	348	1990	1339	26.0%
5/2	Circ (N) Right Ahead	U	1:1	N/A	C1:A		1	68	-	472	1990	1339	35.2%
6/1	Circ (W) Ahead	U	1:2	N/A	C1:D		1	75	-	976	2050	1518	64.3%
6/2	Circ (W) Ahead	U	1:2	N/A	C1:D		1	75	-	1325	2050	1518	87.3%
6/3	Circ (W) Right	U	1:2	N/A	C1:D		1	75	-	405	1950	1444	28.1%
7/1	Circ (S) Right Ahead	U	1:3	N/A	C1:G		1	42	-	432	1950	825	52.4%
7/2	Circ (S) Right	U	1:3	N/A	C1:G		1	42	-	346	1950	825	41.9%
8/1	Circ (E) Ahead	U	1:4	N/A	C1:J		1	75	-	524	2000	1481	35.4%
8/2	Circ (E) Ahead	U	1:4	N/A	C1:J		1	75	-	554	2000	1481	37.4%

Full Input Data And Results

8/3+8/4	Circ (E) Right Ahead	U	1:4	N/A	C1:J		1	75	-	524	2000:1950	1259+244	34.9 : 34.9%
J2: Exit X-ing Streams	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.5%**
1/1		U	2:4	N/A	C2:G		1	88	-	1099	2050	1754	62.6%
1/2		U	2:4	N/A	C2:G		1	88	-	1325	2050	1754	75.5%
2/1	Ahead	U	2:1	N/A	C2:A		1	85	-	847	2000	1654	51.2%
2/2	Ahead	U	2:1	N/A	C2:A		1	85	-	554	2000	1654	33.5%
2/3	Ahead	U	2:1	N/A	C2:A		1	85	-	439	2000	1654	26.5%
3/1		U	N/A	N/A	-		-	-	-	1124	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
4/1	to Bicester	U	2:2	N/A	C2:C		1	87	-	641	2000	1692	37.9%
4/2	to Bicester	U	2:2	N/A	C2:C		1	87	-	357	2000	1692	21.1%
5/1		U	2:3	N/A	C2:E		1	88	-	436	2000	1712	25.5%

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: A43 / B4100 Baynards Green - Junction Improvement	**-**	**-**	**0**	**0**	**0**	**53.6**	**69.5**	**0.0**	**123.2**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**53.4**	**69.5**	**0.0**	**122.9**	**-**	**-**	**-**	**-**
1/2+1/1	788	788	-	-	-	8.2	12.2	-	20.3 (13.0+7.3)	92.9 (94.5:90.2)	14.2	12.2	26.3
1/3+1/4	992	992	-	-	-	10.7	13.9	-	24.6 (12.3+12.3)	89.3 (89.3:89.3)	14.2	13.9	28.1
2/1+2/2	538	538	-	-	-	6.0	1.6	-	7.6 (3.8+3.8)	50.9 (50.9:50.9)	7.3	1.6	8.9
3/1	980	980	-	-	-	6.9	11.4	-	18.4	67.5	27.5	11.4	38.9
3/2+3/3	1384	1384	-	-	-	8.8	13.5	-	22.2 (16.5+5.8)	57.9 (60.5:51.5)	27.5	13.5	40.9
4/2+4/1	670	670	-	-	-	7.9	8.8	-	16.7 (8.7+8.0)	89.6 (89.7:89.4)	9.9	8.8	18.7
4/3	346	346	-	-	-	4.1	8.2	-	12.3	127.5	9.9	8.2	18.1
5/1	348	348	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3
5/2	472	472	-	-	-	0.1	0.0	-	0.1	0.6	0.6	0.0	0.6
6/1	976	976	-	-	-	0.0	0.0	-	0.0	0.1	0.5	0.0	0.5
6/2	1325	1325	-	-	-	0.1	0.0	-	0.1	0.3	0.6	0.0	0.6
6/3	405	405	-	-	-	0.1	0.0	-	0.1	0.6	0.6	0.0	0.6
7/1	432	432	-	-	-	0.1	0.0	-	0.1	1.2	0.6	0.0	0.6
7/2	346	346	-	-	-	0.1	0.0	-	0.1	0.9	0.5	0.0	0.5
8/1	524	524	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
8/2	554	554	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
8/3+8/4	524	524	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.2 (0.2:0.2)	3.1	0.0	3.1
J2: Exit X-ing Streams	**-**	**-**	**0**	**0**	**0**	**0.2**	**0.0**	**0.0**	**0.2**	**-**	**-**	**-**	**-**
1/1	1099	1099	-	-	-	0.1	0.0	-	0.1	0.2	2.2	0.0	2.2
1/2	1325	1325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

2/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1124	1124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	641	641	-	-	-	0.1	0.0	-	0.1	0.4	0.9	0.0	0.9
4/2	357	357	-	-	-	0.1	0.0	-	0.1	0.8	0.9	0.0	0.9
5/1	436	436	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3

C1 - Rbt Streams	Stream: 1 PRC for Signalled Lanes (%):	-10.2	Total Delay for Signalled Lanes (pcuHr):	45.04	Cycle Time (s):	104
C1 - Rbt Streams	Stream: 2 PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	7.83	Cycle Time (s):	104
C1 - Rbt Streams	Stream: 3 PRC for Signalled Lanes (%):	-9.2	Total Delay for Signalled Lanes (pcuHr):	40.85	Cycle Time (s):	104
C1 - Rbt Streams	Stream: 4 PRC for Signalled Lanes (%):	-9.9	Total Delay for Signalled Lanes (pcuHr):	29.23	Cycle Time (s):	104
C2 - Exit Streams	Stream: 1 PRC for Signalled Lanes (%):	75.7	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	104
C2 - Exit Streams	Stream: 2 PRC for Signalled Lanes (%):	137.6	Total Delay for Signalled Lanes (pcuHr):	0.15	Cycle Time (s):	104
C2 - Exit Streams	Stream: 3 PRC for Signalled Lanes (%):	253.3	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	104
C2 - Exit Streams	Stream: 4 PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	104
	PRC Over All Lanes (%):	-10.2	Total Delay Over All Lanes(pcuHr):	123.19		

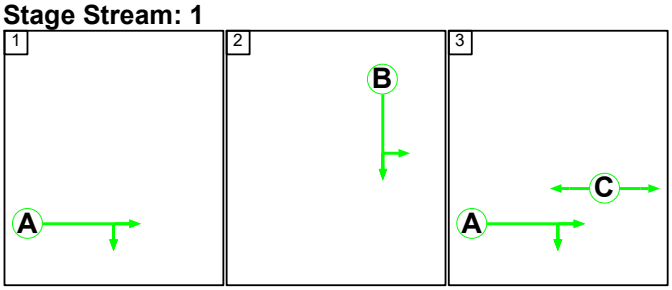
Full Input Data And Results

Scenario 7: 'AM 2026 Tritax & Albion (V7 Dev4)' (FG7: 'AM 2026 Tritax + Albion (VISSIM v7 Dev4)', Plan 1: 'Seq. 1')

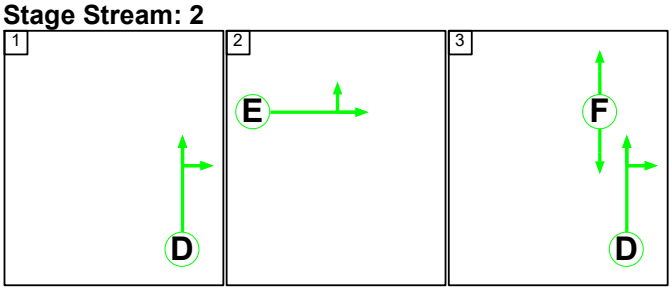
C1 - Rbt Streams

Stage Sequence Diagram

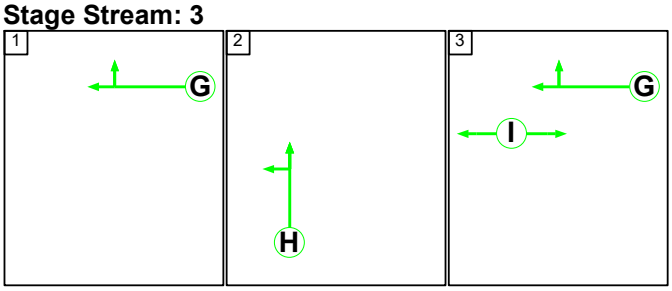
Stage Stream: 1



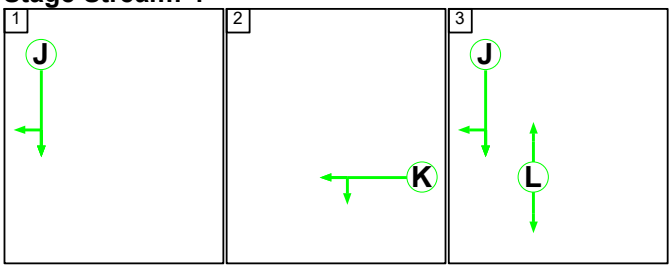
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	45	35	5
Change Point	51	0	40

Stage Stream: 2

Stage	1	2	3
Duration	63	18	4
Change Point	66	33	56

Full Input Data And Results

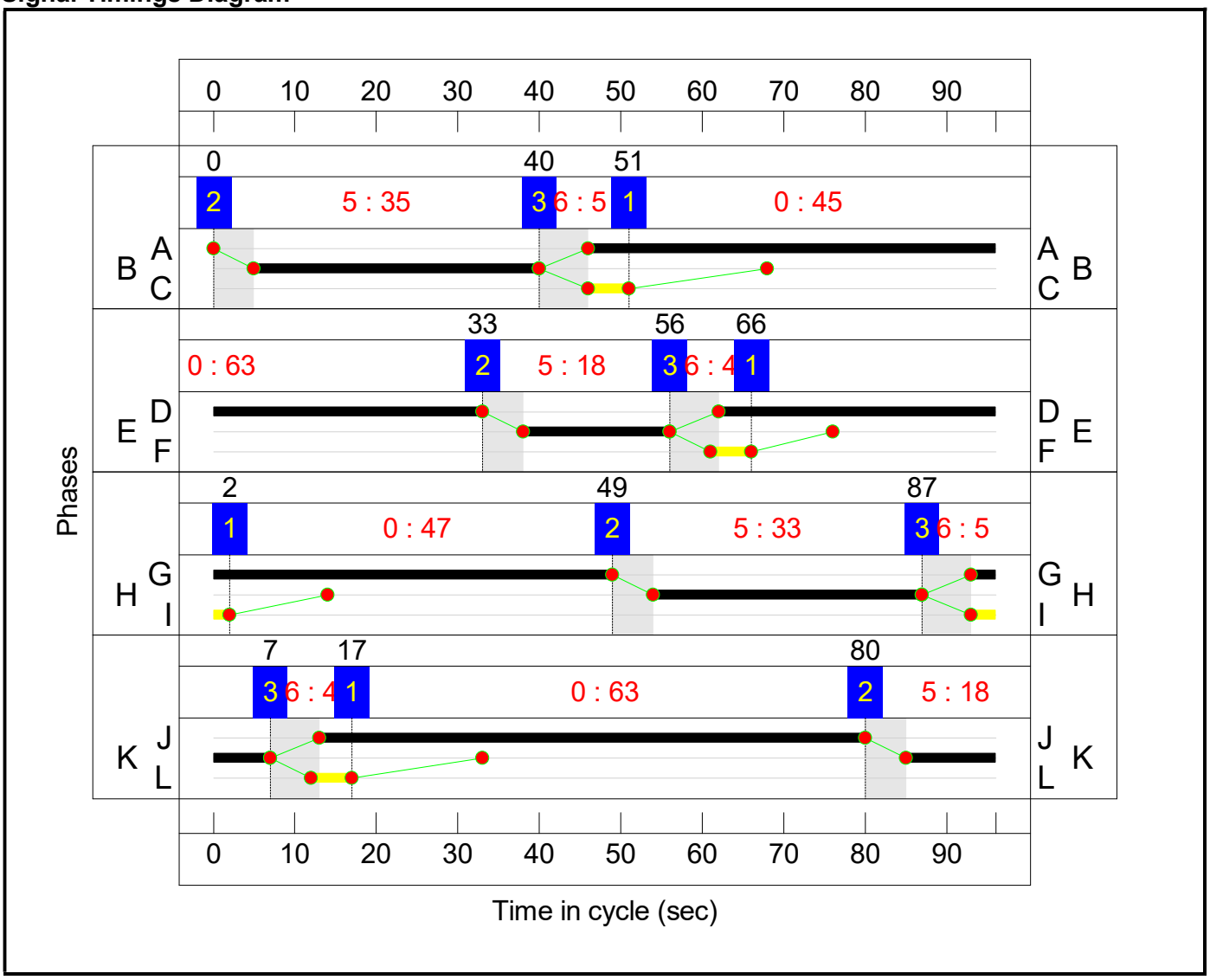
Stage Stream: 3

Stage	1	2	3
Duration	47	33	5
Change Point	2	49	87

Stage Stream: 4

Stage	1	2	3
Duration	63	18	4
Change Point	17	80	7

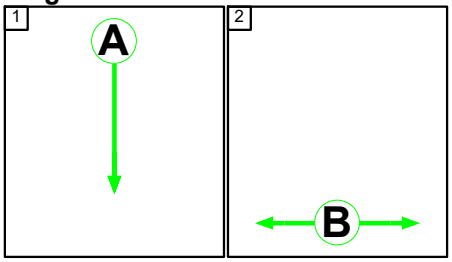
Signal Timings Diagram



C2 - Exit Streams

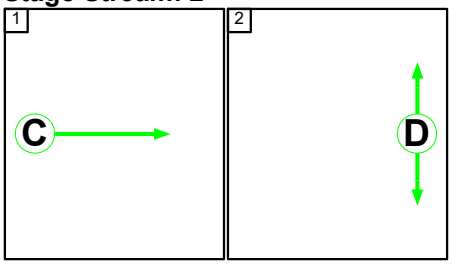
Stage Sequence Diagram

Stage Stream: 1

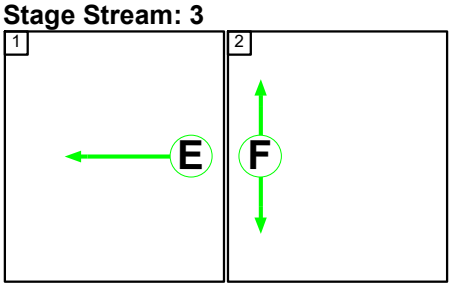


Full Input Data And Results

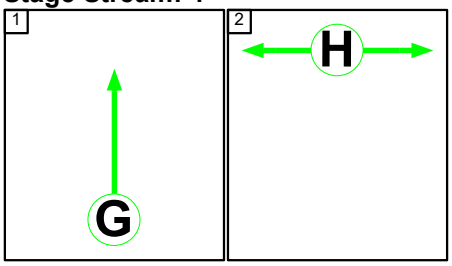
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	77	5
Change Point	77	66

Stage Stream: 2

Stage	1	2
Duration	79	5
Change Point	42	31

Stage Stream: 3

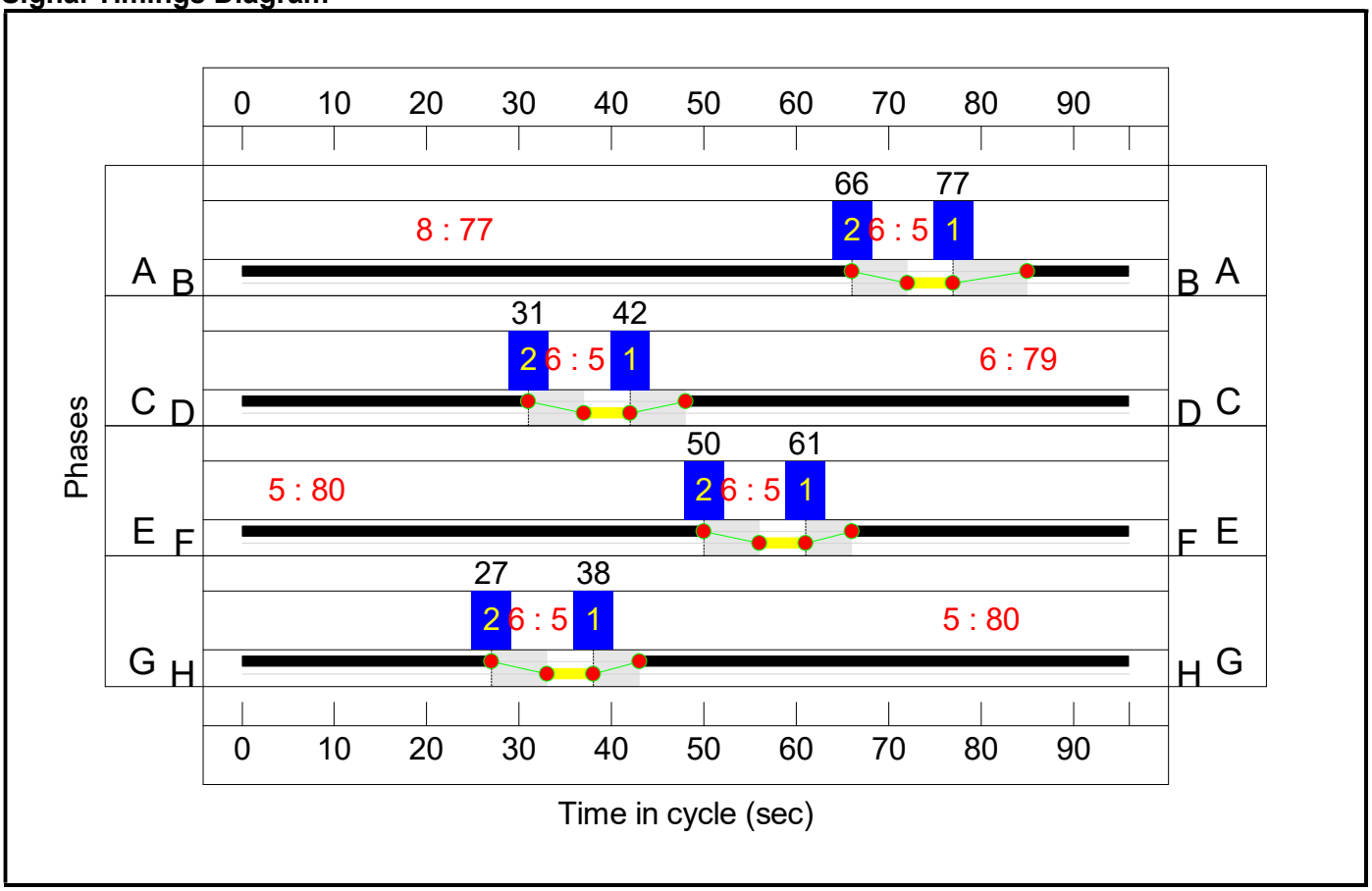
Stage	1	2
Duration	80	5
Change Point	61	50

Full Input Data And Results

Stage Stream: 4

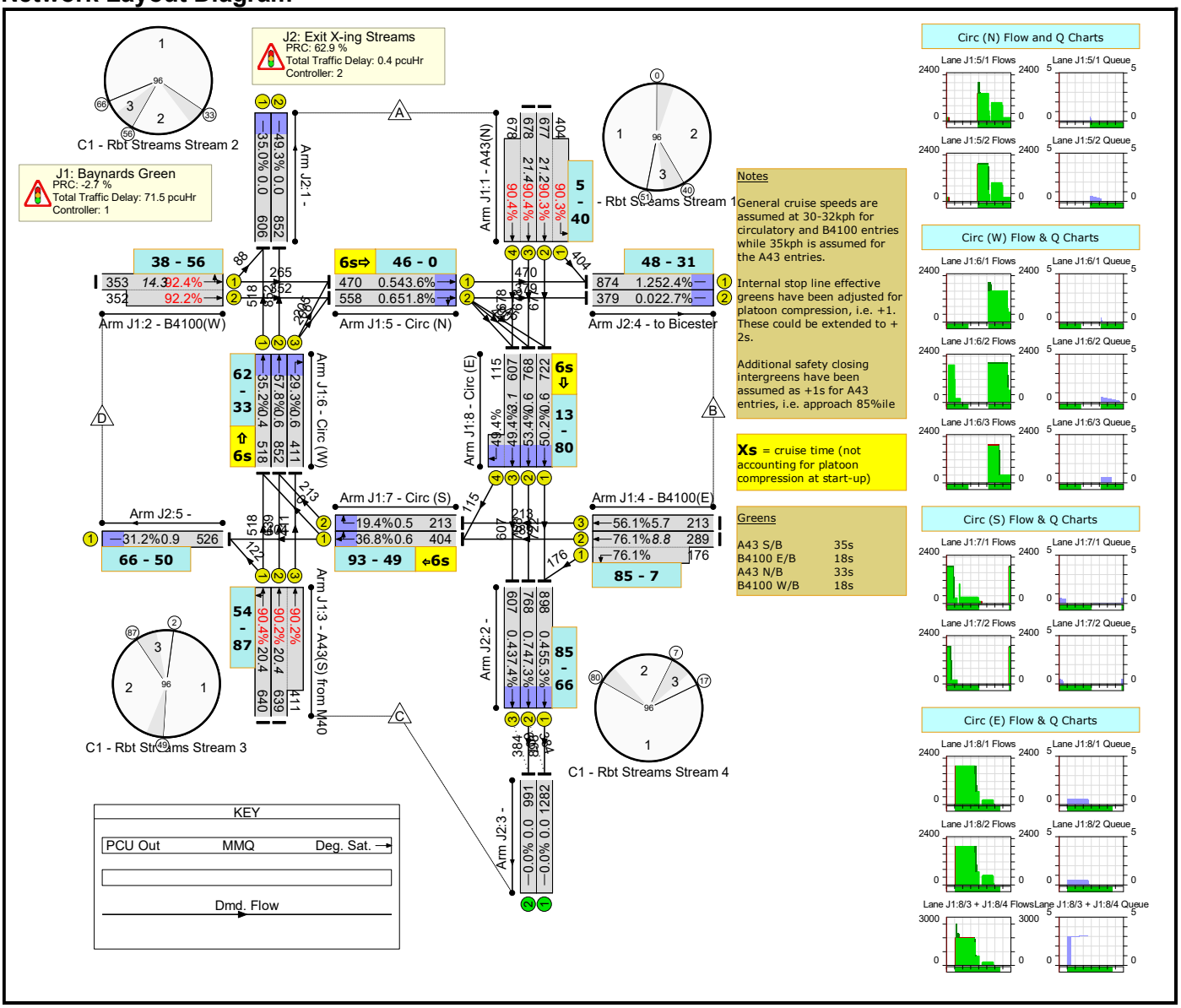
Stage	1	2
Duration	80	5
Change Point	38	27

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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: A43 / B4100 Baynards Green - Junction Improvement	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
1/2+1/1	A43(N) Ahead Left	U	1:1	N/A	C1:B		1	35	-	1081	2000:1924	750+448	90.3 : 90.3%
1/3+1/4	A43(N) Ahead	U	1:1	N/A	C1:B		1	35	-	1356	2000:2000	750+750	90.4 : 90.4%
2/1+2/2	B4100(W) Ahead Left	U	1:2	N/A	C1:E		1	18	-	705	1930:1930	382+382	92.4 : 92.2%
3/1	A43(S) from M40 Ahead Left	U	1:3	N/A	C1:H		1	33	-	640	2000	708	90.4%
3/2+3/3	A43(S) from M40 Ahead	U	1:3	N/A	C1:H		1	33	-	1050	2000:1953	708+456	90.2 : 90.2%
4/2+4/1	B4100(E) Ahead Left	U	1:4	N/A	C1:K		1	18	-	465	1920:1859	380+231	76.1 : 76.1%
4/3	B4100(E) Ahead	U	1:4	N/A	C1:K		1	18	-	213	1920	380	56.1%
5/1	Circ (N) Ahead	U	1:1	N/A	C1:A		1	50	-	470	1990	1078	43.6%
5/2	Circ (N) Right Ahead	U	1:1	N/A	C1:A		1	50	-	558	1990	1078	51.8%
6/1	Circ (W) Ahead	U	1:2	N/A	C1:D		1	67	-	518	2050	1473	35.2%
6/2	Circ (W) Ahead	U	1:2	N/A	C1:D		1	67	-	852	2050	1473	57.8%
6/3	Circ (W) Right	U	1:2	N/A	C1:D		1	67	-	411	1950	1402	29.3%
7/1	Circ (S) Right Ahead	U	1:3	N/A	C1:G		1	52	-	404	1950	1097	36.8%
7/2	Circ (S) Right	U	1:3	N/A	C1:G		1	52	-	213	1950	1097	19.4%
8/1	Circ (E) Ahead	U	1:4	N/A	C1:J		1	67	-	722	2000	1438	50.2%
8/2	Circ (E) Ahead	U	1:4	N/A	C1:J		1	67	-	768	2000	1438	53.4%
8/3+8/4	Circ (E) Right Ahead	U	1:4	N/A	C1:J		1	67	-	722	2000:1950	1229+233	49.4 : 49.4%

Full Input Data And Results

J2: Exit X-ing Streams	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.3%**
1/1		U	2:4	N/A	C2:G		1	80	-	606	2050	1730	35.0%
1/2		U	2:4	N/A	C2:G		1	80	-	852	2050	1730	49.3%
2/1	Ahead	U	2:1	N/A	C2:A		1	77	-	898	2000	1625	55.3%
2/2	Ahead	U	2:1	N/A	C2:A		1	77	-	768	2000	1625	47.3%
2/3	Ahead	U	2:1	N/A	C2:A		1	77	-	607	2000	1625	37.4%
3/1		U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
4/1	to Bicester	U	2:2	N/A	C2:C		1	79	-	874	2000	1667	52.4%
4/2	to Bicester	U	2:2	N/A	C2:C		1	79	-	379	2000	1667	22.7%
5/1		U	2:3	N/A	C2:E		1	80	-	526	2000	1688	31.2%

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: A43 / B4100 Baynards Green - Junction Improvement	**-**	**-**	**0**	**0**	**0**	**47.4**	**24.5**	**0.0**	**71.9**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**47.0**	**24.5**	**0.0**	**71.5**	**-**	**-**	**-**	**-**
1/2+1/1	1081	1081	-	-	-	8.0	4.3	-	12.3 (8.0+4.3)	41.0 (42.7:38.1)	16.9	4.3	21.2
1/3+1/4	1356	1356	-	-	-	10.7	4.4	-	15.1 (7.6+7.6)	40.1 (40.1:40.1)	16.9	4.4	21.4
2/1+2/2	705	705	-	-	-	7.4	5.1	-	12.5 (6.3+6.2)	63.8 (63.8:63.8)	9.2	5.1	14.3
3/1	640	640	-	-	-	5.2	4.2	-	9.4	52.9	16.2	4.2	20.4
3/2+3/3	1050	1050	-	-	-	8.1	4.3	-	12.4 (7.8+4.6)	42.5 (44.1:40.1)	16.2	4.3	20.4
4/2+4/1	465	465	-	-	-	4.6	1.6	-	6.1 (3.9+2.3)	47.5 (48.4:46.1)	7.2	1.6	8.8
4/3	213	213	-	-	-	2.1	0.6	-	2.7	45.4	5.1	0.6	5.7
5/1	470	470	-	-	-	0.0	0.0	-	0.0	0.3	0.5	0.0	0.5
5/2	558	558	-	-	-	0.1	0.0	-	0.1	0.7	0.6	0.0	0.6
6/1	518	518	-	-	-	0.0	0.0	-	0.0	0.1	0.4	0.0	0.4
6/2	852	852	-	-	-	0.1	0.0	-	0.1	0.5	0.6	0.0	0.6
6/3	411	411	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
7/1	404	404	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
7/2	213	213	-	-	-	0.0	0.0	-	0.0	0.8	0.5	0.0	0.5
8/1	722	722	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
8/2	768	768	-	-	-	0.2	0.0	-	0.2	0.8	0.6	0.0	0.6
8/3+8/4	722	722	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.1 (0.1:0.2)	3.1	0.0	3.1
J2: Exit X-ing Streams	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.0**	**0.0**	**0.4**	**-**	**-**	**-**	**-**
1/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

1/2	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	898	898	-	-	-	0.1	0.0	-	0.1	0.2	0.4	0.0	0.4
2/2	768	768	-	-	-	0.1	0.0	-	0.1	0.6	0.7	0.0	0.7
2/3	607	607	-	-	-	0.1	0.0	-	0.1	0.3	0.4	0.0	0.4
3/1	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	874	874	-	-	-	0.1	0.0	-	0.1	0.6	1.2	0.0	1.2
4/2	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	526	526	-	-	-	0.1	0.0	-	0.1	0.4	0.9	0.0	0.9

C1 - Rbt Streams	Stream: 1 PRC for Signalled Lanes (%):	-0.4	Total Delay for Signalled Lanes (pcuHr):	27.57	Cycle Time (s): 96
C1 - Rbt Streams	Stream: 2 PRC for Signalled Lanes (%):	-2.7	Total Delay for Signalled Lanes (pcuHr):	12.71	Cycle Time (s): 96
C1 - Rbt Streams	Stream: 3 PRC for Signalled Lanes (%):	-0.4	Total Delay for Signalled Lanes (pcuHr):	21.95	Cycle Time (s): 96
C1 - Rbt Streams	Stream: 4 PRC for Signalled Lanes (%):	18.3	Total Delay for Signalled Lanes (pcuHr):	9.22	Cycle Time (s): 96
C2 - Exit Streams	Stream: 1 PRC for Signalled Lanes (%):	62.9	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s): 96
C2 - Exit Streams	Stream: 2 PRC for Signalled Lanes (%):	71.6	Total Delay for Signalled Lanes (pcuHr):	0.15	Cycle Time (s): 96
C2 - Exit Streams	Stream: 3 PRC for Signalled Lanes (%):	188.7	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 96
C2 - Exit Streams	Stream: 4 PRC for Signalled Lanes (%):	82.7	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 96
	PRC Over All Lanes (%):	-2.7	Total Delay Over All Lanes(pcuHr):	71.89	

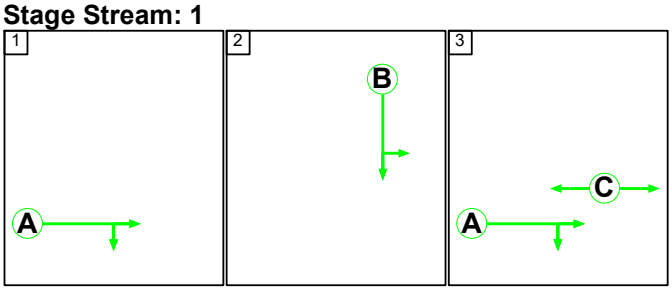
Full Input Data And Results

Scenario 8: 'PM 2026 Tritax & Albion (V7 Dev4)' (FG8: 'PM 2026 Tritax + Albion (VISSIM v7 Dev4)', Plan 1: 'Seq. 1')

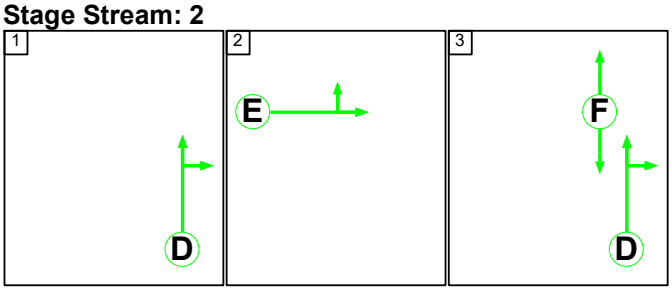
C1 - Rbt Streams

Stage Sequence Diagram

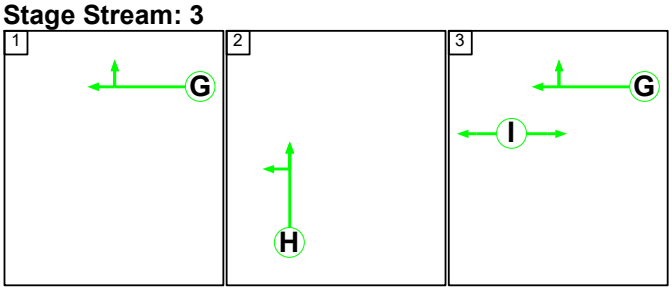
Stage Stream: 1



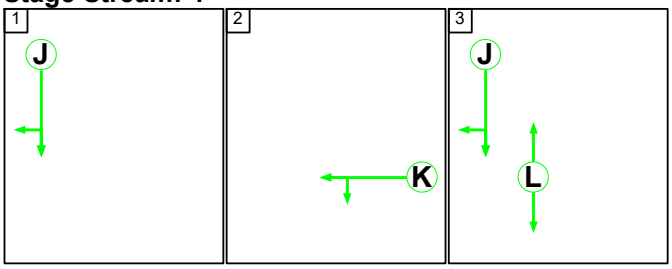
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	62	26	5
Change Point	42	0	31

Stage Stream: 2

Stage	1	2	3
Duration	71	18	4
Change Point	57	24	47

Full Input Data And Results

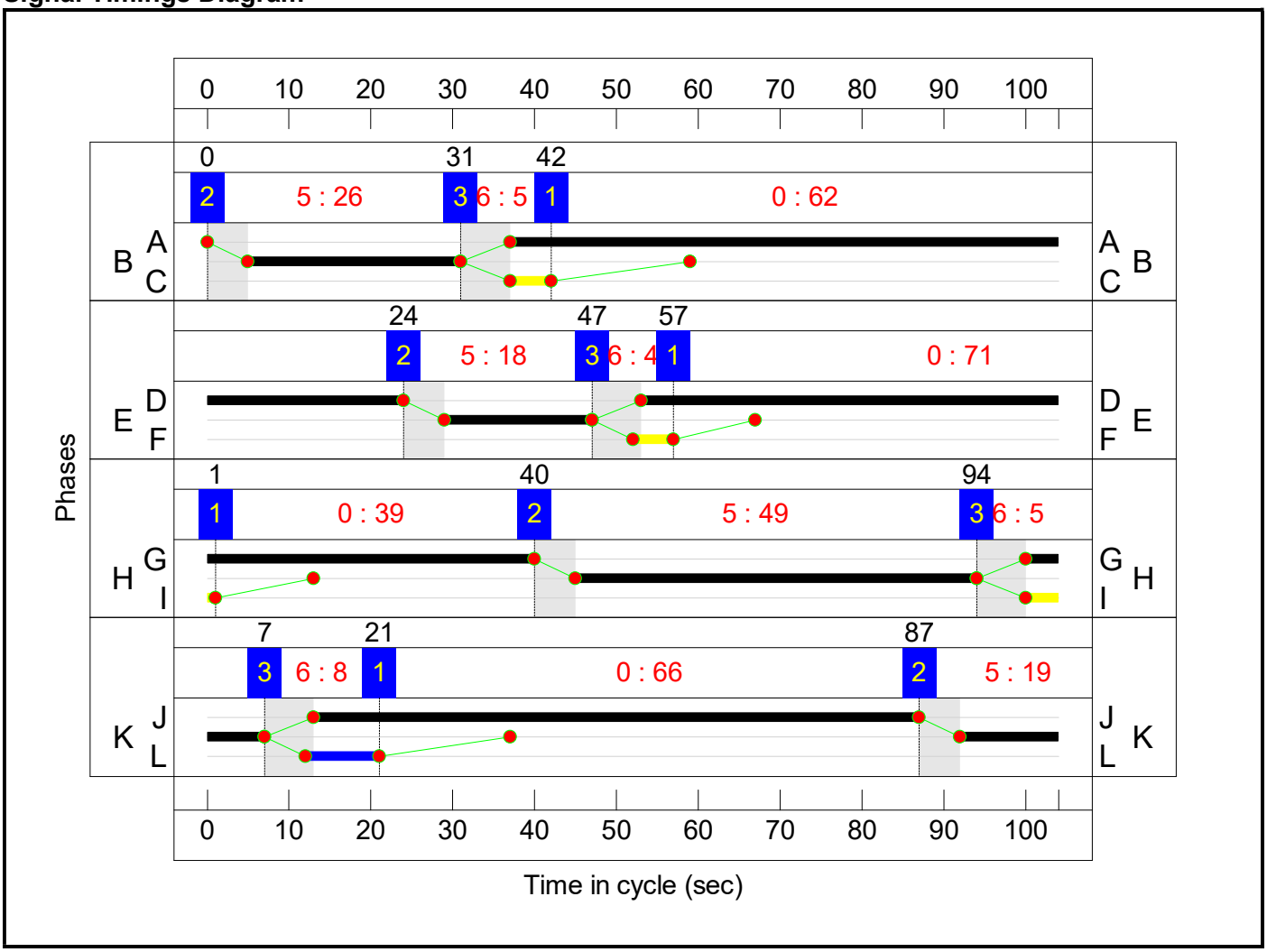
Stage Stream: 3

Stage	1	2	3
Duration	39	49	5
Change Point	1	40	94

Stage Stream: 4

Stage	1	2	3
Duration	66	19	8
Change Point	21	87	7

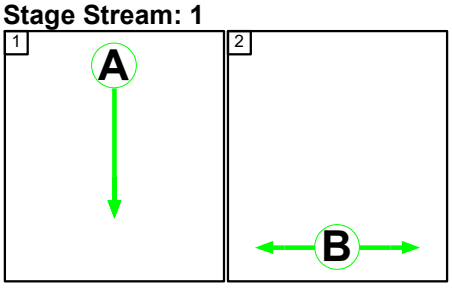
Signal Timings Diagram



C2 - Exit Streams

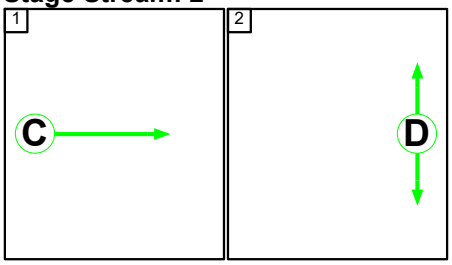
Stage Sequence Diagram

Stage Stream: 1

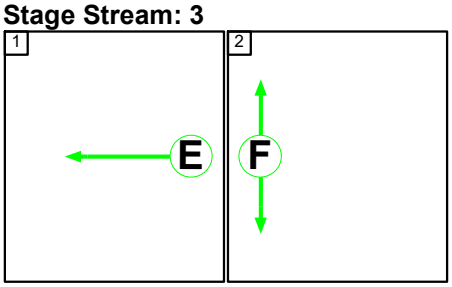


Full Input Data And Results

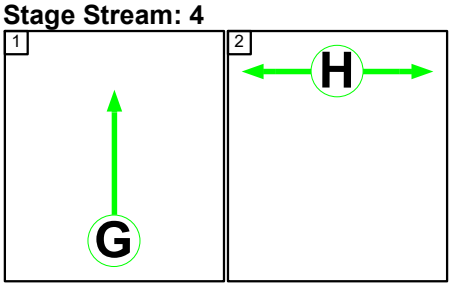
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	85	5
Change Point	84	73

Stage Stream: 2

Stage	1	2
Duration	87	5
Change Point	100	89

Stage Stream: 3

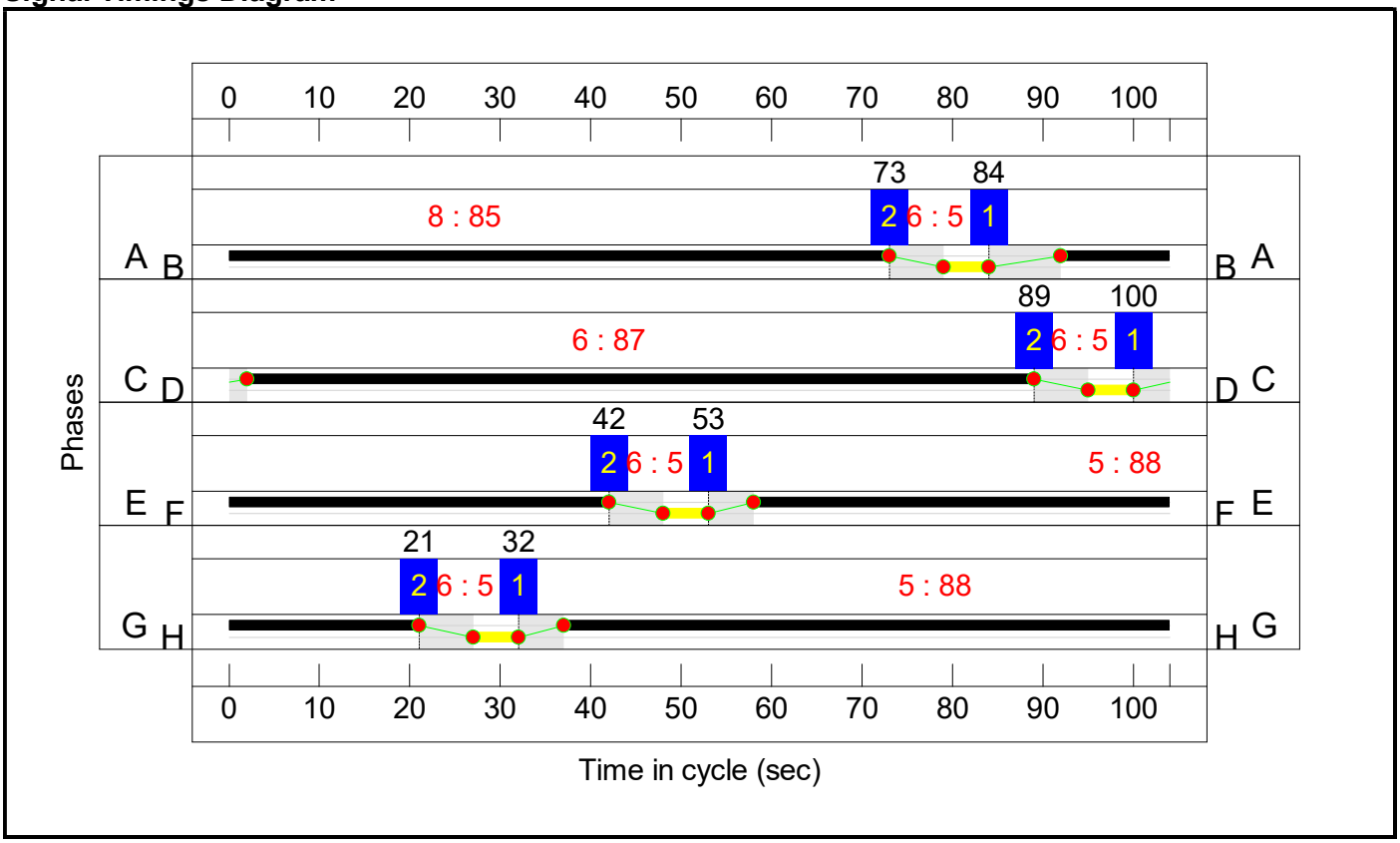
Stage	1	2
Duration	88	5
Change Point	53	42

Full Input Data And Results

Stage Stream: 4

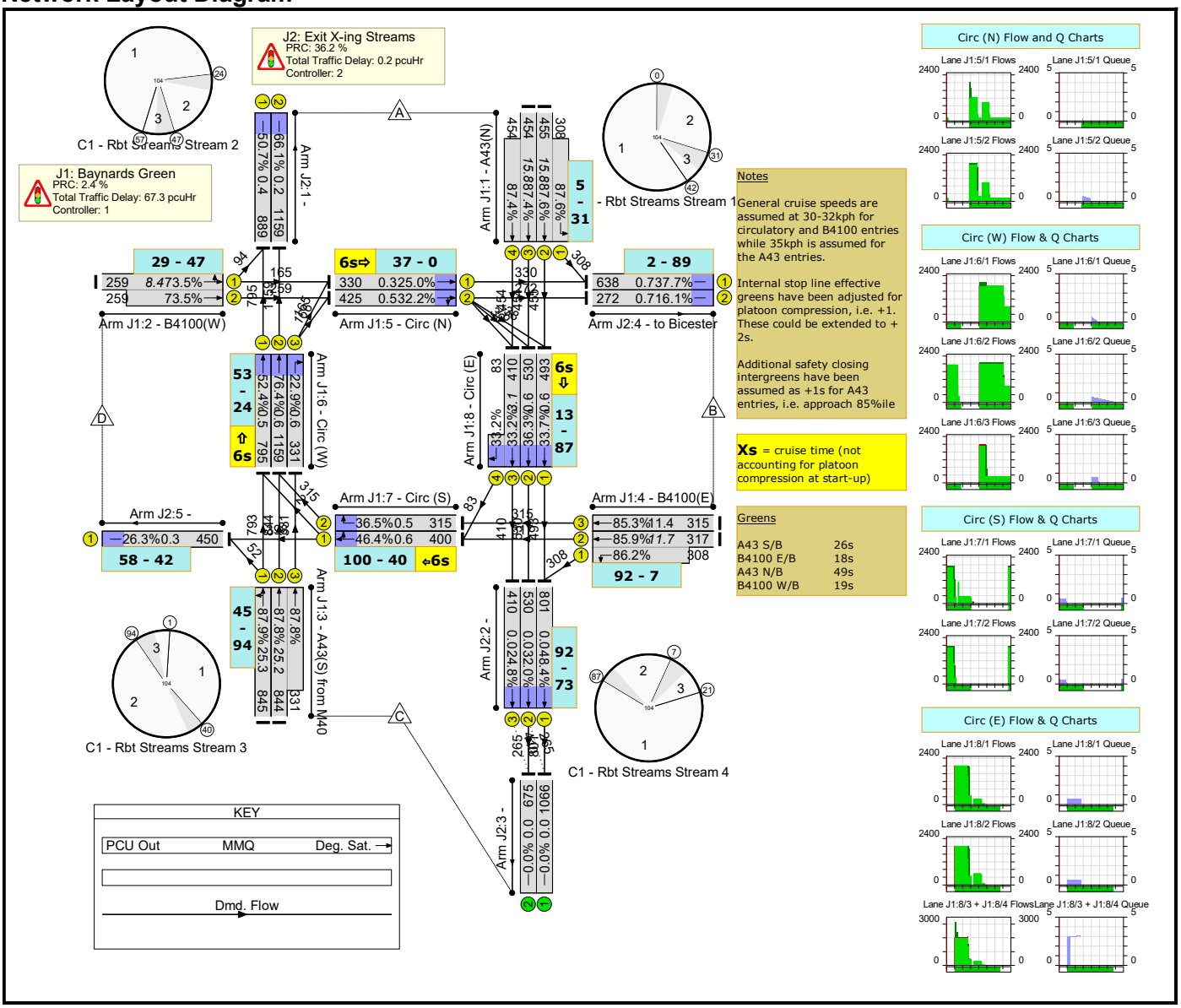
Stage	1	2
Duration	88	5
Change Point	32	21

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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: A43 / B4100 Baynards Green - Junction Improvement	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
1/2+1/1	A43(N) Ahead Left	U	1:1	N/A	C1:B		1	26	-	763	2000:1924	519+351	87.6 : 87.6%
1/3+1/4	A43(N) Ahead	U	1:1	N/A	C1:B		1	26	-	908	2000:2000	519+519	87.4 : 87.4%
2/1+2/2	B4100(W) Ahead Left	U	1:2	N/A	C1:E		1	18	-	518	1930:1930	353+353	73.5 : 73.5%
3/1	A43(S) from M40 Ahead Left	U	1:3	N/A	C1:H		1	49	-	845	2000	962	87.9%
3/2+3/3	A43(S) from M40 Ahead	U	1:3	N/A	C1:H		1	49	-	1175	2000:1953	962+377	87.8 : 87.8%
4/2+4/1	B4100(E) Ahead Left	U	1:4	N/A	C1:K		1	19	-	625	1920:1859	369+358	85.9 : 86.2%
4/3	B4100(E) Ahead	U	1:4	N/A	C1:K		1	19	-	315	1920	369	85.3%
5/1	Circ (N) Ahead	U	1:1	N/A	C1:A		1	67	-	330	1990	1320	25.0%
5/2	Circ (N) Right Ahead	U	1:1	N/A	C1:A		1	67	-	425	1990	1320	32.2%
6/1	Circ (W) Ahead	U	1:2	N/A	C1:D		1	75	-	795	2050	1518	52.4%
6/2	Circ (W) Ahead	U	1:2	N/A	C1:D		1	75	-	1159	2050	1518	76.4%
6/3	Circ (W) Right	U	1:2	N/A	C1:D		1	75	-	331	1950	1444	22.9%
7/1	Circ (S) Right Ahead	U	1:3	N/A	C1:G		1	44	-	400	1950	862	46.4%
7/2	Circ (S) Right	U	1:3	N/A	C1:G		1	44	-	315	1950	862	36.5%
8/1	Circ (E) Ahead	U	1:4	N/A	C1:J		1	74	-	493	2000	1462	33.7%
8/2	Circ (E) Ahead	U	1:4	N/A	C1:J		1	74	-	530	2000	1462	36.3%
8/3+8/4	Circ (E) Right Ahead	U	1:4	N/A	C1:J		1	74	-	493	2000:1950	1234+250	33.2 : 33.2%

Full Input Data And Results

J2: Exit X-ing Streams	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.1%**
1/1		U	2:4	N/A	C2:G		1	88	-	889	2050	1754	50.7%
1/2		U	2:4	N/A	C2:G		1	88	-	1159	2050	1754	66.1%
2/1	Ahead	U	2:1	N/A	C2:A		1	85	-	801	2000	1654	48.4%
2/2	Ahead	U	2:1	N/A	C2:A		1	85	-	530	2000	1654	32.0%
2/3	Ahead	U	2:1	N/A	C2:A		1	85	-	410	2000	1654	24.8%
3/1		U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
4/1	to Bicester	U	2:2	N/A	C2:C		1	87	-	638	2000	1692	37.7%
4/2	to Bicester	U	2:2	N/A	C2:C		1	87	-	272	2000	1692	16.1%
5/1		U	2:3	N/A	C2:E		1	88	-	450	2000	1712	26.3%

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: A43 / B4100 Baynards Green - Junction Improvement	**-**	**-**	**0**	**0**	**0**	**47.1**	**20.4**	**0.0**	**67.5**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**46.9**	**20.4**	**0.0**	**67.3**	**-**	**-**	**-**	**-**
1/2+1/1	763	763	-	-	-	7.6	3.3	-	10.9 (6.7+4.3)	51.4 (52.6:49.7)	12.5	3.3	15.8
1/3+1/4	908	908	-	-	-	9.3	3.3	-	12.6 (6.3+6.3)	50.0 (50.0:50.0)	12.5	3.3	15.8
2/1+2/2	518	518	-	-	-	5.8	1.4	-	7.1 (3.6+3.6)	49.6 (49.6:49.6)	7.1	1.4	8.4
3/1	845	845	-	-	-	5.7	3.4	-	9.1	38.9	21.8	3.4	25.3
3/2+3/3	1175	1175	-	-	-	7.2	3.4	-	10.7 (8.2+2.5)	32.7 (34.8:27.4)	21.8	3.4	25.2
4/2+4/1	625	625	-	-	-	7.1	2.9	-	10.0 (5.1+4.9)	57.4 (57.4:57.4)	8.8	2.9	11.7
4/3	315	315	-	-	-	3.6	2.6	-	6.2	70.8	8.7	2.6	11.4
5/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.3	0.0	0.3
5/2	425	425	-	-	-	0.1	0.0	-	0.1	0.5	0.5	0.0	0.5
6/1	795	795	-	-	-	0.0	0.0	-	0.0	0.1	0.5	0.0	0.5
6/2	1159	1159	-	-	-	0.1	0.0	-	0.1	0.3	0.6	0.0	0.6
6/3	331	331	-	-	-	0.1	0.0	-	0.1	0.6	0.6	0.0	0.6
7/1	400	400	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
7/2	315	315	-	-	-	0.1	0.0	-	0.1	0.8	0.5	0.0	0.5
8/1	493	493	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
8/2	530	530	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
8/3+8/4	493	493	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.2 (0.1:0.2)	3.1	0.0	3.1
J2: Exit X-ing Streams	**-**	**-**	**0**	**0**	**0**	**0.2**	**0.0**	**0.0**	**0.2**	**-**	**-**	**-**	**-**
1/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.4	0.0	0.4

Full Input Data And Results

1/2	1159	1159	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
2/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	638	638	-	-	-	0.1	0.0	-	0.1	0.4	0.7	0.0	0.7
4/2	272	272	-	-	-	0.1	0.0	-	0.1	0.8	0.7	0.0	0.7
5/1	450	450	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3

C1 - Rbt Streams	Stream: 1 PRC for Signalled Lanes (%):	2.7	Total Delay for Signalled Lanes (pcuHr):	23.58	Cycle Time (s): 104
C1 - Rbt Streams	Stream: 2 PRC for Signalled Lanes (%):	17.9	Total Delay for Signalled Lanes (pcuHr):	7.34	Cycle Time (s): 104
C1 - Rbt Streams	Stream: 3 PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	19.97	Cycle Time (s): 104
C1 - Rbt Streams	Stream: 4 PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	16.42	Cycle Time (s): 104
C2 - Exit Streams	Stream: 1 PRC for Signalled Lanes (%):	85.8	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 104
C2 - Exit Streams	Stream: 2 PRC for Signalled Lanes (%):	138.7	Total Delay for Signalled Lanes (pcuHr):	0.12	Cycle Time (s): 104
C2 - Exit Streams	Stream: 3 PRC for Signalled Lanes (%):	242.3	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s): 104
C2 - Exit Streams	Stream: 4 PRC for Signalled Lanes (%):	36.2	Total Delay for Signalled Lanes (pcuHr):	0.03	Cycle Time (s): 104
	PRC Over All Lanes (%):	2.4	Total Delay Over All Lanes(pcuHr):	67.48	

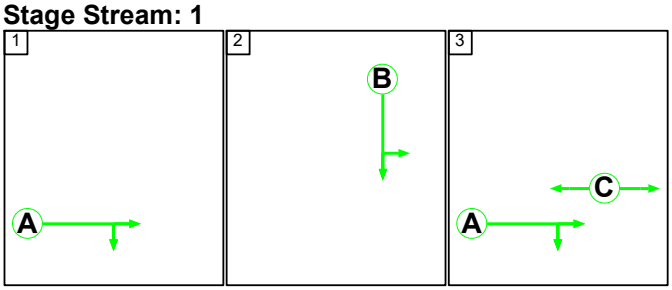
Full Input Data And Results

Scenario 9: 'AM 2031 Tritax & Albion (V7 Dev4)' (FG9: 'AM 2031 Tritax + Albion (VISSIM v7 Dev4)', Plan 1: 'Seq. 1')

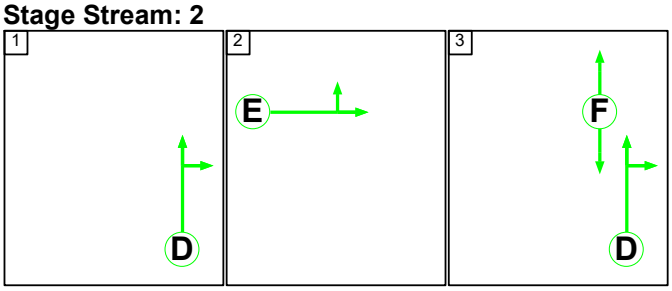
C1 - Rbt Streams

Stage Sequence Diagram

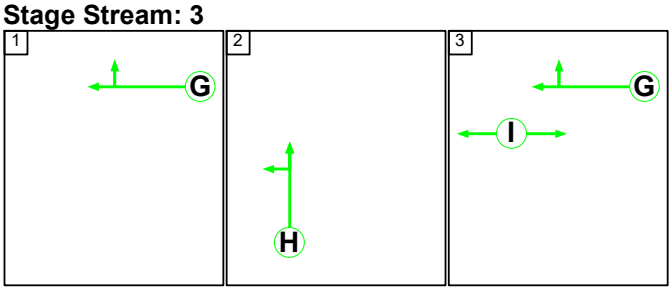
Stage Stream: 1



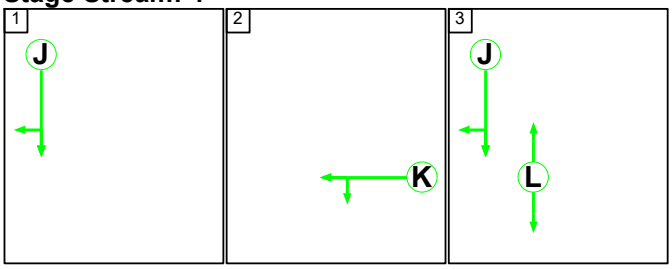
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	46	34	5
Change Point	50	0	39

Stage Stream: 2

Stage	1	2	3
Duration	63	18	4
Change Point	65	32	55

Full Input Data And Results

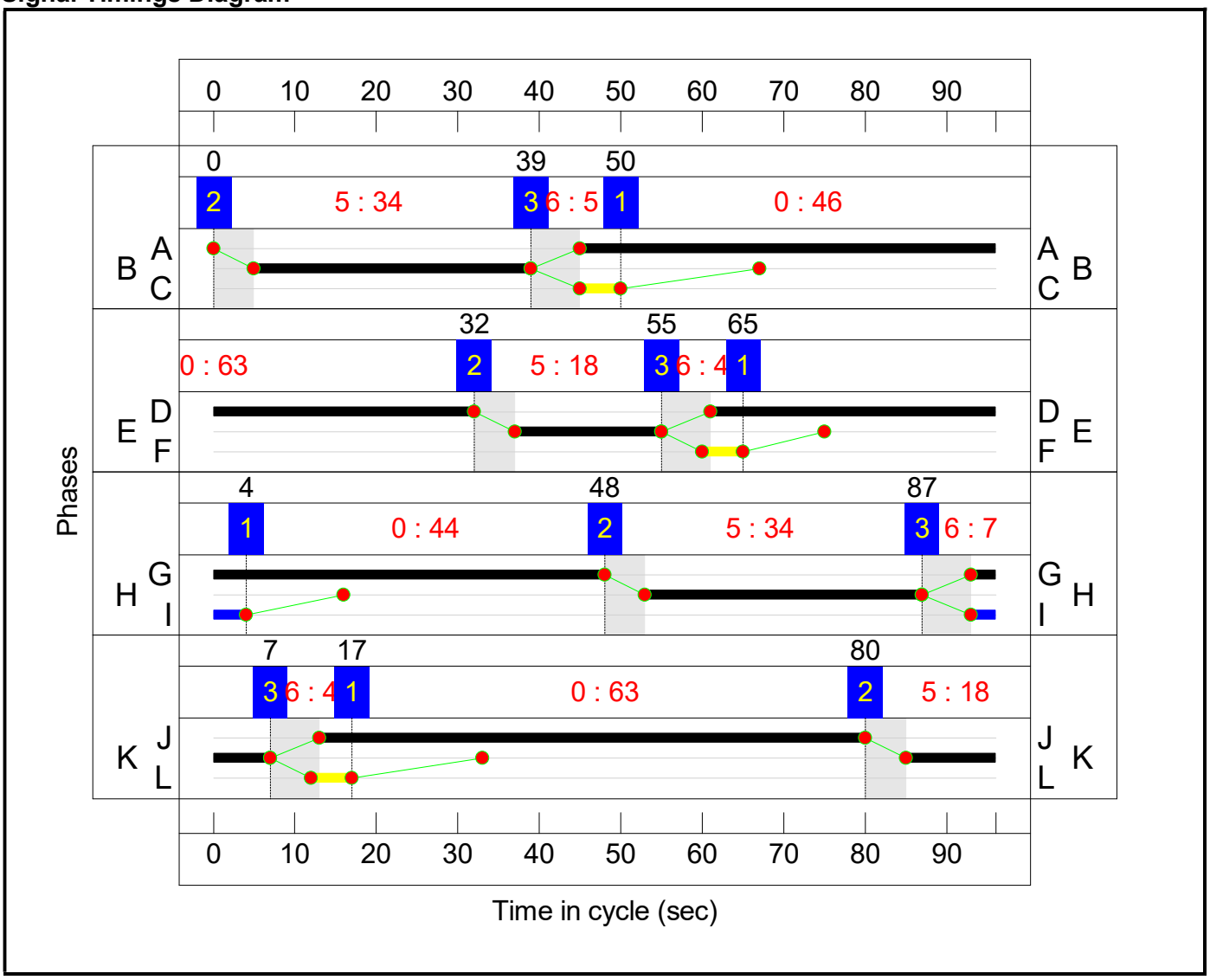
Stage Stream: 3

Stage	1	2	3
Duration	44	34	7
Change Point	4	48	87

Stage Stream: 4

Stage	1	2	3
Duration	63	18	4
Change Point	17	80	7

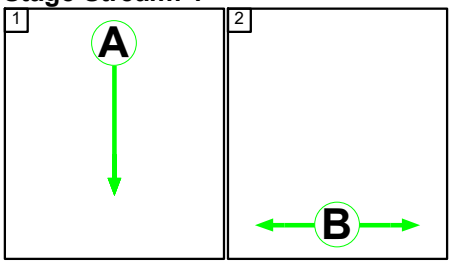
Signal Timings Diagram



C2 - Exit Streams

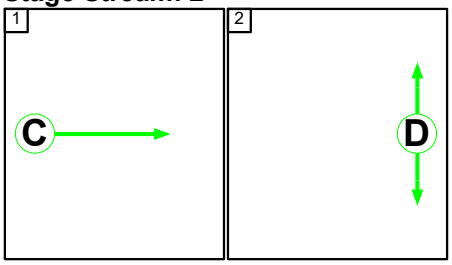
Stage Sequence Diagram

Stage Stream: 1

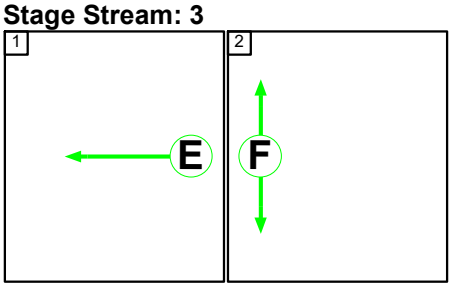


Full Input Data And Results

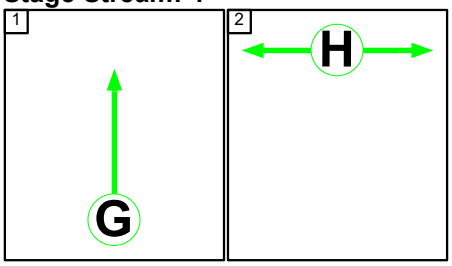
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	77	5
Change Point	77	66

Stage Stream: 2

Stage	1	2
Duration	79	5
Change Point	41	30

Stage Stream: 3

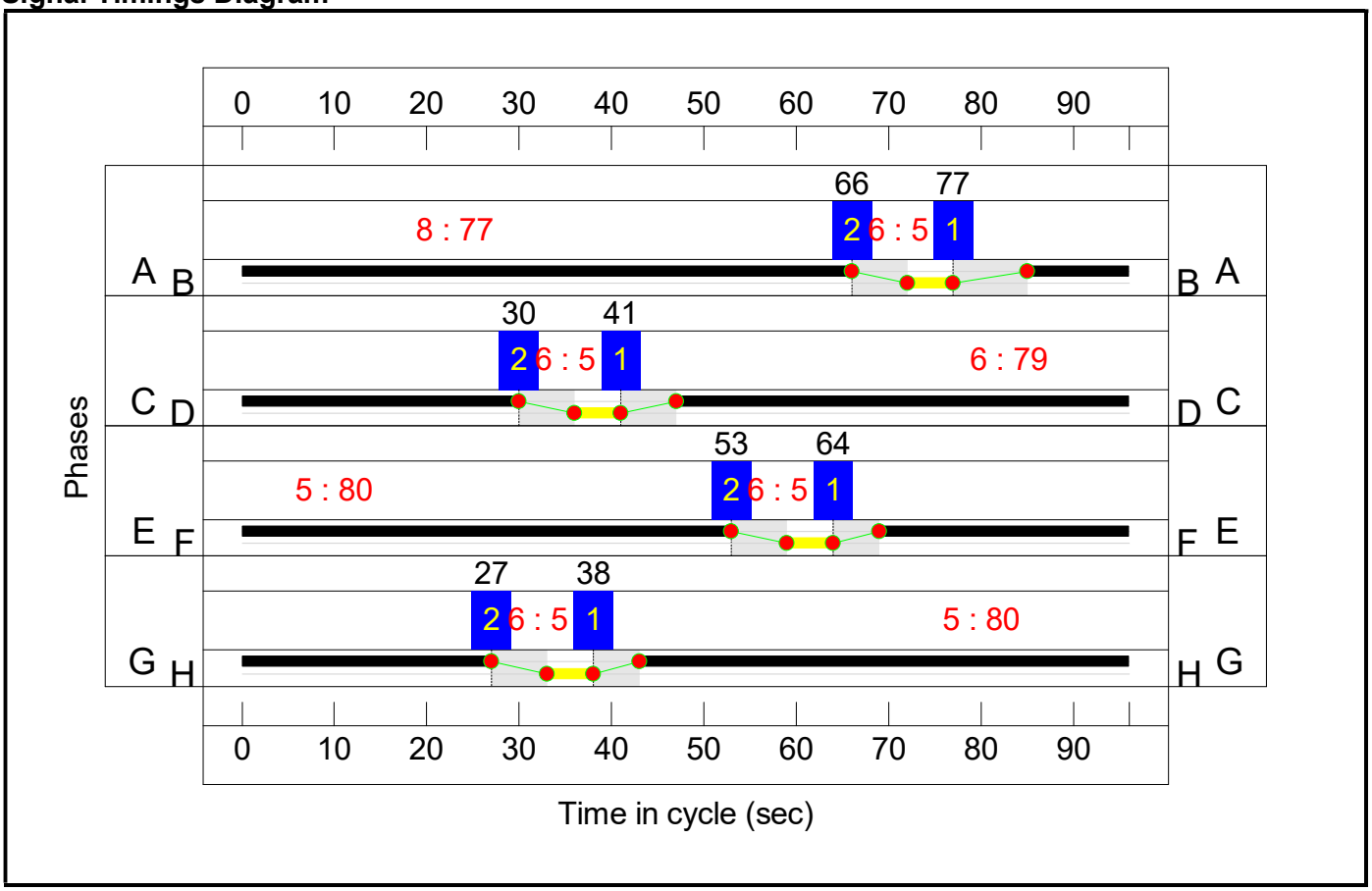
Stage	1	2
Duration	80	5
Change Point	64	53

Full Input Data And Results

Stage Stream: 4

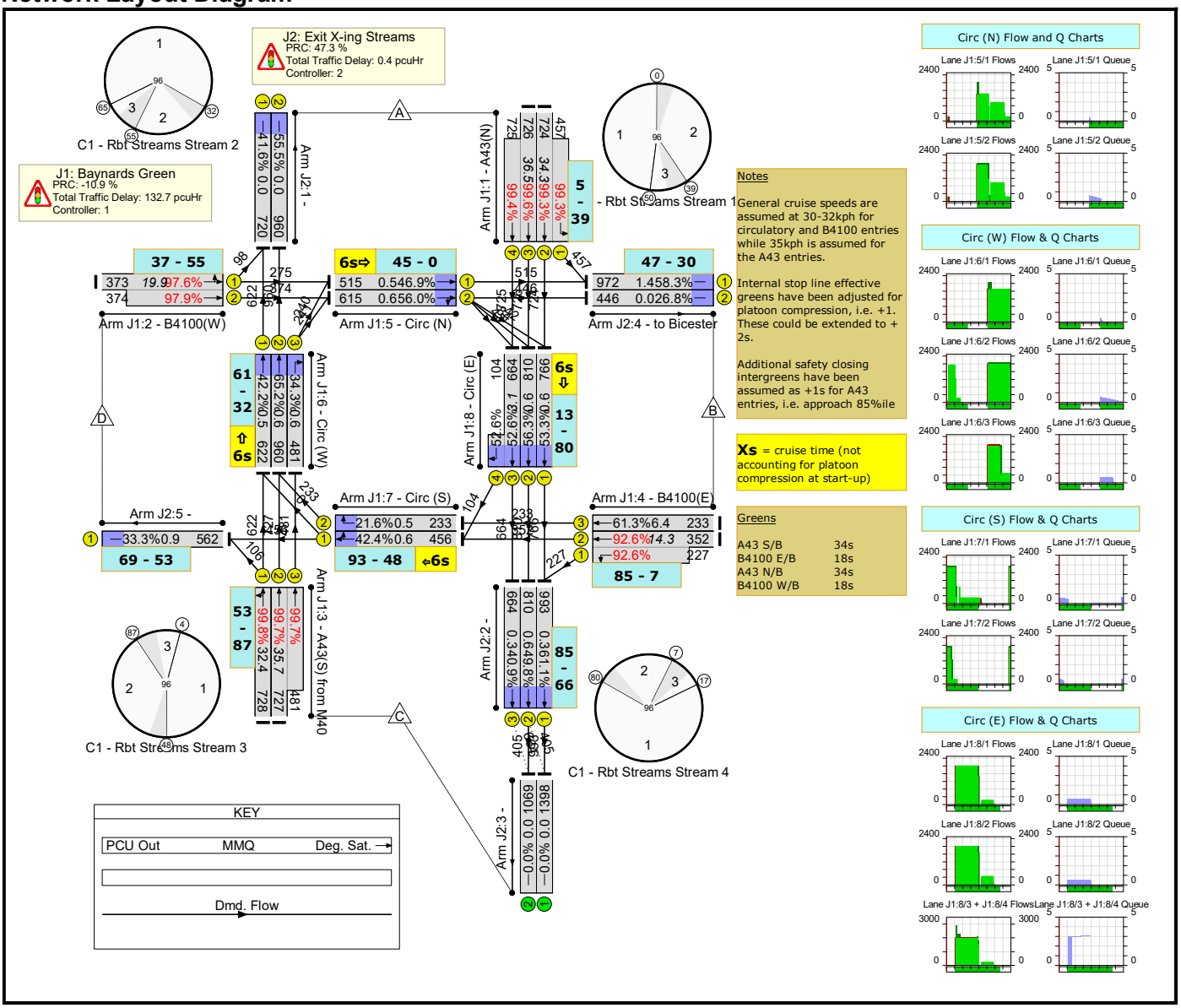
Stage	1	2
Duration	80	5
Change Point	38	27

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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: A43 / B4100 Baynards Green - Junction Improvement	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.8%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.8%**
1/2+1/1	A43(N) Ahead Left	U	1:1	N/A	C1:B		1	34	-	1181	2000:1924	729+460	99.3 : 99.3%
1/3+1/4	A43(N) Ahead	U	1:1	N/A	C1:B		1	34	-	1451	2000:2000	729+729	99.6 : 99.4%
2/1+2/2	B4100(W) Ahead Left	U	1:2	N/A	C1:E		1	18	-	747	1930:1930	382+382	97.6 : 97.9%
3/1	A43(S) from M40 Ahead Left	U	1:3	N/A	C1:H		1	34	-	728	2000	729	99.8%
3/2+3/3	A43(S) from M40 Ahead	U	1:3	N/A	C1:H		1	34	-	1208	2000:1953	729+482	99.7 : 99.7%
4/2+4/1	B4100(E) Ahead Left	U	1:4	N/A	C1:K		1	18	-	579	1920:1859	380+245	92.6 : 92.6%
4/3	B4100(E) Ahead	U	1:4	N/A	C1:K		1	18	-	233	1920	380	61.3%
5/1	Circ (N) Ahead	U	1:1	N/A	C1:A		1	51	-	515	1990	1099	46.9%
5/2	Circ (N) Right Ahead	U	1:1	N/A	C1:A		1	51	-	615	1990	1099	56.0%
6/1	Circ (W) Ahead	U	1:2	N/A	C1:D		1	67	-	622	2050	1473	42.2%
6/2	Circ (W) Ahead	U	1:2	N/A	C1:D		1	67	-	960	2050	1473	65.2%
6/3	Circ (W) Right	U	1:2	N/A	C1:D		1	67	-	481	1950	1402	34.3%
7/1	Circ (S) Right Ahead	U	1:3	N/A	C1:G		1	51	-	456	1950	1077	42.4%
7/2	Circ (S) Right	U	1:3	N/A	C1:G		1	51	-	233	1950	1077	21.6%
8/1	Circ (E) Ahead	U	1:4	N/A	C1:J		1	67	-	766	2000	1438	53.3%
8/2	Circ (E) Ahead	U	1:4	N/A	C1:J		1	67	-	810	2000	1438	56.3%

Full Input Data And Results

8/3+8/4	Circ (E) Right Ahead	U	1:4	N/A	C1:J		1	67	-	768	2000:1950	1261+198	52.6 : 52.6%
J2: Exit X-ing Streams	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.1%**
1/1		U	2:4	N/A	C2:G		1	80	-	720	2050	1730	41.6%
1/2		U	2:4	N/A	C2:G		1	80	-	960	2050	1730	55.5%
2/1	Ahead	U	2:1	N/A	C2:A		1	77	-	993	2000	1625	61.1%
2/2	Ahead	U	2:1	N/A	C2:A		1	77	-	810	2000	1625	49.8%
2/3	Ahead	U	2:1	N/A	C2:A		1	77	-	664	2000	1625	40.9%
3/1		U	N/A	N/A	-		-	-	-	1398	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
4/1	to Bicester	U	2:2	N/A	C2:C		1	79	-	972	2000	1667	58.3%
4/2	to Bicester	U	2:2	N/A	C2:C		1	79	-	446	2000	1667	26.8%
5/1		U	2:3	N/A	C2:E		1	80	-	562	2000	1688	33.3%

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: A43 / B4100 Baynards Green - Junction Improvement	**-**	**-**	**0**	**0**	**0**	**54.9**	**78.2**	**0.0**	**133.1**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**54.5**	**78.2**	**0.0**	**132.7**	**-**	**-**	**-**	**-**
1/2+1/1	1181	1181	-	-	-	9.3	15.2	-	24.5 (15.4+9.1)	74.8 (76.7:71.8)	19.1	15.2	34.3
1/3+1/4	1451	1451	-	-	-	12.3	17.3	-	29.6 (14.8+14.8)	73.3 (73.3:73.3)	19.2	17.3	36.5
2/1+2/2	747	747	-	-	-	7.9	10.1	-	18.0 (9.0+9.0)	86.8 (86.8:86.8)	9.9	10.1	19.9
3/1	728	728	-	-	-	6.2	13.2	-	19.4	95.8	19.2	13.2	32.4
3/2+3/3	1208	1208	-	-	-	9.6	16.5	-	26.1 (16.1+10.0)	77.7 (79.6:74.9)	19.2	16.5	35.7
4/2+4/1	579	579	-	-	-	5.9	5.1	-	11.1 (6.8+4.2)	68.7 (69.8:67.1)	9.2	5.1	14.3
4/3	233	233	-	-	-	2.3	0.8	-	3.1	47.3	5.6	0.8	6.4
5/1	515	515	-	-	-	0.0	0.0	-	0.0	0.3	0.5	0.0	0.5
5/2	615	615	-	-	-	0.1	0.0	-	0.1	0.7	0.6	0.0	0.6
6/1	622	622	-	-	-	0.0	0.0	-	0.0	0.1	0.5	0.0	0.5
6/2	960	960	-	-	-	0.1	0.0	-	0.1	0.4	0.6	0.0	0.6
6/3	481	481	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
7/1	456	456	-	-	-	0.1	0.0	-	0.1	1.0	0.6	0.0	0.6
7/2	233	233	-	-	-	0.1	0.0	-	0.1	0.8	0.5	0.0	0.5
8/1	766	766	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
8/2	810	810	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
8/3+8/4	768	768	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.1 (0.1:0.1)	3.1	0.0	3.1
J2: Exit X-ing Streams	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.0**	**0.0**	**0.4**	**-**	**-**	**-**	**-**
1/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

2/1	993	993	-	-	-	0.1	0.0	-	0.1	0.2	0.3	0.0	0.3
2/2	810	810	-	-	-	0.1	0.0	-	0.1	0.5	0.6	0.0	0.6
2/3	664	664	-	-	-	0.1	0.0	-	0.1	0.3	0.3	0.0	0.3
3/1	1398	1398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	972	972	-	-	-	0.2	0.0	-	0.2	0.6	1.4	0.0	1.4
4/2	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	562	562	-	-	-	0.1	0.0	-	0.1	0.4	0.9	0.0	0.9

C1 - Rbt Streams	Stream: 1 PRC for Signalled Lanes (%):	-10.6	Total Delay for Signalled Lanes (pcuHr):	54.26	Cycle Time (s):	96
C1 - Rbt Streams	Stream: 2 PRC for Signalled Lanes (%):	-8.8	Total Delay for Signalled Lanes (pcuHr):	18.26	Cycle Time (s):	96
C1 - Rbt Streams	Stream: 3 PRC for Signalled Lanes (%):	-10.9	Total Delay for Signalled Lanes (pcuHr):	45.63	Cycle Time (s):	96
C1 - Rbt Streams	Stream: 4 PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	14.55	Cycle Time (s):	96
C2 - Exit Streams	Stream: 1 PRC for Signalled Lanes (%):	47.3	Total Delay for Signalled Lanes (pcuHr):	0.21	Cycle Time (s):	96
C2 - Exit Streams	Stream: 2 PRC for Signalled Lanes (%):	54.3	Total Delay for Signalled Lanes (pcuHr):	0.17	Cycle Time (s):	96
C2 - Exit Streams	Stream: 3 PRC for Signalled Lanes (%):	170.2	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s):	96
C2 - Exit Streams	Stream: 4 PRC for Signalled Lanes (%):	62.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	96
	PRC Over All Lanes (%):	-10.9	Total Delay Over All Lanes(pcuHr):	133.15		

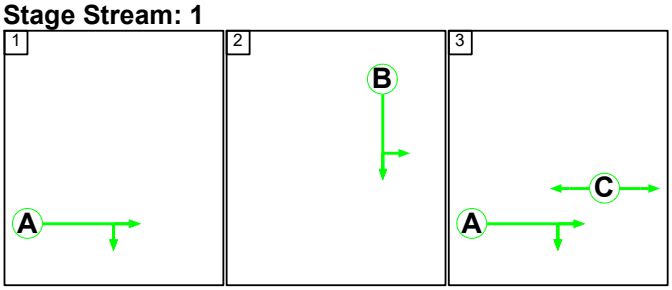
Full Input Data And Results

Scenario 10: 'PM 2031 Tritax & Albion (V7 Dev4)' (FG10: 'PM 2031 Tritax + Albion (VISSIM v7 Dev4)', Plan 1: 'Seq. 1')

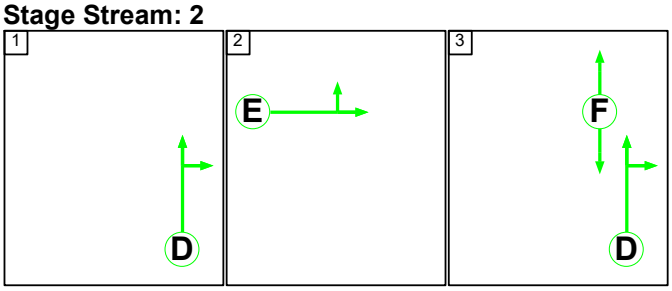
C1 - Rbt Streams

Stage Sequence Diagram

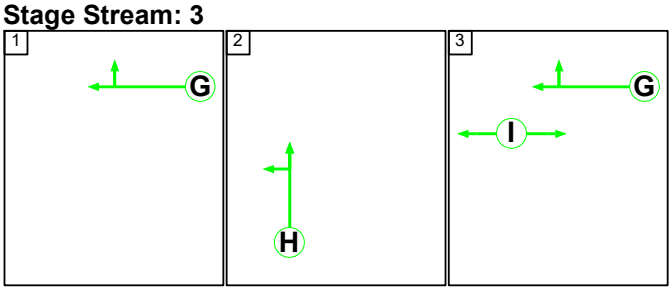
Stage Stream: 1



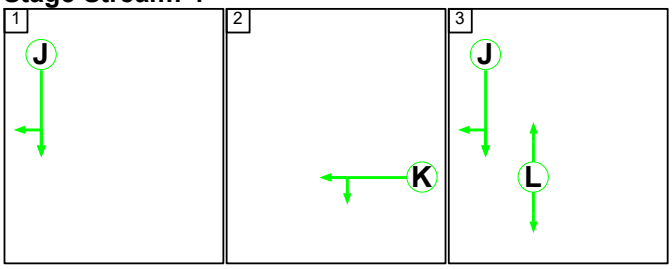
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	62	26	5
Change Point	42	0	31

Stage Stream: 2

Stage	1	2	3
Duration	71	18	4
Change Point	57	24	47

Full Input Data And Results

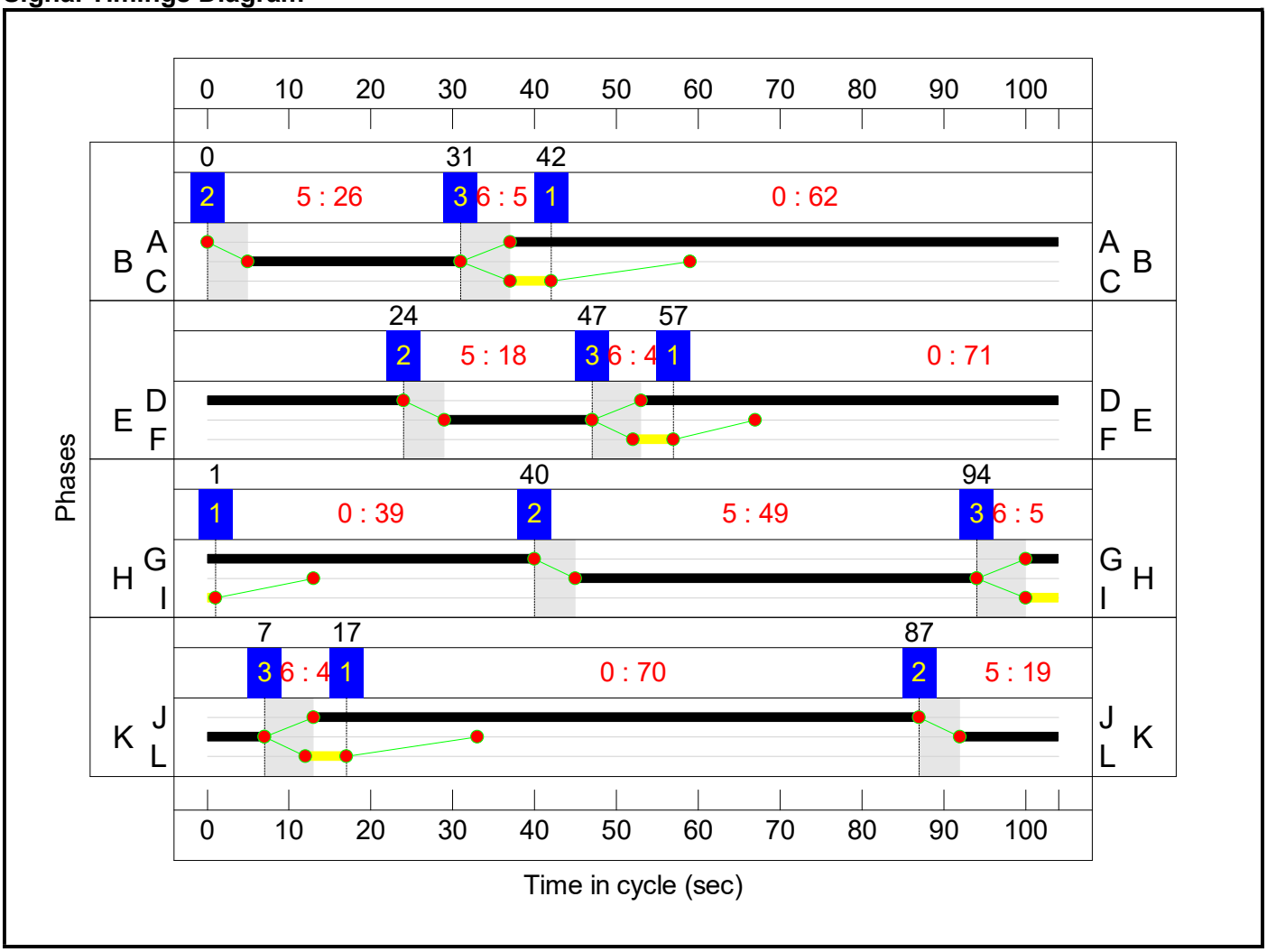
Stage Stream: 3

Stage	1	2	3
Duration	39	49	5
Change Point	1	40	94

Stage Stream: 4

Stage	1	2	3
Duration	70	19	4
Change Point	17	87	7

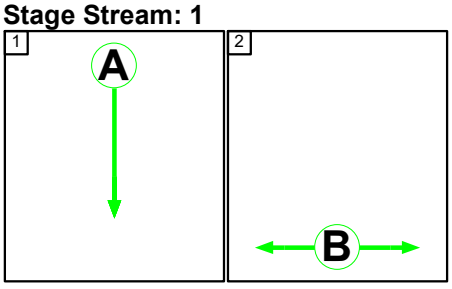
Signal Timings Diagram



C2 - Exit Streams

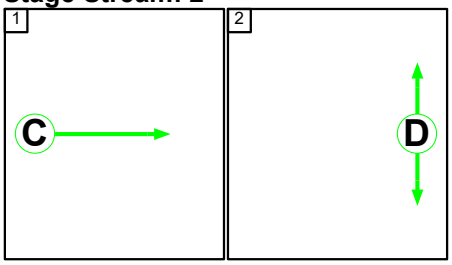
Stage Sequence Diagram

Stage Stream: 1

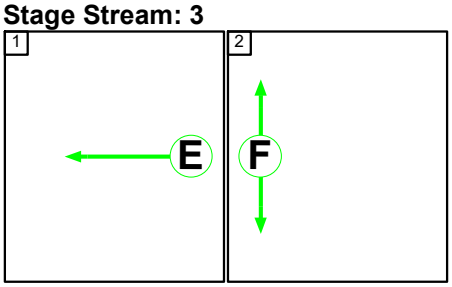


Full Input Data And Results

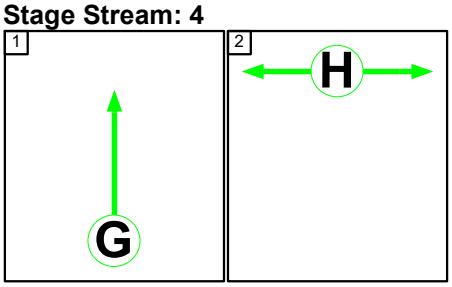
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	85	5
Change Point	84	73

Stage Stream: 2

Stage	1	2
Duration	87	5
Change Point	33	22

Stage Stream: 3

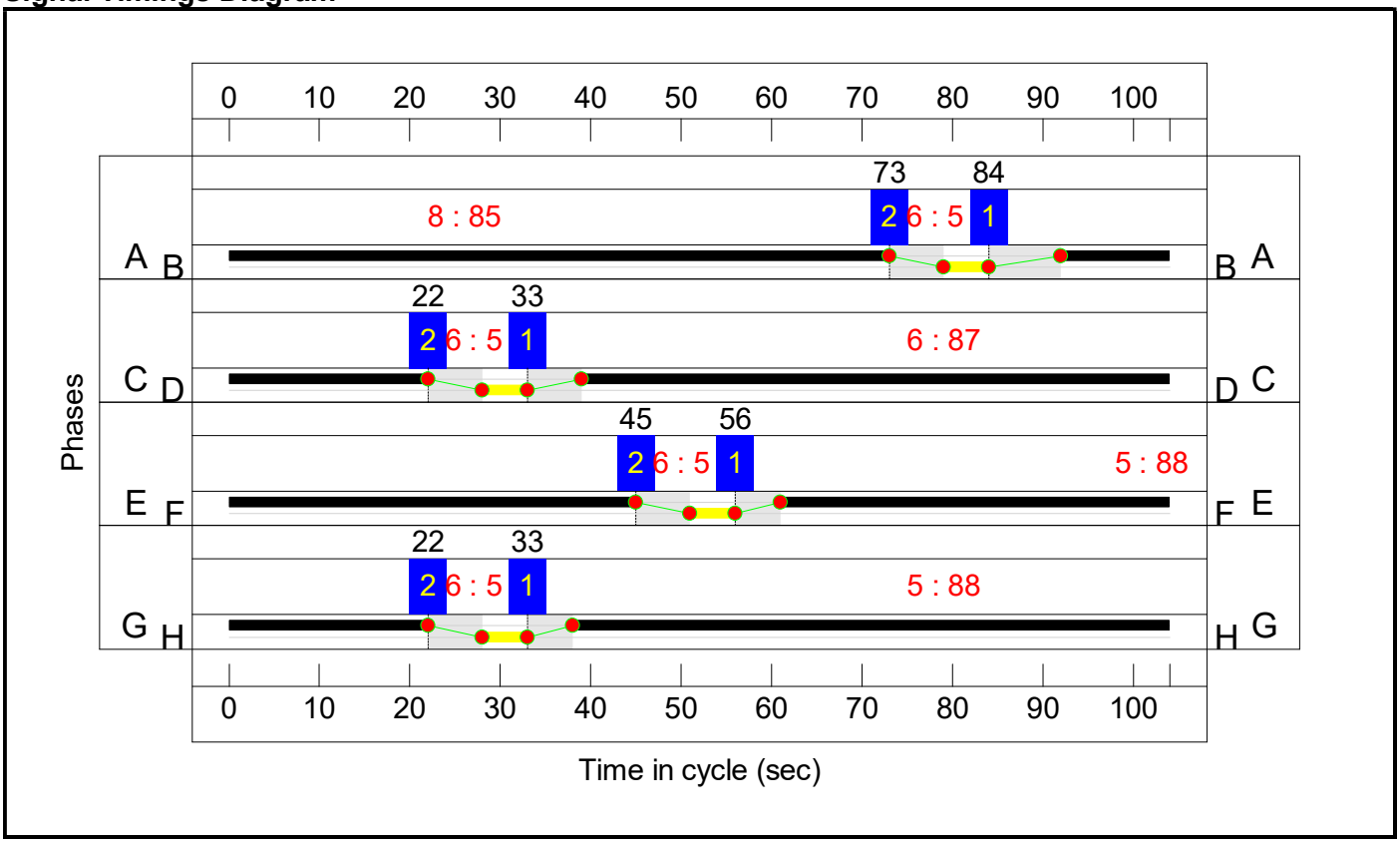
Stage	1	2
Duration	88	5
Change Point	56	45

Full Input Data And Results

Stage Stream: 4

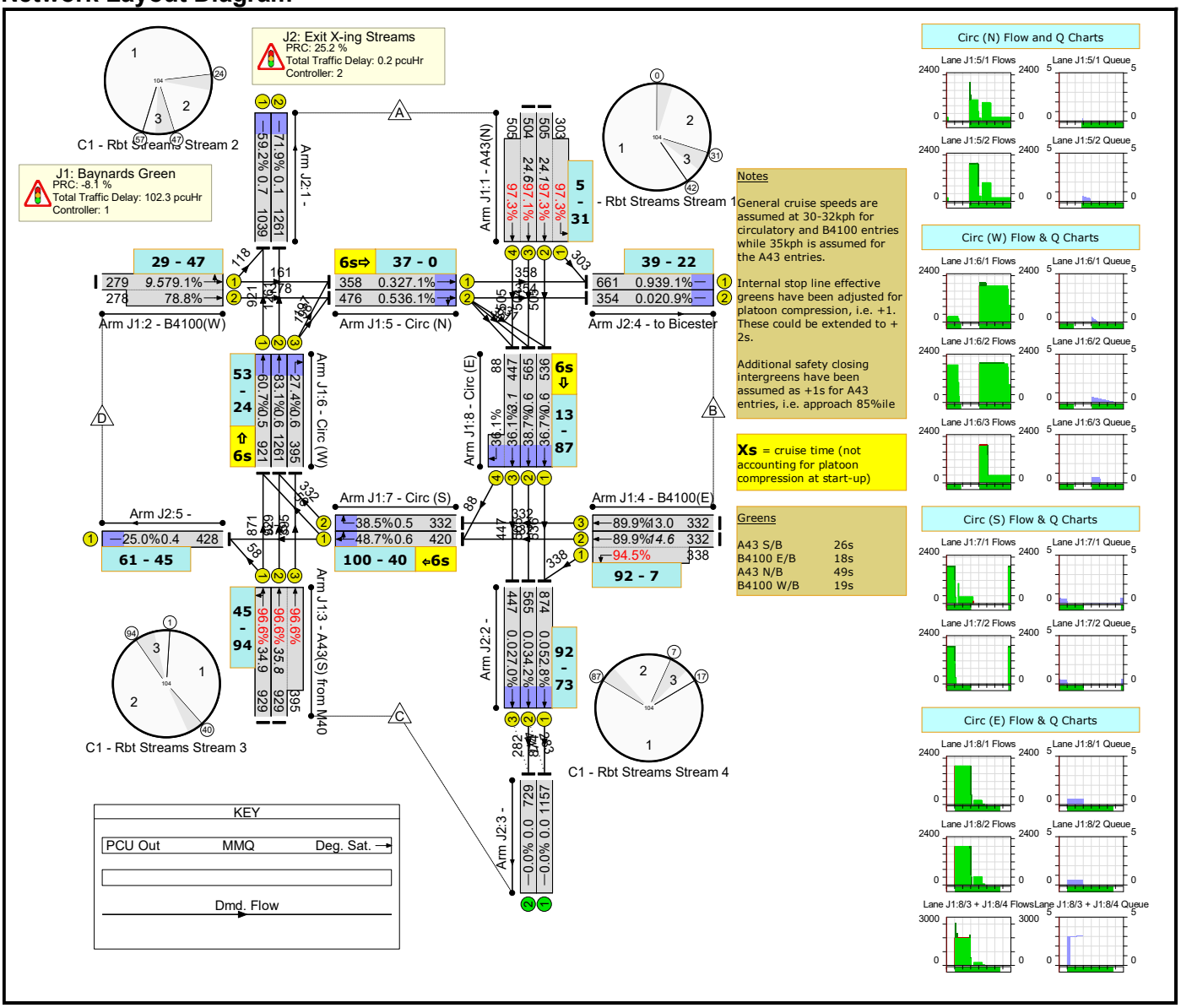
Stage	1	2
Duration	88	5
Change Point	33	22

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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: A43 / B4100 Baynards Green - Junction Improvement	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.3%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.3%**
1/2+1/1	A43(N) Ahead Left	U	1:1	N/A	C1:B		1	26	-	808	2000:1924	519+312	97.3 : 97.3%
1/3+1/4	A43(N) Ahead	U	1:1	N/A	C1:B		1	26	-	1009	2000:2000	519+519	97.1 : 97.3%
2/1+2/2	B4100(W) Ahead Left	U	1:2	N/A	C1:E		1	18	-	557	1930:1930	353+353	79.1 : 78.8%
3/1	A43(S) from M40 Ahead Left	U	1:3	N/A	C1:H		1	49	-	929	2000	962	96.6%
3/2+3/3	A43(S) from M40 Ahead	U	1:3	N/A	C1:H		1	49	-	1324	2000:1953	962+409	96.6 : 96.6%
4/2+4/1	B4100(E) Ahead Left	U	1:4	N/A	C1:K		1	19	-	670	1920:1859	369+358	89.9 : 94.5%
4/3	B4100(E) Ahead	U	1:4	N/A	C1:K		1	19	-	332	1920	369	89.9%
5/1	Circ (N) Ahead	U	1:1	N/A	C1:A		1	67	-	358	1990	1320	27.1%
5/2	Circ (N) Right Ahead	U	1:1	N/A	C1:A		1	67	-	476	1990	1320	36.1%
6/1	Circ (W) Ahead	U	1:2	N/A	C1:D		1	75	-	921	2050	1518	60.7%
6/2	Circ (W) Ahead	U	1:2	N/A	C1:D		1	75	-	1261	2050	1518	83.1%
6/3	Circ (W) Right	U	1:2	N/A	C1:D		1	75	-	395	1950	1444	27.4%
7/1	Circ (S) Right Ahead	U	1:3	N/A	C1:G		1	44	-	420	1950	862	48.7%
7/2	Circ (S) Right	U	1:3	N/A	C1:G		1	44	-	332	1950	862	38.5%
8/1	Circ (E) Ahead	U	1:4	N/A	C1:J		1	74	-	536	2000	1462	36.7%
8/2	Circ (E) Ahead	U	1:4	N/A	C1:J		1	74	-	565	2000	1462	38.7%

Full Input Data And Results

8/3+8/4	Circ (E) Right Ahead	U	1:4	N/A	C1:J		1	74	-	535	2000:1950	1240+244	36.1 : 36.1%
J2: Exit X-ing Streams	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.9%**
1/1		U	2:4	N/A	C2:G		1	88	-	1039	2050	1754	59.2%
1/2		U	2:4	N/A	C2:G		1	88	-	1261	2050	1754	71.9%
2/1	Ahead	U	2:1	N/A	C2:A		1	85	-	874	2000	1654	52.8%
2/2	Ahead	U	2:1	N/A	C2:A		1	85	-	565	2000	1654	34.2%
2/3	Ahead	U	2:1	N/A	C2:A		1	85	-	447	2000	1654	27.0%
3/1		U	N/A	N/A	-		-	-	-	1157	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
4/1	to Bicester	U	2:2	N/A	C2:C		1	87	-	661	2000	1692	39.1%
4/2	to Bicester	U	2:2	N/A	C2:C		1	87	-	354	2000	1692	20.9%
5/1		U	2:3	N/A	C2:E		1	88	-	428	2000	1712	25.0%

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: A43 / B4100 Baynards Green - Junction Improvement	**-**	**-**	**0**	**0**	**0**	**53.0**	**49.4**	**0.0**	**102.4**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**52.8**	**49.4**	**0.0**	**102.3**	**-**	**-**	**-**	**-**
1/2+1/1	808	808	-	-	-	8.2	9.6	-	17.8 (11.4+6.5)	79.4 (81.0:76.7)	14.4	9.6	24.1
1/3+1/4	1009	1009	-	-	-	10.7	10.1	-	20.8 (10.4+10.4)	74.3 (74.3:74.3)	14.4	10.1	24.6
2/1+2/2	557	557	-	-	-	6.3	1.8	-	8.1 (4.1+4.0)	52.5 (52.5:52.4)	7.7	1.8	9.5
3/1	929	929	-	-	-	6.8	9.1	-	15.9	61.6	25.8	9.1	34.9
3/2+3/3	1324	1324	-	-	-	8.7	10.0	-	18.7 (13.8+4.9)	50.7 (53.3:44.7)	25.8	10.0	35.8
4/2+4/1	670	670	-	-	-	7.7	5.0	-	12.7 (6.3+6.4)	68.2 (68.0:68.4)	9.6	5.0	14.6
4/3	332	332	-	-	-	3.8	3.7	-	7.5	81.3	9.3	3.7	13.0
5/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.3	0.0	0.3
5/2	476	476	-	-	-	0.1	0.0	-	0.1	0.4	0.5	0.0	0.5
6/1	921	921	-	-	-	0.0	0.0	-	0.0	0.1	0.5	0.0	0.5
6/2	1261	1261	-	-	-	0.1	0.0	-	0.1	0.3	0.6	0.0	0.6
6/3	395	395	-	-	-	0.1	0.0	-	0.1	0.7	0.6	0.0	0.6
7/1	420	420	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
7/2	332	332	-	-	-	0.1	0.0	-	0.1	0.8	0.5	0.0	0.5
8/1	536	536	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
8/2	565	565	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
8/3+8/4	535	535	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.2 (0.2:0.2)	3.1	0.0	3.1
J2: Exit X-ing Streams	**-**	**-**	**0**	**0**	**0**	**0.2**	**0.0**	**0.0**	**0.2**	**-**	**-**	**-**	**-**
1/1	1039	1039	-	-	-	0.0	0.0	-	0.0	0.1	0.7	0.0	0.7
1/2	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1

Full Input Data And Results

2/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1157	1157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	661	661	-	-	-	0.1	0.0	-	0.1	0.6	0.9	0.0	0.9
4/2	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	428	428	-	-	-	0.0	0.0	-	0.0	0.2	0.4	0.0	0.4

C1 - Rbt Streams	Stream: 1 PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	38.70	Cycle Time (s):	104
C1 - Rbt Streams	Stream: 2 PRC for Signalled Lanes (%):	8.3	Total Delay for Signalled Lanes (pcuHr):	8.33	Cycle Time (s):	104
C1 - Rbt Streams	Stream: 3 PRC for Signalled Lanes (%):	-7.4	Total Delay for Signalled Lanes (pcuHr):	34.74	Cycle Time (s):	104
C1 - Rbt Streams	Stream: 4 PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	20.50	Cycle Time (s):	104
C2 - Exit Streams	Stream: 1 PRC for Signalled Lanes (%):	70.3	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	104
C2 - Exit Streams	Stream: 2 PRC for Signalled Lanes (%):	130.4	Total Delay for Signalled Lanes (pcuHr):	0.10	Cycle Time (s):	104
C2 - Exit Streams	Stream: 3 PRC for Signalled Lanes (%):	259.9	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	104
C2 - Exit Streams	Stream: 4 PRC for Signalled Lanes (%):	25.2	Total Delay for Signalled Lanes (pcuHr):	0.03	Cycle Time (s):	104
	PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes(pcuHr):	102.42		

APPENDIX Q

Baynards Green Road Safety Audit Stage 1

LAND ADJACENT TO M40 JUNCTION 10

A43/B4100 Baynards Green Roundabout Improvements

Stage 1 Road Safety Audit
Overseeing Organisation: National Highways

February 2024

Gateway RSE

Road Safety Engineering

Project:	Land Adjacent to M40 Junction 10 A43/B4100 Baynards Green Roundabout Improvements
Document:	Stage 1 Road Safety Audit
Design Organisation:	David Tucker Associates & SLR Consulting
Overseeing Organisation:	National Highways
Client:	Albion Land & Tritax Symmetry
Gateway RSE ref:	SG/JS/2309-11 RSA1 v1.0
Issue date:	13/02/2024
Status:	Issued as Version 1.0
Authorised by:	SG

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CONTENTS

Appendices

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of proposed roundabout improvement works on the A43 at Baynards Green, within the District of Cherwell and the County of Oxfordshire. The Road Safety Audit has been undertaken at the request of Martin Seldon, Assistant Spatial Planner at the Overseeing Organisation, National Highways. The audit was carried out in February 2024.

1.2 The Road Safety Audit Team membership approved by Martin Seldon was as follows:

Steve Giles*	Senior Road Safety Engineer Gateway RSE Audit Team Leader
Julian Smith	Senior Road Safety Engineer Gateway RSE Audit Team Member

**Steve Giles holds an Approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1-3) of EC Directive 2008/96/EC.*

1.3 The audit took place at the Farnham office of Gateway RSE on 8th February 2024. It was undertaken in accordance with the Road Safety Audit Brief provided by Martin Seldon, and comprised an examination of the documents provided in the Brief, as set out within Appendix A.

1.4 The Audit Team visited the site together between 12:00 and 13:00 on Wednesday 7th February 2024 when the weather was overcast/cold and the road surface dry. Traffic flows were steady and no congestion was observed, whilst no pedestrian or cyclist movements were seen.

1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking collision investigation, road safety engineering and road safety audits.

1.6 The Audit Team has been made aware of the following Departures from Standard and Relaxations:

i) Entry path curvature on A43 north approach (departure)

ii) Entry path curvature on A43 south approach (departure)

iii) Visibility 2 steps below DMSSD A43 north arm exit (relaxation)

iv) Visibility 2 steps below DMSSD A43 south arm exit (relaxation)

1.7 Whilst reference may be made within this audit report to design standards, it is not intended to provide a design check.

1.8 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

1.9 An audit team led by Steve Giles has carried out two Stage 1 road safety audits of proposed site access schemes on the B4100, to the east of the A43. The first, in April 2022, considered a 50m ICD 4-arm roundabout intended to serve the Tritax sites north and south of the B4100. That audit is being updated for the latest design concurrently with this audit of the A43 roundabout. The second audit, in October 2023, relates to a signal-controlled junction providing access only to the Albion Land East site, south of the B4100 and between the A43 and the Tritax roundabout referred to above.

1.10 This audit relates solely to the proposed A43 roundabout improvements but considers potential safety problems that might arise with and without the proposed signal junction and 4-arm roundabout to the east.

1.11 The Audit Team is also aware of the proposed Albion Land West access, a 3-arm roundabout on the B4100, west of the A43. It was the subject of a Stage 1 RSA by others in 2021 and is outside the scope of this audit.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

2.1 Problem

Collisions during maintenance operations.

Location: North and east arms of roundabout / general

No provision is made for an operative to stop a vehicle and carry out maintenance of the traffic signals. This could cause inappropriate parking on the carriageway, footway, or verge, which may in turn lead to vehicle collisions, or pedestrian/cycle injuries if they divert into the carriageway.

Furthermore, maintenance of the signal equipment on the narrow refuge/traffic islands at the segregated left turn lanes may leave operatives vulnerable to vehicle strikes.

Recommendation

Provide a suitable highway maintenance bay and identify safe arrangements for maintenance of signal equipment on the left turn segregation islands.

Local Alignment

2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

2.3 Problem

Insufficient queue storage may lead to vehicle collisions at upstream traffic link/node.

Location: Short links within signal-controlled network

No junction model has been provided and the Audit Team is concerned that vehicle queues on short links, including at the signal-controlled crossings on the exit arms, might extend to upstream nodes. This could lead to vehicle collisions.

Recommendation

Review the junction model to ensure that the risk of vehicles queuing to the upstream node is reasonably minimised. If necessary, adjust signal timings or increase queuing capacity.

2.4 Problem

Insufficient visibility to signal heads.

Location: Circulatory stop line on east side of roundabout

The two middle lanes may not have good visibility of the primary signal heads, and only one secondary signal head is provided. This may cause uncertainty and hesitation, particularly if one of the secondary signal aspects is out, leading to vehicle collisions.

Recommendation

Provide an additional secondary signal head to assist drivers in the middle two lanes of the internal stop line on the east side of the circulatory carriageway.

2.5 Problem

Vehicle collisions due to signal 'see-through'

Location: East, south and west entry nodes

Vehicles approaching stop lines at nodes incorporating a pedestrian crossing may see a secondary green signal intended for the other stop line and inadvertently contravene a red light, leading to vehicle collisions on the roundabout.

Recommendation

Provide cowls on secondary signal heads at nodes incorporating pedestrian crossing facilities.

2.6 Problem

Potential collisions due to foliage/boundary treatments obscuring visibility splays.

Location: Throughout, but particularly the east arm exit

It is not clear to what extent foliage will be removed to provide visibility splays (forward, exit, and signal heads), particularly from the left turn lane to the pedestrian crossing on the east arm exit. If foliage clearance is insufficient, it could in future grow back and obstruct visibility, which could lead to vehicle turning or vehicle/pedestrian collisions.

Recommendation

Cut back foliage with sufficient clearance behind the visibility splays to minimise future maintenance and limit the risk of obstruction to the drivers' view.

2.7 Problem

Vehicle nose/tail collisions due to high speeds/heavy braking.

Location: All arms of the proposed roundabout

Drivers approaching the roundabout may be travelling at high speeds, requiring hard braking at stop lines or the back of traffic queues. This could lead to nose/tail ('shunt'), loss of control, or vehicle/pedestrian (at crossing stop lines) collisions.

Recommendation

Review the need for extended lighting, additional signs/markings, high friction surfacing and a reduced speed limit on the roundabout approaches.

Walking, Cycling and Horse Riding

2.8 Problem

Pedestrians/cyclists using staggered signal crossings at roundabout may stray and collide with vehicles.

Location: Refuge islands on east, south and west arms

Sight impaired pedestrians may cross the exit arm and then turn right on the refuge island to complete the crossing movement, but then miss the tactile paving and stray into the circulating carriageway. This would lead to collisions between the pedestrian and circulating vehicles.

Recommendation

Provide a barrier on refuge/splitter islands accommodating staggered pedestrian crossings to prevent sight impaired pedestrians from straying into the circulating carriageway.

2.9 Problem

Vehicle/pedestrian collisions.

Location: A43 north arm

The Audit Team notes the Tritax development proposals on the northeast quadrant of the junction and is concerned that pedestrians travelling between it and the service area may find a way through any boundary treatment and attempt to cross the A43 on the north side of the junction, rather than use the formal crossings on the other three arms. This could lead to collisions between pedestrians and vehicles.

Recommendation

Install strong deterrent barriers to prevent pedestrians from the Tritax site from reaching the A43 north carriageway; or provide a formal crossing on the north side of the junction and a route to it from within the development.

Road Signs, Carriageway Markings and Lighting

2.10 Problem

Collisions due to inadequate horizontal clearances to signals/signs/lighting.

Location: Traffic islands separating left turns on north and west arms of roundabout

Signals, signage and lighting details are not available at this Stage 1 RSA, but the audit team is concerned that the left turn refuge/traffic islands on the north and west arms may not be sufficiently sized to accommodate street furniture with appropriate horizontal clearances. This may lead to vehicle strikes or collisions between pedestrians, cyclists and vehicles.

The Audit Team considers it unlikely that the segregated left turn lanes would be separately staged because they would then conflict with circulating traffic in the same way as the ahead entry lanes.

Recommendation

Review the layout of refuge/traffic islands to ensure that (a) left turn segregation is appropriate and (b) if so, sufficient space will be available to accommodate signals, signs, and lighting columns with appropriate horizontal clearances from the carriageway and any pedestrian/cycle routes. If the islands are omitted, review the need for and location of any alternative signal heads.

2.11 Problem

Collisions due to misinterpretation of right turn arrow markings.

Location: Roundabout approaches

Right turn arrows are proposed on the roundabout approaches, which could potentially mislead drivers, leading to collisions on the circulating carriageway.

Recommendation

Change right turn arrows on approach arms to ahead arrows and clarify lane destinations with advance direction signs and lane destination carriageway markings.

3 AUDIT TEAM STATEMENT

3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed: [redacted]

Date: 09/02/2024

Audit Team Member(s)

Julian Smith
BEng, MCIHT, MSoRSA
Senior Road Safety Engineer

Signed:

Date: 09/02/2024

APPENDIX A
Items Considered by this RSA

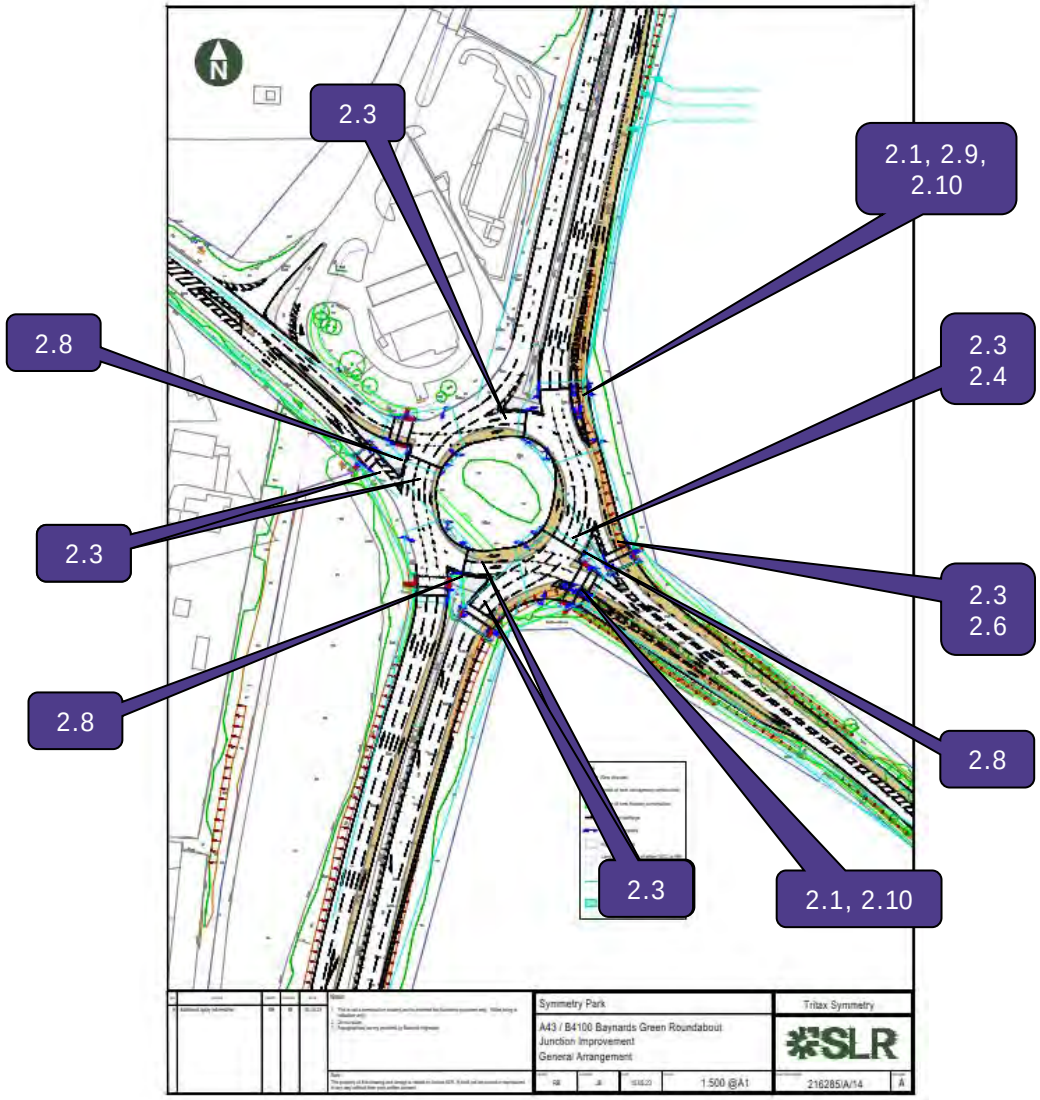
Drawings and Documents Provided for this Road Safety Audit

Document ref.	Rev.	Originator	Title
RJM/17213-15	B	DTA	Stage 1 Road Safety Audit Brief
216285/A/14	A	SLR	A43/B4100 Baynards Green Roundabout Junction Improvement. General Arrangement.
216285/SK12	-	SLR	A43/B4100 Baynards Green. Vehicle Swept Paths.

Additional information provided to the Audit Team

- Albion Land Transport Assessment ref. 17213-03E TA (David Tucker Associates)
- Tritax Symmetry Transport Assessment ref. R01-BH-Transport Assessment 200413 (Final) (SLR)
- Albion Land Site Masterplan ref. 20005-SK-029 (Cornish)
- Tritax Symmetry Site Masterplan ref. 14-019-XX-XX-DR-A-001011-03 (SGP)

APPENDIX B
Location Plan(s)



2.5, 2.6, 2.7, 2.11
Various locations

RSA Designers Response

A43 / B4100 Baynards Green Roundabout

Tritax Symmetry & Albion Land

Prepared by:

SLR Consulting Limited

The Cursitor, 38 Chancery Lane, London, WC2A 1EN

SLR Project No.: 216285

Audit Reference: SG/JS/2309-11 RSA1 v1.0

11 March 2024

Revision: 02

1 Project Summary

RSA REPORT TITLE	**LAND ADJACENT TO M40 JUNCTION 10**
Date	February 2024
Document Reference and Revision:	SG/JS/2309-11 RSA1 v1.0
Prepared by:	Steve Giles – Gateway RSE
On behalf of:	National Highways
AUTHORISATION SHEET	
Project:	A43 / B4100 Baynards Green Roundabout
Report Title	Stage 1 Road Safety Audit Designer Response
DESIGNERS RESPONSE PREPARED BY	
Name:	Richard Bishop
Signed:	[redacted]
Organisation:	SLR Consulting
Date:	11.03.24

2 General Details

GENERAL DETAILS:				
Highway scheme name and road number:	**A43 / B4100, Baynards Green Roundabout.**			
Type of scheme:	Junction Improvement - signalisation of an existing priority junction			
RSA Stage:	☒ Stage 1	☐ Stage 2	☐ Stage 3	☐ Stage 4
	Interim			
Overseeing Organisation details:	National Highways			
Design organisation details:	Martin Seldon (martin.seldon@nationalhighways.co.uk)			
Police contact details:	N/A			
Maintaining agent contact details:	N/A			
RSA team membership:	Steve Giles (Team Lead), Julian Smith (Team Member)			
Terms of reference:				

3 Road Safety Audit Decision Log

RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
2.1	Provide a suitable highway maintenance bay and identify safe arrangements for maintenance of signal equipment on the left turn segregation islands.	Accepted. An appropriate maintenance access will be included at detailed design.	Noted.	To be considered during detailed design.
2.2	No comments on local alignment.	No response required.	N/A	N/A
2.3	Review the junction model to ensure that the risk of vehicles queuing to the upstream] node is reasonably minimised. If necessary, adjust signal timings or increase queuing capacity.	Accepted. The method of control is deliberately designed to minimise queues on the circulatory carriageway. A LinSig analysis excerpt is included at **Appendix B**.	Noted.	Review to be continued during detailed design to ensure queuing is minimised.
2.4	Provide an additional secondary signal head to assist drivers in the middle two lanes of the internal stop line on the east side of the circulatory carriageway.	Accepted. To be incorporated at detailed design.	Noted.	To be considered during detailed design.

2.5	Provide cowls on secondary signal heads at nodes incorporating pedestrian crossing facilities.	Accepted. To be incorporated at detailed design.	Noted.	To be considered during detailed design.
2.6	Cut back foliage with sufficient clearance behind the visibility splays to minimise future maintenance and limit the risk of obstruction to the drivers' view.	Accepted. Refer to the GA included at **Appendix A**.	Noted. The Designer has submitted a GA drawing which includes a note that, vegetation will be cut back, with boundary treatment considered during detailed design.	To be considered during detailed design.
2.7	Review the need for extended lighting, additional signs/markings, high friction surfacing and a reduced speed limit on the roundabout approaches.	Accepted. To be investigated at detailed design.	Noted.	To be considered during detailed design.
2.8	Provide a barrier on refuge/splitter islands accommodating staggered pedestrian crossings to prevent sight impaired pedestrians from straying into the circulating carriageway.	Accepted. Guardrails are shown on the GA. A revised GA will be supplied that clarifies intended guardrail and fencing provision.	Noted. Revised GA drawing, emphasising the guardrails, has been submitted.	To be considered during detailed design.

2.9	Install strong deterrent barriers to prevent pedestrians from the Tritax site from reaching the A43 north carriageway; or provide a formal crossing on the north side of the junction and a route to it from within the development.	Accepted, with clarification. A crossing over the A43 north cannot be provided due to land ownership and highway extent. Strong deterrent barriers, as suggested, to be incorporated at detailed design.	Noted.	To be considered during detailed design.
2.10	Review the layout of refuge/traffic islands to ensure that (a) left turn segregation is appropriate and (b) if so, sufficient space will be available to accommodate signals, signs, and lighting columns with appropriate horizontal clearances from the carriageway and any pedestrian/cycle routes. If the islands are omitted, review the need for and location of any alternative signal heads.	Accepted. The proposed traffic islands are intended to benefit entry deflection. Dimensions are sufficient to accommodate signal equipment and give appropriate clearances. Dimensions to be further reviewed at detailed design once more information is known about road sign provision and positioning.	Noted. The Designer has clarified that the splitter islands are needed to provide the appropriate entry path curvature, associated with the provisional approval of the related Departure from Standard.	To be considered during detailed design. To ensure that the islands are able to accommodate the equipment.

2.11	Change right turn arrows on approach arms to ahead arrows and clarify lane destinations with advance direction signs and lane destination carriageway markings	Accepted. The signing strategy will be reviewed at detailed design to ensure drivers are appropriately informed as to the correct lane choice.	Noted. The Designer has clarified that right turn markings will not be used. Increasing driver comprehension, through signing for lane destinations and appropriate ADS, will be considered.	To be considered during detailed design.

4 Design Organisation and Overseeing Organisation Statements

ON BEHALF OF THE DESIGN ORGANISATION I CERTIFY THAT: THE RSA ACTIONS IDENTIFIED IN RESPONSE TO THE ROAD SAFETY AUDIT PROBLEMS IN THE ROAD SAFETY AUDIT HAVE BEEN DISCUSSED AND AGREED WITH THE OVERSEEING ORGANISATION.	
Name	Richard Bishop
Signed	[redacted]
Position	Associate Director
Organisation	SLR Consulting Ltd
Date	11.03.2024

ON BEHALF OF THE OVERSEEING ORGANISATION I CERTIFY THAT: THE RSA ACTIONS IDENTIFIED IN RESPONSE TO THE ROAD SAFETY AUDIT PROBLEMS IN THE ROAD SAFETY AUDIT HAVE BEEN DISCUSSED AND AGREED WITH THE DESIGN ORGANISATION; AND THE AGREED RSA ACTIONS WILL BE PROGRESSED.	
Name	Martin Seldon
Signed	[redacted]
Position	Assistant Spatial Planner
Organisation	National Highways
Date	12.03.2024

Appendix A

General Arrangement and RSA1 Response Plan