

FG31: 'D31AM OP5B B1B'

Desired Flow :

| | Destination | | | | | | | | | | | | | | | |
|--------|-------------|------|-----|-----|------|-----|------|-----|-----|---|-----|----|------|----|------|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. | |
| Origin | A | 0 | 4 | 101 | 251 | 25 | 172 | 25 | 33 | 0 | 41 | 0 | 196 | 0 | 18 | 866 |
| | B | 232 | 0 | 113 | 202 | 20 | 138 | 20 | 26 | 0 | 10 | 0 | 158 | 0 | 15 | 934 |
| | C | 81 | 25 | 0 | 55 | 6 | 38 | 6 | 7 | 0 | 0 | 0 | 43 | 0 | 4 | 265 |
| | D | 233 | 91 | 58 | 0 | 30 | 455 | 67 | 87 | 0 | 35 | 0 | 521 | 1 | 48 | 1626 |
| | E | 31 | 12 | 8 | 42 | 0 | 41 | 6 | 8 | 0 | 0 | 0 | 46 | 0 | 4 | 198 |
| | F | 118 | 46 | 29 | 222 | 12 | 0 | 29 | 38 | 0 | 0 | 0 | 226 | 0 | 21 | 741 |
| | G | 24 | 9 | 6 | 44 | 2 | 45 | 0 | 8 | 0 | 0 | 0 | 48 | 0 | 5 | 191 |
| | H | 11 | 4 | 3 | 21 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 3 | 99 |
| | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | J | 5 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 24 |
| | K | 33 | 13 | 8 | 63 | 3 | 64 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 14 | 207 |
| | L | 251 | 98 | 62 | 472 | 26 | 481 | 8 | 0 | 0 | 55 | 11 | 0 | 88 | 263 | 1815 |
| | M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 |
| | N | 60 | 24 | 15 | 113 | 6 | 115 | 2 | 0 | 0 | 55 | 37 | 542 | 0 | 0 | 969 |
| | Tot. | 1079 | 327 | 403 | 1489 | 131 | 1571 | 164 | 207 | 0 | 196 | 50 | 1829 | 96 | 404 | 7946 |

FG32: 'D31PM OP5B B1B'

Desired Flow :

| | Destination | | | | | | | | | | | | | | | |
|--------|-------------|------|-----|-----|------|-----|------|-----|-----|---|---|----|------|-----|------|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. | |
| Origin | A | 0 | 103 | 110 | 238 | 29 | 148 | 22 | 29 | 0 | 2 | 0 | 171 | 0 | 32 | 884 |
| | B | 178 | 0 | 88 | 158 | 19 | 98 | 15 | 19 | 0 | 0 | 0 | 113 | 0 | 21 | 709 |
| | C | 68 | 37 | 0 | 192 | 23 | 120 | 18 | 24 | 0 | 0 | 0 | 138 | 0 | 26 | 646 |
| | D | 284 | 154 | 75 | 0 | 48 | 338 | 50 | 67 | 0 | 1 | 0 | 390 | 0 | 73 | 1480 |
| | E | 39 | 21 | 10 | 35 | 1 | 23 | 3 | 4 | 0 | 0 | 0 | 26 | 0 | 5 | 167 |
| | F | 240 | 130 | 63 | 375 | 19 | 0 | 62 | 82 | 0 | 0 | 0 | 480 | 0 | 90 | 1541 |
| | G | 21 | 11 | 5 | 33 | 2 | 31 | 0 | 3 | 0 | 0 | 0 | 18 | 0 | 3 | 127 |
| | H | 13 | 7 | 3 | 20 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 44 | 0 | 8 | 116 |
| | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | J | 27 | 6 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 36 | 128 |
| | K | 35 | 19 | 9 | 55 | 3 | 51 | 3 | 0 | 0 | 0 | 0 | 14 | 4 | 41 | 234 |
| | L | 251 | 136 | 66 | 393 | 20 | 370 | 24 | 0 | 0 | 2 | 20 | 2 | 108 | 476 | 1868 |
| | M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| | N | 51 | 28 | 13 | 80 | 4 | 75 | 5 | 0 | 0 | 2 | 34 | 312 | 24 | 1 | 629 |
| | Tot. | 1207 | 652 | 442 | 1602 | 169 | 1273 | 203 | 228 | 0 | 7 | 55 | 1747 | 136 | 815 | 8536 |

FG33: 'D31AM SEPR OP5B B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|---|-----|----|------|----|-----|------|--|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. | |
| A | 0 | 5 | 110 | 247 | 27 | 236 | 29 | 31 | 0 | 41 | 0 | 131 | 0 | 23 | 880 | |
| B | 248 | 0 | 115 | 177 | 19 | 169 | 21 | 22 | 0 | 10 | 0 | 94 | 0 | 16 | 891 | |
| C | 83 | 23 | 0 | 54 | 6 | 52 | 6 | 7 | 0 | 0 | 0 | 29 | 0 | 5 | 265 | |
| D | 259 | 93 | 57 | 0 | 30 | 324 | 39 | 42 | 0 | 35 | 0 | 180 | 1 | 31 | 1091 | |
| E | 33 | 12 | 7 | 42 | 0 | 55 | 7 | 7 | 0 | 0 | 0 | 31 | 0 | 5 | 199 | |
| F | 152 | 55 | 33 | 173 | 15 | 0 | 42 | 46 | 0 | 0 | 0 | 194 | 1 | 33 | 744 | |
| G | 23 | 8 | 5 | 27 | 2 | 48 | 0 | 5 | 0 | 0 | 0 | 21 | 0 | 4 | 143 | |
| H | 13 | 5 | 3 | 15 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 6 | 103 | |
| I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| J | 5 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 24 | |
| K | 28 | 10 | 6 | 32 | 3 | 57 | 1 | 0 | 0 | 0 | 0 | 2 | 8 | 9 | 156 | |
| L | 232 | 84 | 51 | 265 | 23 | 481 | 9 | 0 | 0 | 55 | 18 | 0 | 75 | 292 | 1585 | |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 | |
| N | 63 | 23 | 14 | 71 | 6 | 130 | 2 | 0 | 0 | 55 | 48 | 566 | 13 | 0 | 991 | |
| Tot. | 1139 | 319 | 401 | 1107 | 132 | 1579 | 156 | 160 | 0 | 196 | 68 | 1295 | 98 | 433 | 7083 | |

FG34: 'D31PM SEPR OP5B B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|---|---|----|------|-----|-----|------|--|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. | |
| A | 0 | 129 | 114 | 225 | 29 | 186 | 23 | 32 | 0 | 2 | 0 | 112 | 0 | 40 | 892 | |
| B | 202 | 0 | 89 | 142 | 18 | 117 | 14 | 20 | 0 | 0 | 0 | 70 | 0 | 25 | 697 | |
| C | 69 | 37 | 0 | 188 | 24 | 155 | 19 | 27 | 0 | 0 | 0 | 93 | 0 | 33 | 645 | |
| D | 267 | 135 | 70 | 0 | 49 | 238 | 30 | 41 | 0 | 1 | 0 | 143 | 0 | 51 | 1025 | |
| E | 40 | 20 | 11 | 35 | 1 | 29 | 4 | 5 | 0 | 0 | 0 | 17 | 0 | 6 | 168 | |
| F | 273 | 138 | 72 | 320 | 21 | 0 | 79 | 110 | 0 | 0 | 0 | 382 | 0 | 136 | 1531 | |
| G | 20 | 10 | 5 | 24 | 2 | 32 | 0 | 4 | 0 | 0 | 0 | 15 | 0 | 5 | 117 | |
| H | 13 | 7 | 4 | 16 | 1 | 21 | 1 | 0 | 0 | 0 | 0 | 39 | 0 | 14 | 116 | |
| I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| J | 27 | 6 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 36 | 128 | |
| K | 32 | 16 | 8 | 38 | 3 | 52 | 3 | 0 | 0 | 0 | 0 | 16 | 5 | 29 | 202 | |
| L | 227 | 115 | 60 | 266 | 18 | 364 | 24 | 0 | 0 | 2 | 22 | 0 | 105 | 502 | 1705 | |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 | |
| N | 47 | 24 | 12 | 55 | 4 | 75 | 5 | 0 | 0 | 2 | 33 | 331 | 24 | 1 | 613 | |
| Tot. | 1217 | 637 | 445 | 1332 | 170 | 1269 | 202 | 239 | 0 | 7 | 56 | 1257 | 134 | 881 | 7846 | |

FG35: 'D26AM OP5A B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|---|-----|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 5 | 82 | 247 | 31 | 184 | 25 | 24 | 0 | 59 | 0 | 182 | 1 | 20 | 860 |
| B | 336 | 0 | 93 | 167 | 21 | 125 | 17 | 16 | 0 | 14 | 0 | 123 | 0 | 13 | 925 |
| C | 48 | 13 | 0 | 30 | 4 | 23 | 3 | 3 | 0 | 0 | 0 | 22 | 0 | 2 | 148 |
| D | 220 | 86 | 44 | 0 | 33 | 429 | 58 | 57 | 0 | 51 | 0 | 424 | 1 | 46 | 1449 |
| E | 36 | 14 | 7 | 43 | 0 | 42 | 6 | 6 | 0 | 0 | 0 | 41 | 0 | 4 | 199 |
| F | 109 | 43 | 22 | 198 | 11 | 0 | 23 | 23 | 0 | 0 | 0 | 169 | 0 | 18 | 616 |
| G | 24 | 9 | 5 | 44 | 3 | 44 | 0 | 3 | 0 | 0 | 0 | 21 | 0 | 2 | 155 |
| H | 6 | 2 | 1 | 11 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 6 | 95 |
| I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| J | 7 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 35 |
| K | 22 | 8 | 4 | 39 | 2 | 40 | 1 | 0 | 0 | 0 | 0 | 5 | 27 | 24 | 172 |
| L | 183 | 72 | 37 | 332 | 19 | 337 | 5 | 0 | 0 | 79 | 33 | 1 | 203 | 145 | 1446 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| N | 24 | 9 | 5 | 43 | 2 | 44 | 1 | 0 | 0 | 79 | 35 | 208 | 0 | 1 | 451 |
| Tot. | 1015 | 263 | 300 | 1160 | 127 | 1279 | 139 | 132 | 0 | 282 | 68 | 1263 | 232 | 292 | 6552 |

FG36: 'D26PM OP5A B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|---|----|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 136 | 68 | 243 | 35 | 131 | 22 | 39 | 0 | 2 | 0 | 157 | 0 | 31 | 864 |
| B | 187 | 0 | 55 | 170 | 24 | 91 | 15 | 27 | 0 | 1 | 0 | 110 | 0 | 22 | 702 |
| C | 66 | 34 | 0 | 153 | 22 | 82 | 14 | 24 | 0 | 0 | 0 | 99 | 0 | 20 | 514 |
| D | 244 | 115 | 50 | 0 | 52 | 297 | 50 | 88 | 0 | 2 | 0 | 357 | 0 | 70 | 1325 |
| E | 48 | 23 | 10 | 38 | 1 | 21 | 4 | 6 | 0 | 0 | 0 | 25 | 0 | 5 | 181 |
| F | 242 | 115 | 49 | 379 | 22 | 0 | 56 | 99 | 0 | 0 | 0 | 399 | 0 | 79 | 1440 |
| G | 23 | 11 | 5 | 36 | 2 | 28 | 0 | 3 | 0 | 0 | 0 | 14 | 0 | 3 | 125 |
| H | 14 | 7 | 3 | 22 | 1 | 17 | 1 | 0 | 0 | 0 | 0 | 42 | 0 | 8 | 115 |
| I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| J | 39 | 9 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 51 | 183 |
| K | 28 | 13 | 6 | 44 | 3 | 33 | 2 | 0 | 0 | 0 | 0 | 14 | 4 | 40 | 187 |
| L | 275 | 130 | 56 | 430 | 25 | 329 | 23 | 0 | 0 | 3 | 19 | 2 | 40 | 466 | 1798 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 43 | 20 | 9 | 67 | 4 | 51 | 4 | 0 | 0 | 3 | 29 | 310 | 22 | 1 | 563 |
| Tot. | 1209 | 613 | 311 | 1615 | 191 | 1080 | 191 | 286 | 0 | 11 | 49 | 1583 | 66 | 799 | 8004 |

FG37: 'D31AM OP5A B1B'

Desired Flow :

| | Destination | | | | | | | | | | | | | | | |
|--------|-------------|------|-----|-----|------|-----|------|-----|-----|---|-----|----|------|----|------|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. | |
| Origin | A | 0 | 4 | 101 | 251 | 25 | 172 | 25 | 33 | 0 | 59 | 0 | 196 | 0 | 18 | 884 |
| | B | 232 | 0 | 113 | 202 | 20 | 138 | 20 | 26 | 0 | 14 | 0 | 158 | 0 | 15 | 938 |
| | C | 81 | 25 | 0 | 55 | 6 | 38 | 6 | 7 | 0 | 0 | 0 | 43 | 0 | 4 | 265 |
| | D | 233 | 91 | 58 | 0 | 30 | 455 | 67 | 87 | 0 | 51 | 0 | 521 | 1 | 48 | 1642 |
| | E | 31 | 12 | 8 | 42 | 0 | 41 | 6 | 8 | 0 | 0 | 0 | 46 | 0 | 4 | 198 |
| | F | 118 | 46 | 29 | 222 | 12 | 0 | 29 | 38 | 0 | 0 | 0 | 226 | 0 | 21 | 741 |
| | G | 24 | 9 | 6 | 44 | 2 | 45 | 0 | 8 | 0 | 0 | 0 | 48 | 0 | 5 | 191 |
| | H | 11 | 4 | 3 | 21 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 3 | 99 |
| | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | J | 7 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 35 |
| | K | 33 | 13 | 8 | 63 | 3 | 64 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 14 | 207 |
| | L | 251 | 98 | 62 | 472 | 26 | 481 | 8 | 0 | 0 | 79 | 11 | 0 | 88 | 263 | 1839 |
| | M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 |
| | N | 60 | 24 | 15 | 113 | 6 | 115 | 2 | 0 | 0 | 79 | 37 | 542 | 0 | 0 | 993 |
| | Tot. | 1081 | 328 | 403 | 1491 | 131 | 1571 | 164 | 207 | 0 | 282 | 50 | 1832 | 96 | 407 | 8043 |

FG38: 'D31PM OP5A B1B'

Desired Flow :

| | Destination | | | | | | | | | | | | | | | |
|--------|-------------|------|-----|-----|------|-----|------|-----|-----|---|----|----|------|-----|------|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. | |
| Origin | A | 0 | 103 | 110 | 238 | 29 | 148 | 22 | 29 | 0 | 2 | 0 | 171 | 0 | 32 | 884 |
| | B | 178 | 0 | 88 | 158 | 19 | 98 | 15 | 19 | 0 | 1 | 0 | 113 | 0 | 21 | 710 |
| | C | 68 | 37 | 0 | 192 | 23 | 120 | 18 | 24 | 0 | 0 | 0 | 138 | 0 | 26 | 646 |
| | D | 284 | 154 | 75 | 0 | 48 | 338 | 50 | 67 | 0 | 2 | 0 | 390 | 0 | 73 | 1481 |
| | E | 39 | 21 | 10 | 35 | 1 | 23 | 3 | 4 | 0 | 0 | 0 | 26 | 0 | 5 | 167 |
| | F | 240 | 130 | 63 | 375 | 19 | 0 | 62 | 82 | 0 | 0 | 0 | 480 | 0 | 90 | 1541 |
| | G | 21 | 11 | 5 | 33 | 2 | 31 | 0 | 3 | 0 | 0 | 0 | 18 | 0 | 3 | 127 |
| | H | 13 | 7 | 3 | 20 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 44 | 0 | 8 | 116 |
| | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | J | 39 | 9 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 51 | 183 |
| | K | 35 | 19 | 9 | 55 | 3 | 51 | 3 | 0 | 0 | 0 | 0 | 14 | 4 | 41 | 234 |
| | L | 251 | 136 | 66 | 393 | 20 | 370 | 24 | 0 | 0 | 3 | 20 | 2 | 108 | 476 | 1869 |
| | M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| | N | 51 | 28 | 13 | 80 | 4 | 75 | 5 | 0 | 0 | 3 | 34 | 312 | 24 | 1 | 630 |
| | Tot. | 1219 | 655 | 442 | 1612 | 169 | 1273 | 203 | 228 | 0 | 11 | 55 | 1762 | 136 | 830 | 8595 |

FG39: 'D31AM SEPR OP5A B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|---|-----|----|------|----|-----|------|--|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. | |
| A | 0 | 5 | 110 | 247 | 27 | 236 | 29 | 31 | 0 | 59 | 0 | 131 | 0 | 23 | 898 | |
| B | 248 | 0 | 115 | 177 | 19 | 169 | 21 | 22 | 0 | 14 | 0 | 94 | 0 | 16 | 895 | |
| C | 83 | 23 | 0 | 54 | 6 | 52 | 6 | 7 | 0 | 0 | 0 | 29 | 0 | 5 | 265 | |
| D | 259 | 93 | 57 | 0 | 30 | 324 | 39 | 42 | 0 | 51 | 0 | 180 | 1 | 31 | 1107 | |
| E | 33 | 12 | 7 | 42 | 0 | 55 | 7 | 7 | 0 | 0 | 0 | 31 | 0 | 5 | 199 | |
| F | 152 | 55 | 33 | 173 | 15 | 0 | 42 | 46 | 0 | 0 | 0 | 194 | 1 | 33 | 744 | |
| G | 23 | 8 | 5 | 27 | 2 | 48 | 0 | 5 | 0 | 0 | 0 | 21 | 0 | 4 | 143 | |
| H | 13 | 5 | 3 | 15 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 6 | 103 | |
| I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| J | 7 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 35 | |
| K | 28 | 10 | 6 | 32 | 3 | 57 | 1 | 0 | 0 | 0 | 0 | 2 | 8 | 9 | 156 | |
| L | 232 | 84 | 51 | 265 | 23 | 481 | 9 | 0 | 0 | 79 | 18 | 0 | 75 | 292 | 1609 | |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 | |
| N | 63 | 23 | 14 | 71 | 6 | 130 | 2 | 0 | 0 | 79 | 48 | 566 | 13 | 0 | 1015 | |
| Tot. | 1141 | 320 | 401 | 1109 | 132 | 1579 | 156 | 160 | 0 | 282 | 68 | 1298 | 98 | 436 | 7180 | |

FG40: 'D31PM SEPR OP5A B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|---|----|----|------|-----|-----|------|--|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. | |
| A | 0 | 129 | 114 | 225 | 29 | 186 | 23 | 32 | 0 | 2 | 0 | 112 | 0 | 40 | 892 | |
| B | 202 | 0 | 89 | 142 | 18 | 117 | 14 | 20 | 0 | 1 | 0 | 70 | 0 | 25 | 698 | |
| C | 69 | 37 | 0 | 188 | 24 | 155 | 19 | 27 | 0 | 0 | 0 | 93 | 0 | 33 | 645 | |
| D | 267 | 135 | 70 | 0 | 49 | 238 | 30 | 41 | 0 | 2 | 0 | 143 | 0 | 51 | 1026 | |
| E | 40 | 20 | 11 | 35 | 1 | 29 | 4 | 5 | 0 | 0 | 0 | 17 | 0 | 6 | 168 | |
| F | 273 | 138 | 72 | 320 | 21 | 0 | 79 | 110 | 0 | 0 | 0 | 382 | 0 | 136 | 1531 | |
| G | 20 | 10 | 5 | 24 | 2 | 32 | 0 | 4 | 0 | 0 | 0 | 15 | 0 | 5 | 117 | |
| H | 13 | 7 | 4 | 16 | 1 | 21 | 1 | 0 | 0 | 0 | 0 | 39 | 0 | 14 | 116 | |
| I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| J | 39 | 9 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 51 | 183 | |
| K | 32 | 16 | 8 | 38 | 3 | 52 | 3 | 0 | 0 | 0 | 0 | 16 | 5 | 29 | 202 | |
| L | 227 | 115 | 60 | 266 | 18 | 364 | 24 | 0 | 0 | 3 | 22 | 0 | 105 | 502 | 1706 | |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 | |
| N | 47 | 24 | 12 | 55 | 4 | 75 | 5 | 0 | 0 | 3 | 33 | 331 | 24 | 1 | 614 | |
| Tot. | 1229 | 640 | 445 | 1342 | 170 | 1269 | 202 | 239 | 0 | 11 | 56 | 1272 | 134 | 896 | 7905 | |

FG41: 'D26AM OP7 B1C'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 5 | 82 | 247 | 31 | 184 | 25 | 24 | 14 | 27 | 0 | 182 | 1 | 20 | 842 |
| B | 336 | 0 | 93 | 167 | 21 | 125 | 17 | 16 | 0 | 6 | 0 | 123 | 0 | 13 | 917 |
| C | 48 | 13 | 0 | 30 | 4 | 23 | 3 | 3 | 0 | 0 | 0 | 22 | 0 | 2 | 148 |
| D | 220 | 86 | 44 | 0 | 33 | 429 | 58 | 57 | 9 | 25 | 0 | 424 | 1 | 46 | 1432 |
| E | 36 | 14 | 7 | 43 | 0 | 42 | 6 | 6 | 0 | 0 | 0 | 41 | 0 | 4 | 199 |
| F | 109 | 43 | 22 | 198 | 11 | 0 | 23 | 23 | 0 | 0 | 0 | 169 | 0 | 18 | 616 |
| G | 24 | 9 | 5 | 44 | 3 | 44 | 0 | 3 | 0 | 0 | 0 | 21 | 0 | 2 | 155 |
| H | 6 | 2 | 1 | 11 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 6 | 95 |
| I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| J | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 17 |
| K | 22 | 8 | 4 | 39 | 2 | 40 | 1 | 0 | 0 | 0 | 0 | 5 | 27 | 24 | 172 |
| L | 183 | 72 | 37 | 332 | 19 | 337 | 5 | 0 | 5 | 38 | 33 | 1 | 203 | 145 | 1410 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| N | 24 | 9 | 5 | 43 | 2 | 44 | 1 | 0 | 15 | 36 | 35 | 208 | 0 | 1 | 423 |
| Tot. | 1021 | 262 | 300 | 1165 | 127 | 1279 | 139 | 132 | 43 | 132 | 68 | 1261 | 232 | 297 | 6458 |

FG42: 'D26PM OP7 B1C'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|----|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 136 | 68 | 243 | 35 | 131 | 22 | 39 | 24 | 3 | 0 | 157 | 0 | 31 | 889 |
| B | 187 | 0 | 55 | 170 | 24 | 91 | 15 | 27 | 0 | 1 | 0 | 110 | 0 | 22 | 702 |
| C | 66 | 34 | 0 | 153 | 22 | 82 | 14 | 24 | 0 | 0 | 0 | 99 | 0 | 20 | 514 |
| D | 244 | 115 | 50 | 0 | 52 | 297 | 50 | 88 | 16 | 4 | 0 | 357 | 0 | 70 | 1343 |
| E | 48 | 23 | 10 | 38 | 1 | 21 | 4 | 6 | 0 | 0 | 0 | 25 | 0 | 5 | 181 |
| F | 242 | 115 | 49 | 379 | 22 | 0 | 56 | 99 | 0 | 0 | 0 | 399 | 0 | 79 | 1440 |
| G | 23 | 11 | 5 | 36 | 2 | 28 | 0 | 3 | 0 | 0 | 0 | 14 | 0 | 3 | 125 |
| H | 14 | 7 | 3 | 22 | 1 | 17 | 1 | 0 | 0 | 0 | 0 | 42 | 0 | 8 | 115 |
| I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| J | 27 | 6 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 36 | 130 |
| K | 28 | 13 | 6 | 44 | 3 | 33 | 2 | 0 | 0 | 0 | 0 | 14 | 4 | 40 | 187 |
| L | 275 | 130 | 56 | 430 | 25 | 329 | 23 | 0 | 8 | 5 | 19 | 2 | 40 | 466 | 1808 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 43 | 20 | 9 | 67 | 4 | 51 | 4 | 0 | 25 | 3 | 29 | 310 | 22 | 1 | 588 |
| Tot. | 1211 | 610 | 311 | 1616 | 191 | 1080 | 191 | 286 | 73 | 16 | 49 | 1574 | 66 | 799 | 8073 |

FG43: 'D31AM OP7 B1C'

Desired Flow :

| | Destination | | | | | | | | | | | | | | | |
|--------|-------------|------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|----|------|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. | |
| Origin | A | 0 | 4 | 101 | 251 | 25 | 172 | 25 | 33 | 14 | 27 | 0 | 196 | 0 | 18 | 866 |
| | B | 232 | 0 | 113 | 202 | 20 | 138 | 20 | 26 | 0 | 6 | 0 | 158 | 0 | 15 | 930 |
| | C | 81 | 25 | 0 | 55 | 6 | 38 | 6 | 7 | 0 | 0 | 0 | 43 | 0 | 4 | 265 |
| | D | 233 | 91 | 58 | 0 | 30 | 455 | 67 | 87 | 9 | 25 | 0 | 521 | 1 | 48 | 1625 |
| | E | 31 | 12 | 8 | 42 | 0 | 41 | 6 | 8 | 0 | 0 | 0 | 46 | 0 | 4 | 198 |
| | F | 118 | 46 | 29 | 222 | 12 | 0 | 29 | 38 | 0 | 0 | 0 | 226 | 0 | 21 | 741 |
| | G | 24 | 9 | 6 | 44 | 2 | 45 | 0 | 8 | 0 | 0 | 0 | 48 | 0 | 5 | 191 |
| | H | 11 | 4 | 3 | 21 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 3 | 99 |
| | I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| | J | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 17 |
| | K | 33 | 13 | 8 | 63 | 3 | 64 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 14 | 207 |
| | L | 251 | 98 | 62 | 472 | 26 | 481 | 8 | 0 | 5 | 38 | 11 | 0 | 88 | 263 | 1803 |
| | M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 |
| | N | 60 | 24 | 15 | 113 | 6 | 115 | 2 | 0 | 15 | 36 | 37 | 542 | 0 | 0 | 965 |
| | Tot. | 1087 | 327 | 403 | 1496 | 131 | 1571 | 164 | 207 | 43 | 132 | 50 | 1830 | 96 | 412 | 7949 |

FG44: 'D31PM OP7 B1C'

Desired Flow :

| | Destination | | | | | | | | | | | | | | | |
|--------|-------------|------|-----|-----|------|-----|------|-----|-----|----|----|----|------|-----|------|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. | |
| Origin | A | 0 | 103 | 110 | 238 | 29 | 148 | 22 | 29 | 24 | 3 | 0 | 171 | 0 | 32 | 909 |
| | B | 178 | 0 | 88 | 158 | 19 | 98 | 15 | 19 | 0 | 1 | 0 | 113 | 0 | 21 | 710 |
| | C | 68 | 37 | 0 | 192 | 23 | 120 | 18 | 24 | 0 | 0 | 0 | 138 | 0 | 26 | 646 |
| | D | 284 | 154 | 75 | 0 | 48 | 338 | 50 | 67 | 16 | 4 | 0 | 390 | 0 | 73 | 1499 |
| | E | 39 | 21 | 10 | 35 | 1 | 23 | 3 | 4 | 0 | 0 | 0 | 26 | 0 | 5 | 167 |
| | F | 240 | 130 | 63 | 375 | 19 | 0 | 62 | 82 | 0 | 0 | 0 | 480 | 0 | 90 | 1541 |
| | G | 21 | 11 | 5 | 33 | 2 | 31 | 0 | 3 | 0 | 0 | 0 | 18 | 0 | 3 | 127 |
| | H | 13 | 7 | 3 | 20 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 44 | 0 | 8 | 116 |
| | I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| | J | 27 | 6 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 36 | 130 |
| | K | 35 | 19 | 9 | 55 | 3 | 51 | 3 | 0 | 0 | 0 | 0 | 14 | 4 | 41 | 234 |
| | L | 251 | 136 | 66 | 393 | 20 | 370 | 24 | 0 | 8 | 5 | 20 | 2 | 108 | 476 | 1879 |
| | M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| | N | 51 | 28 | 13 | 80 | 4 | 75 | 5 | 0 | 25 | 3 | 34 | 312 | 24 | 1 | 655 |
| | Tot. | 1221 | 652 | 442 | 1613 | 169 | 1273 | 203 | 228 | 73 | 16 | 55 | 1753 | 136 | 830 | 8664 |

FG45: 'D31AM SEPR OP7 B1C'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 5 | 110 | 247 | 27 | 236 | 29 | 31 | 14 | 27 | 0 | 131 | 0 | 23 | 880 |
| B | 248 | 0 | 115 | 177 | 19 | 169 | 21 | 22 | 0 | 6 | 0 | 94 | 0 | 16 | 887 |
| C | 83 | 23 | 0 | 54 | 6 | 52 | 6 | 7 | 0 | 0 | 0 | 29 | 0 | 5 | 265 |
| D | 259 | 93 | 57 | 0 | 30 | 324 | 39 | 42 | 9 | 25 | 0 | 180 | 1 | 31 | 1090 |
| E | 33 | 12 | 7 | 42 | 0 | 55 | 7 | 7 | 0 | 0 | 0 | 31 | 0 | 5 | 199 |
| F | 152 | 55 | 33 | 173 | 15 | 0 | 42 | 46 | 0 | 0 | 0 | 194 | 1 | 33 | 744 |
| G | 23 | 8 | 5 | 27 | 2 | 48 | 0 | 5 | 0 | 0 | 0 | 21 | 0 | 4 | 143 |
| H | 13 | 5 | 3 | 15 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 6 | 103 |
| I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| J | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 17 |
| K | 28 | 10 | 6 | 32 | 3 | 57 | 1 | 0 | 0 | 0 | 0 | 2 | 8 | 9 | 156 |
| L | 232 | 84 | 51 | 265 | 23 | 481 | 9 | 0 | 5 | 38 | 18 | 0 | 75 | 292 | 1573 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 |
| N | 63 | 23 | 14 | 71 | 6 | 130 | 2 | 0 | 15 | 36 | 48 | 566 | 13 | 0 | 987 |
| Tot. | 1147 | 319 | 401 | 1114 | 132 | 1579 | 156 | 160 | 43 | 132 | 68 | 1296 | 98 | 441 | 7086 |

FG46: 'D31PM SEPR OP7 B1C'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|----|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 129 | 114 | 225 | 29 | 186 | 23 | 32 | 24 | 3 | 0 | 112 | 0 | 40 | 917 |
| B | 202 | 0 | 89 | 142 | 18 | 117 | 14 | 20 | 0 | 1 | 0 | 70 | 0 | 25 | 698 |
| C | 69 | 37 | 0 | 188 | 24 | 155 | 19 | 27 | 0 | 0 | 0 | 93 | 0 | 33 | 645 |
| D | 267 | 135 | 70 | 0 | 49 | 238 | 30 | 41 | 16 | 4 | 0 | 143 | 0 | 51 | 1044 |
| E | 40 | 20 | 11 | 35 | 1 | 29 | 4 | 5 | 0 | 0 | 0 | 17 | 0 | 6 | 168 |
| F | 273 | 138 | 72 | 320 | 21 | 0 | 79 | 110 | 0 | 0 | 0 | 382 | 0 | 136 | 1531 |
| G | 20 | 10 | 5 | 24 | 2 | 32 | 0 | 4 | 0 | 0 | 0 | 15 | 0 | 5 | 117 |
| H | 13 | 7 | 4 | 16 | 1 | 21 | 1 | 0 | 0 | 0 | 0 | 39 | 0 | 14 | 116 |
| I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| J | 27 | 6 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 36 | 130 |
| K | 32 | 16 | 8 | 38 | 3 | 52 | 3 | 0 | 0 | 0 | 0 | 16 | 5 | 29 | 202 |
| L | 227 | 115 | 60 | 266 | 18 | 364 | 24 | 0 | 8 | 5 | 22 | 0 | 105 | 502 | 1716 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 47 | 24 | 12 | 55 | 4 | 75 | 5 | 0 | 25 | 3 | 33 | 331 | 24 | 1 | 639 |
| Tot. | 1231 | 637 | 445 | 1343 | 170 | 1269 | 202 | 239 | 73 | 16 | 56 | 1263 | 134 | 896 | 7974 |

FG47: 'D26AM OP7 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 5 | 82 | 247 | 31 | 184 | 25 | 24 | 14 | 30 | 0 | 182 | 1 | 20 | 845 |
| B | 336 | 0 | 93 | 167 | 21 | 125 | 17 | 16 | 0 | 7 | 0 | 123 | 0 | 13 | 918 |
| C | 48 | 13 | 0 | 30 | 4 | 23 | 3 | 3 | 0 | 0 | 0 | 22 | 0 | 2 | 148 |
| D | 220 | 86 | 44 | 0 | 33 | 429 | 58 | 57 | 9 | 25 | 0 | 424 | 1 | 46 | 1432 |
| E | 36 | 14 | 7 | 43 | 0 | 42 | 6 | 6 | 0 | 0 | 0 | 41 | 0 | 4 | 199 |
| F | 109 | 43 | 22 | 198 | 11 | 0 | 23 | 23 | 0 | 0 | 0 | 169 | 0 | 18 | 616 |
| G | 24 | 9 | 5 | 44 | 3 | 44 | 0 | 3 | 0 | 0 | 0 | 21 | 0 | 2 | 155 |
| H | 6 | 2 | 1 | 11 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 6 | 95 |
| I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| J | 4 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 18 |
| K | 22 | 8 | 4 | 39 | 2 | 40 | 1 | 0 | 0 | 0 | 0 | 5 | 27 | 24 | 172 |
| L | 183 | 72 | 37 | 332 | 19 | 337 | 5 | 0 | 5 | 39 | 33 | 1 | 203 | 145 | 1411 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| N | 24 | 9 | 5 | 43 | 2 | 44 | 1 | 0 | 15 | 39 | 35 | 208 | 0 | 1 | 426 |
| Tot. | 1022 | 262 | 300 | 1164 | 127 | 1279 | 139 | 132 | 43 | 140 | 68 | 1261 | 232 | 298 | 6467 |

FG48: 'D26PM OP7 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|---|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 136 | 68 | 243 | 35 | 131 | 22 | 39 | 24 | 1 | 0 | 157 | 0 | 31 | 887 |
| B | 187 | 0 | 55 | 170 | 24 | 91 | 15 | 27 | 0 | 0 | 0 | 110 | 0 | 22 | 701 |
| C | 66 | 34 | 0 | 153 | 22 | 82 | 14 | 24 | 0 | 0 | 0 | 99 | 0 | 20 | 514 |
| D | 244 | 115 | 50 | 0 | 52 | 297 | 50 | 88 | 16 | 1 | 0 | 357 | 0 | 70 | 1340 |
| E | 48 | 23 | 10 | 38 | 1 | 21 | 4 | 6 | 0 | 0 | 0 | 25 | 0 | 5 | 181 |
| F | 242 | 115 | 49 | 379 | 22 | 0 | 56 | 99 | 0 | 0 | 0 | 399 | 0 | 79 | 1440 |
| G | 23 | 11 | 5 | 36 | 2 | 28 | 0 | 3 | 0 | 0 | 0 | 14 | 0 | 3 | 125 |
| H | 14 | 7 | 3 | 22 | 1 | 17 | 1 | 0 | 0 | 0 | 0 | 42 | 0 | 8 | 115 |
| I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| J | 19 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 | 93 |
| K | 28 | 13 | 6 | 44 | 3 | 33 | 2 | 0 | 0 | 0 | 0 | 14 | 4 | 40 | 187 |
| L | 275 | 130 | 56 | 430 | 25 | 329 | 23 | 0 | 8 | 2 | 19 | 2 | 40 | 466 | 1805 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 43 | 20 | 9 | 67 | 4 | 51 | 4 | 0 | 25 | 2 | 29 | 310 | 22 | 1 | 587 |
| Tot. | 1203 | 609 | 311 | 1609 | 191 | 1080 | 191 | 286 | 73 | 6 | 49 | 1563 | 66 | 789 | 8026 |

FG49: 'D31AM OP7 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 4 | 101 | 251 | 25 | 172 | 25 | 33 | 14 | 30 | 0 | 196 | 0 | 18 | 869 |
| B | 232 | 0 | 113 | 202 | 20 | 138 | 20 | 26 | 0 | 7 | 0 | 158 | 0 | 15 | 931 |
| C | 81 | 25 | 0 | 55 | 6 | 38 | 6 | 7 | 0 | 0 | 0 | 43 | 0 | 4 | 265 |
| D | 233 | 91 | 58 | 0 | 30 | 455 | 67 | 87 | 9 | 25 | 0 | 521 | 1 | 48 | 1625 |
| E | 31 | 12 | 8 | 42 | 0 | 41 | 6 | 8 | 0 | 0 | 0 | 46 | 0 | 4 | 198 |
| F | 118 | 46 | 29 | 222 | 12 | 0 | 29 | 38 | 0 | 0 | 0 | 226 | 0 | 21 | 741 |
| G | 24 | 9 | 6 | 44 | 2 | 45 | 0 | 8 | 0 | 0 | 0 | 48 | 0 | 5 | 191 |
| H | 11 | 4 | 3 | 21 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 3 | 99 |
| I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| J | 4 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 18 |
| K | 33 | 13 | 8 | 63 | 3 | 64 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 14 | 207 |
| L | 251 | 98 | 62 | 472 | 26 | 481 | 8 | 0 | 5 | 39 | 11 | 0 | 88 | 263 | 1804 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 |
| N | 60 | 24 | 15 | 113 | 6 | 115 | 2 | 0 | 15 | 39 | 37 | 542 | 0 | 0 | 968 |
| Tot. | 1088 | 327 | 403 | 1495 | 131 | 1571 | 164 | 207 | 43 | 140 | 50 | 1830 | 96 | 413 | 7958 |

FG50: 'D31PM OP7 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|---|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 103 | 110 | 238 | 29 | 148 | 22 | 29 | 24 | 1 | 0 | 171 | 0 | 32 | 907 |
| B | 178 | 0 | 88 | 158 | 19 | 98 | 15 | 19 | 0 | 0 | 0 | 113 | 0 | 21 | 709 |
| C | 68 | 37 | 0 | 192 | 23 | 120 | 18 | 24 | 0 | 0 | 0 | 138 | 0 | 26 | 646 |
| D | 284 | 154 | 75 | 0 | 48 | 338 | 50 | 67 | 16 | 1 | 0 | 390 | 0 | 73 | 1496 |
| E | 39 | 21 | 10 | 35 | 1 | 23 | 3 | 4 | 0 | 0 | 0 | 26 | 0 | 5 | 167 |
| F | 240 | 130 | 63 | 375 | 19 | 0 | 62 | 82 | 0 | 0 | 0 | 480 | 0 | 90 | 1541 |
| G | 21 | 11 | 5 | 33 | 2 | 31 | 0 | 3 | 0 | 0 | 0 | 18 | 0 | 3 | 127 |
| H | 13 | 7 | 3 | 20 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 44 | 0 | 8 | 116 |
| I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| J | 19 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 | 93 |
| K | 35 | 19 | 9 | 55 | 3 | 51 | 3 | 0 | 0 | 0 | 0 | 14 | 4 | 41 | 234 |
| L | 251 | 136 | 66 | 393 | 20 | 370 | 24 | 0 | 8 | 2 | 20 | 2 | 108 | 476 | 1876 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 51 | 28 | 13 | 80 | 4 | 75 | 5 | 0 | 25 | 2 | 34 | 312 | 24 | 1 | 654 |
| Tot. | 1213 | 651 | 442 | 1606 | 169 | 1273 | 203 | 228 | 73 | 6 | 55 | 1742 | 136 | 820 | 8617 |

FG51: 'D31AM SEPR OP7 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 5 | 110 | 247 | 27 | 236 | 29 | 31 | 14 | 30 | 0 | 131 | 0 | 23 | 883 |
| B | 248 | 0 | 115 | 177 | 19 | 169 | 21 | 22 | 0 | 7 | 0 | 94 | 0 | 16 | 888 |
| C | 83 | 23 | 0 | 54 | 6 | 52 | 6 | 7 | 0 | 0 | 0 | 29 | 0 | 5 | 265 |
| D | 259 | 93 | 57 | 0 | 30 | 324 | 39 | 42 | 9 | 25 | 0 | 180 | 1 | 31 | 1090 |
| E | 33 | 12 | 7 | 42 | 0 | 55 | 7 | 7 | 0 | 0 | 0 | 31 | 0 | 5 | 199 |
| F | 152 | 55 | 33 | 173 | 15 | 0 | 42 | 46 | 0 | 0 | 0 | 194 | 1 | 33 | 744 |
| G | 23 | 8 | 5 | 27 | 2 | 48 | 0 | 5 | 0 | 0 | 0 | 21 | 0 | 4 | 143 |
| H | 13 | 5 | 3 | 15 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 6 | 103 |
| I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| J | 4 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 18 |
| K | 28 | 10 | 6 | 32 | 3 | 57 | 1 | 0 | 0 | 0 | 0 | 2 | 8 | 9 | 156 |
| L | 232 | 84 | 51 | 265 | 23 | 481 | 9 | 0 | 5 | 39 | 18 | 0 | 75 | 292 | 1574 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 |
| N | 63 | 23 | 14 | 71 | 6 | 130 | 2 | 0 | 15 | 39 | 48 | 566 | 13 | 0 | 990 |
| Tot. | 1148 | 319 | 401 | 1113 | 132 | 1579 | 156 | 160 | 43 | 140 | 68 | 1296 | 98 | 442 | 7095 |

FG52: 'D31PM SEPR OP7 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|---|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 129 | 114 | 225 | 29 | 186 | 23 | 32 | 24 | 1 | 0 | 112 | 0 | 40 | 915 |
| B | 202 | 0 | 89 | 142 | 18 | 117 | 14 | 20 | 0 | 0 | 0 | 70 | 0 | 25 | 697 |
| C | 69 | 37 | 0 | 188 | 24 | 155 | 19 | 27 | 0 | 0 | 0 | 93 | 0 | 33 | 645 |
| D | 267 | 135 | 70 | 0 | 49 | 238 | 30 | 41 | 16 | 1 | 0 | 143 | 0 | 51 | 1041 |
| E | 40 | 20 | 11 | 35 | 1 | 29 | 4 | 5 | 0 | 0 | 0 | 17 | 0 | 6 | 168 |
| F | 273 | 138 | 72 | 320 | 21 | 0 | 79 | 110 | 0 | 0 | 0 | 382 | 0 | 136 | 1531 |
| G | 20 | 10 | 5 | 24 | 2 | 32 | 0 | 4 | 0 | 0 | 0 | 15 | 0 | 5 | 117 |
| H | 13 | 7 | 4 | 16 | 1 | 21 | 1 | 0 | 0 | 0 | 0 | 39 | 0 | 14 | 116 |
| I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| J | 19 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 | 93 |
| K | 32 | 16 | 8 | 38 | 3 | 52 | 3 | 0 | 0 | 0 | 0 | 16 | 5 | 29 | 202 |
| L | 227 | 115 | 60 | 266 | 18 | 364 | 24 | 0 | 8 | 2 | 22 | 0 | 105 | 502 | 1713 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 47 | 24 | 12 | 55 | 4 | 75 | 5 | 0 | 25 | 2 | 33 | 331 | 24 | 1 | 638 |
| Tot. | 1223 | 636 | 445 | 1336 | 170 | 1269 | 202 | 239 | 73 | 6 | 56 | 1252 | 134 | 886 | 7927 |

FG53: 'D26AM OP8 B1C'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 5 | 82 | 247 | 31 | 184 | 25 | 24 | 14 | 44 | 0 | 182 | 1 | 20 | 859 |
| B | 336 | 0 | 93 | 167 | 21 | 125 | 17 | 16 | 0 | 10 | 0 | 123 | 0 | 13 | 921 |
| C | 48 | 13 | 0 | 30 | 4 | 23 | 3 | 3 | 0 | 0 | 0 | 22 | 0 | 2 | 148 |
| D | 220 | 86 | 44 | 0 | 33 | 429 | 58 | 57 | 9 | 41 | 0 | 424 | 1 | 46 | 1448 |
| E | 36 | 14 | 7 | 43 | 0 | 42 | 6 | 6 | 0 | 0 | 0 | 41 | 0 | 4 | 199 |
| F | 109 | 43 | 22 | 198 | 11 | 0 | 23 | 23 | 0 | 0 | 0 | 169 | 0 | 18 | 616 |
| G | 24 | 9 | 5 | 44 | 3 | 44 | 0 | 3 | 0 | 0 | 0 | 21 | 0 | 2 | 155 |
| H | 6 | 2 | 1 | 11 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 6 | 95 |
| I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| J | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 27 |
| K | 22 | 8 | 4 | 39 | 2 | 40 | 1 | 0 | 0 | 0 | 0 | 5 | 27 | 24 | 172 |
| L | 183 | 72 | 37 | 332 | 19 | 337 | 5 | 0 | 5 | 62 | 33 | 1 | 203 | 145 | 1434 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| N | 24 | 9 | 5 | 43 | 2 | 44 | 1 | 0 | 15 | 58 | 35 | 208 | 0 | 1 | 445 |
| Tot. | 1023 | 262 | 300 | 1167 | 127 | 1279 | 139 | 132 | 43 | 215 | 68 | 1265 | 232 | 299 | 6551 |

FG54: 'D26PM OP8 B1C'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|----|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 136 | 68 | 243 | 35 | 131 | 22 | 39 | 24 | 4 | 0 | 157 | 0 | 31 | 890 |
| B | 187 | 0 | 55 | 170 | 24 | 91 | 15 | 27 | 0 | 1 | 0 | 110 | 0 | 22 | 702 |
| C | 66 | 34 | 0 | 153 | 22 | 82 | 14 | 24 | 0 | 0 | 0 | 99 | 0 | 20 | 514 |
| D | 244 | 115 | 50 | 0 | 52 | 297 | 50 | 88 | 16 | 6 | 0 | 357 | 0 | 70 | 1345 |
| E | 48 | 23 | 10 | 38 | 1 | 21 | 4 | 6 | 0 | 0 | 0 | 25 | 0 | 5 | 181 |
| F | 242 | 115 | 49 | 379 | 22 | 0 | 56 | 99 | 0 | 0 | 0 | 399 | 0 | 79 | 1440 |
| G | 23 | 11 | 5 | 36 | 2 | 28 | 0 | 3 | 0 | 0 | 0 | 14 | 0 | 3 | 125 |
| H | 14 | 7 | 3 | 22 | 1 | 17 | 1 | 0 | 0 | 0 | 0 | 42 | 0 | 8 | 115 |
| I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| J | 43 | 10 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 57 | 209 |
| K | 28 | 13 | 6 | 44 | 3 | 33 | 2 | 0 | 0 | 0 | 0 | 14 | 4 | 40 | 187 |
| L | 275 | 130 | 56 | 430 | 25 | 329 | 23 | 0 | 8 | 8 | 19 | 2 | 40 | 466 | 1811 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 43 | 20 | 9 | 67 | 4 | 51 | 4 | 0 | 25 | 5 | 29 | 310 | 22 | 1 | 590 |
| Tot. | 1227 | 614 | 311 | 1631 | 191 | 1080 | 191 | 286 | 73 | 24 | 49 | 1597 | 66 | 820 | 8160 |

FG55: 'D31AM OP8 B1C'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 4 | 101 | 251 | 25 | 172 | 25 | 33 | 14 | 44 | 0 | 196 | 0 | 18 | 883 |
| B | 232 | 0 | 113 | 202 | 20 | 138 | 20 | 26 | 0 | 10 | 0 | 158 | 0 | 15 | 934 |
| C | 81 | 25 | 0 | 55 | 6 | 38 | 6 | 7 | 0 | 0 | 0 | 43 | 0 | 4 | 265 |
| D | 233 | 91 | 58 | 0 | 30 | 455 | 67 | 87 | 9 | 41 | 0 | 521 | 1 | 48 | 1641 |
| E | 31 | 12 | 8 | 42 | 0 | 41 | 6 | 8 | 0 | 0 | 0 | 46 | 0 | 4 | 198 |
| F | 118 | 46 | 29 | 222 | 12 | 0 | 29 | 38 | 0 | 0 | 0 | 226 | 0 | 21 | 741 |
| G | 24 | 9 | 6 | 44 | 2 | 45 | 0 | 8 | 0 | 0 | 0 | 48 | 0 | 5 | 191 |
| H | 11 | 4 | 3 | 21 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 3 | 99 |
| I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| J | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 27 |
| K | 33 | 13 | 8 | 63 | 3 | 64 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 14 | 207 |
| L | 251 | 98 | 62 | 472 | 26 | 481 | 8 | 0 | 5 | 62 | 11 | 0 | 88 | 263 | 1827 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 |
| N | 60 | 24 | 15 | 113 | 6 | 115 | 2 | 0 | 15 | 58 | 37 | 542 | 0 | 0 | 987 |
| Tot. | 1089 | 327 | 403 | 1498 | 131 | 1571 | 164 | 207 | 43 | 215 | 50 | 1834 | 96 | 414 | 8042 |

FG56: 'D31PM OP8 B1C'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|----|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 103 | 110 | 238 | 29 | 148 | 22 | 29 | 24 | 4 | 0 | 171 | 0 | 32 | 910 |
| B | 178 | 0 | 88 | 158 | 19 | 98 | 15 | 19 | 0 | 1 | 0 | 113 | 0 | 21 | 710 |
| C | 68 | 37 | 0 | 192 | 23 | 120 | 18 | 24 | 0 | 0 | 0 | 138 | 0 | 26 | 646 |
| D | 284 | 154 | 75 | 0 | 48 | 338 | 50 | 67 | 16 | 6 | 0 | 390 | 0 | 73 | 1501 |
| E | 39 | 21 | 10 | 35 | 1 | 23 | 3 | 4 | 0 | 0 | 0 | 26 | 0 | 5 | 167 |
| F | 240 | 130 | 63 | 375 | 19 | 0 | 62 | 82 | 0 | 0 | 0 | 480 | 0 | 90 | 1541 |
| G | 21 | 11 | 5 | 33 | 2 | 31 | 0 | 3 | 0 | 0 | 0 | 18 | 0 | 3 | 127 |
| H | 13 | 7 | 3 | 20 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 44 | 0 | 8 | 116 |
| I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| J | 43 | 10 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 57 | 209 |
| K | 35 | 19 | 9 | 55 | 3 | 51 | 3 | 0 | 0 | 0 | 0 | 14 | 4 | 41 | 234 |
| L | 251 | 136 | 66 | 393 | 20 | 370 | 24 | 0 | 8 | 8 | 20 | 2 | 108 | 476 | 1882 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 51 | 28 | 13 | 80 | 4 | 75 | 5 | 0 | 25 | 5 | 34 | 312 | 24 | 1 | 657 |
| Tot. | 1237 | 656 | 442 | 1628 | 169 | 1273 | 203 | 228 | 73 | 24 | 55 | 1776 | 136 | 851 | 8751 |

FG57: 'D31AM SEPR OP8 B1C'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 5 | 110 | 247 | 27 | 236 | 29 | 31 | 14 | 44 | 0 | 131 | 0 | 23 | 897 |
| B | 248 | 0 | 115 | 177 | 19 | 169 | 21 | 22 | 0 | 10 | 0 | 94 | 0 | 16 | 891 |
| C | 83 | 23 | 0 | 54 | 6 | 52 | 6 | 7 | 0 | 0 | 0 | 29 | 0 | 5 | 265 |
| D | 259 | 93 | 57 | 0 | 30 | 324 | 39 | 42 | 9 | 41 | 0 | 180 | 1 | 31 | 1106 |
| E | 33 | 12 | 7 | 42 | 0 | 55 | 7 | 7 | 0 | 0 | 0 | 31 | 0 | 5 | 199 |
| F | 152 | 55 | 33 | 173 | 15 | 0 | 42 | 46 | 0 | 0 | 0 | 194 | 1 | 33 | 744 |
| G | 23 | 8 | 5 | 27 | 2 | 48 | 0 | 5 | 0 | 0 | 0 | 21 | 0 | 4 | 143 |
| H | 13 | 5 | 3 | 15 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 6 | 103 |
| I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| J | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 27 |
| K | 28 | 10 | 6 | 32 | 3 | 57 | 1 | 0 | 0 | 0 | 0 | 2 | 8 | 9 | 156 |
| L | 232 | 84 | 51 | 265 | 23 | 481 | 9 | 0 | 5 | 62 | 18 | 0 | 75 | 292 | 1597 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 |
| N | 63 | 23 | 14 | 71 | 6 | 130 | 2 | 0 | 15 | 58 | 48 | 566 | 13 | 0 | 1009 |
| Tot. | 1149 | 319 | 401 | 1116 | 132 | 1579 | 156 | 160 | 43 | 215 | 68 | 1300 | 98 | 443 | 7179 |

FG58: 'D31PM SEPR OP8 B1C'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|----|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 129 | 114 | 225 | 29 | 186 | 23 | 32 | 24 | 4 | 0 | 112 | 0 | 40 | 918 |
| B | 202 | 0 | 89 | 142 | 18 | 117 | 14 | 20 | 0 | 1 | 0 | 70 | 0 | 25 | 698 |
| C | 69 | 37 | 0 | 188 | 24 | 155 | 19 | 27 | 0 | 0 | 0 | 93 | 0 | 33 | 645 |
| D | 267 | 135 | 70 | 0 | 49 | 238 | 30 | 41 | 16 | 6 | 0 | 143 | 0 | 51 | 1046 |
| E | 40 | 20 | 11 | 35 | 1 | 29 | 4 | 5 | 0 | 0 | 0 | 17 | 0 | 6 | 168 |
| F | 273 | 138 | 72 | 320 | 21 | 0 | 79 | 110 | 0 | 0 | 0 | 382 | 0 | 136 | 1531 |
| G | 20 | 10 | 5 | 24 | 2 | 32 | 0 | 4 | 0 | 0 | 0 | 15 | 0 | 5 | 117 |
| H | 13 | 7 | 4 | 16 | 1 | 21 | 1 | 0 | 0 | 0 | 0 | 39 | 0 | 14 | 116 |
| I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| J | 43 | 10 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 57 | 209 |
| K | 32 | 16 | 8 | 38 | 3 | 52 | 3 | 0 | 0 | 0 | 0 | 16 | 5 | 29 | 202 |
| L | 227 | 115 | 60 | 266 | 18 | 364 | 24 | 0 | 8 | 8 | 22 | 0 | 105 | 502 | 1719 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 47 | 24 | 12 | 55 | 4 | 75 | 5 | 0 | 25 | 5 | 33 | 331 | 24 | 1 | 641 |
| Tot. | 1247 | 641 | 445 | 1358 | 170 | 1269 | 202 | 239 | 73 | 24 | 56 | 1286 | 134 | 917 | 8061 |

FG59: 'D26AM OP8 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 5 | 82 | 247 | 31 | 184 | 25 | 24 | 14 | 48 | 0 | 182 | 1 | 20 | 863 |
| B | 336 | 0 | 93 | 167 | 21 | 125 | 17 | 16 | 0 | 11 | 0 | 123 | 0 | 13 | 922 |
| C | 48 | 13 | 0 | 30 | 4 | 23 | 3 | 3 | 0 | 0 | 0 | 22 | 0 | 2 | 148 |
| D | 220 | 86 | 44 | 0 | 33 | 429 | 58 | 57 | 9 | 41 | 0 | 424 | 1 | 46 | 1448 |
| E | 36 | 14 | 7 | 43 | 0 | 42 | 6 | 6 | 0 | 0 | 0 | 41 | 0 | 4 | 199 |
| F | 109 | 43 | 22 | 198 | 11 | 0 | 23 | 23 | 0 | 0 | 0 | 169 | 0 | 18 | 616 |
| G | 24 | 9 | 5 | 44 | 3 | 44 | 0 | 3 | 0 | 0 | 0 | 21 | 0 | 2 | 155 |
| H | 6 | 2 | 1 | 11 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 6 | 95 |
| I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| J | 6 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 28 |
| K | 22 | 8 | 4 | 39 | 2 | 40 | 1 | 0 | 0 | 0 | 0 | 5 | 27 | 24 | 172 |
| L | 183 | 72 | 37 | 332 | 19 | 337 | 5 | 0 | 5 | 63 | 33 | 1 | 203 | 145 | 1435 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| N | 24 | 9 | 5 | 43 | 2 | 44 | 1 | 0 | 15 | 63 | 35 | 208 | 0 | 1 | 450 |
| Tot. | 1024 | 262 | 300 | 1166 | 127 | 1279 | 139 | 132 | 43 | 226 | 68 | 1264 | 232 | 301 | 6563 |

FG60: 'D26PM OP8 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|----|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 136 | 68 | 243 | 35 | 131 | 22 | 39 | 24 | 2 | 0 | 157 | 0 | 31 | 888 |
| B | 187 | 0 | 55 | 170 | 24 | 91 | 15 | 27 | 0 | 0 | 0 | 110 | 0 | 22 | 701 |
| C | 66 | 34 | 0 | 153 | 22 | 82 | 14 | 24 | 0 | 0 | 0 | 99 | 0 | 20 | 514 |
| D | 244 | 115 | 50 | 0 | 52 | 297 | 50 | 88 | 16 | 2 | 0 | 357 | 0 | 70 | 1341 |
| E | 48 | 23 | 10 | 38 | 1 | 21 | 4 | 6 | 0 | 0 | 0 | 25 | 0 | 5 | 181 |
| F | 242 | 115 | 49 | 379 | 22 | 0 | 56 | 99 | 0 | 0 | 0 | 399 | 0 | 79 | 1440 |
| G | 23 | 11 | 5 | 36 | 2 | 28 | 0 | 3 | 0 | 0 | 0 | 14 | 0 | 3 | 125 |
| H | 14 | 7 | 3 | 22 | 1 | 17 | 1 | 0 | 0 | 0 | 0 | 42 | 0 | 8 | 115 |
| I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| J | 31 | 7 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 41 | 147 |
| K | 28 | 13 | 6 | 44 | 3 | 33 | 2 | 0 | 0 | 0 | 0 | 14 | 4 | 40 | 187 |
| L | 275 | 130 | 56 | 430 | 25 | 329 | 23 | 0 | 8 | 3 | 19 | 2 | 40 | 466 | 1806 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 43 | 20 | 9 | 67 | 4 | 51 | 4 | 0 | 25 | 3 | 29 | 310 | 22 | 1 | 588 |
| Tot. | 1215 | 611 | 311 | 1619 | 191 | 1080 | 191 | 286 | 73 | 10 | 49 | 1578 | 66 | 804 | 8084 |

FG61: 'D31AM OP8 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 4 | 101 | 251 | 25 | 172 | 25 | 33 | 14 | 48 | 0 | 196 | 0 | 18 | 887 |
| B | 232 | 0 | 113 | 202 | 20 | 138 | 20 | 26 | 0 | 11 | 0 | 158 | 0 | 15 | 935 |
| C | 81 | 25 | 0 | 55 | 6 | 38 | 6 | 7 | 0 | 0 | 0 | 43 | 0 | 4 | 265 |
| D | 233 | 91 | 58 | 0 | 30 | 455 | 67 | 87 | 9 | 41 | 0 | 521 | 1 | 48 | 1641 |
| E | 31 | 12 | 8 | 42 | 0 | 41 | 6 | 8 | 0 | 0 | 0 | 46 | 0 | 4 | 198 |
| F | 118 | 46 | 29 | 222 | 12 | 0 | 29 | 38 | 0 | 0 | 0 | 226 | 0 | 21 | 741 |
| G | 24 | 9 | 6 | 44 | 2 | 45 | 0 | 8 | 0 | 0 | 0 | 48 | 0 | 5 | 191 |
| H | 11 | 4 | 3 | 21 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 3 | 99 |
| I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| J | 6 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 28 |
| K | 33 | 13 | 8 | 63 | 3 | 64 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 14 | 207 |
| L | 251 | 98 | 62 | 472 | 26 | 481 | 8 | 0 | 5 | 63 | 11 | 0 | 88 | 263 | 1828 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 |
| N | 60 | 24 | 15 | 113 | 6 | 115 | 2 | 0 | 15 | 63 | 37 | 542 | 0 | 0 | 992 |
| Tot. | 1090 | 327 | 403 | 1497 | 131 | 1571 | 164 | 207 | 43 | 226 | 50 | 1833 | 96 | 416 | 8054 |

FG62: 'D31PM OP8 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|----|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 103 | 110 | 238 | 29 | 148 | 22 | 29 | 24 | 2 | 0 | 171 | 0 | 32 | 908 |
| B | 178 | 0 | 88 | 158 | 19 | 98 | 15 | 19 | 0 | 0 | 0 | 113 | 0 | 21 | 709 |
| C | 68 | 37 | 0 | 192 | 23 | 120 | 18 | 24 | 0 | 0 | 0 | 138 | 0 | 26 | 646 |
| D | 284 | 154 | 75 | 0 | 48 | 338 | 50 | 67 | 16 | 2 | 0 | 390 | 0 | 73 | 1497 |
| E | 39 | 21 | 10 | 35 | 1 | 23 | 3 | 4 | 0 | 0 | 0 | 26 | 0 | 5 | 167 |
| F | 240 | 130 | 63 | 375 | 19 | 0 | 62 | 82 | 0 | 0 | 0 | 480 | 0 | 90 | 1541 |
| G | 21 | 11 | 5 | 33 | 2 | 31 | 0 | 3 | 0 | 0 | 0 | 18 | 0 | 3 | 127 |
| H | 13 | 7 | 3 | 20 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 44 | 0 | 8 | 116 |
| I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| J | 31 | 7 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 41 | 147 |
| K | 35 | 19 | 9 | 55 | 3 | 51 | 3 | 0 | 0 | 0 | 0 | 14 | 4 | 41 | 234 |
| L | 251 | 136 | 66 | 393 | 20 | 370 | 24 | 0 | 8 | 3 | 20 | 2 | 108 | 476 | 1877 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 51 | 28 | 13 | 80 | 4 | 75 | 5 | 0 | 25 | 3 | 34 | 312 | 24 | 1 | 655 |
| Tot. | 1225 | 653 | 442 | 1616 | 169 | 1273 | 203 | 228 | 73 | 10 | 55 | 1757 | 136 | 835 | 8675 |

FG63: 'D31AM SEPR OP8 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|-----|----|------|----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 5 | 110 | 247 | 27 | 236 | 29 | 31 | 14 | 48 | 0 | 131 | 0 | 23 | 901 |
| B | 248 | 0 | 115 | 177 | 19 | 169 | 21 | 22 | 0 | 11 | 0 | 94 | 0 | 16 | 892 |
| C | 83 | 23 | 0 | 54 | 6 | 52 | 6 | 7 | 0 | 0 | 0 | 29 | 0 | 5 | 265 |
| D | 259 | 93 | 57 | 0 | 30 | 324 | 39 | 42 | 9 | 41 | 0 | 180 | 1 | 31 | 1106 |
| E | 33 | 12 | 7 | 42 | 0 | 55 | 7 | 7 | 0 | 0 | 0 | 31 | 0 | 5 | 199 |
| F | 152 | 55 | 33 | 173 | 15 | 0 | 42 | 46 | 0 | 0 | 0 | 194 | 1 | 33 | 744 |
| G | 23 | 8 | 5 | 27 | 2 | 48 | 0 | 5 | 0 | 0 | 0 | 21 | 0 | 4 | 143 |
| H | 13 | 5 | 3 | 15 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 6 | 103 |
| I | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 31 |
| J | 6 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 28 |
| K | 28 | 10 | 6 | 32 | 3 | 57 | 1 | 0 | 0 | 0 | 0 | 2 | 8 | 9 | 156 |
| L | 232 | 84 | 51 | 265 | 23 | 481 | 9 | 0 | 5 | 63 | 18 | 0 | 75 | 292 | 1598 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 2 | 11 |
| N | 63 | 23 | 14 | 71 | 6 | 130 | 2 | 0 | 15 | 63 | 48 | 566 | 13 | 0 | 1014 |
| Tot. | 1150 | 319 | 401 | 1115 | 132 | 1579 | 156 | 160 | 43 | 226 | 68 | 1299 | 98 | 445 | 7191 |

FG64: 'D31PM SEPR OP8 B1B'

Desired Flow :

| Origin | Destination | | | | | | | | | | | | | | |
|--------|-------------|-----|-----|------|-----|------|-----|-----|----|----|----|------|-----|-----|------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | Tot. |
| A | 0 | 129 | 114 | 225 | 29 | 186 | 23 | 32 | 24 | 2 | 0 | 112 | 0 | 40 | 916 |
| B | 202 | 0 | 89 | 142 | 18 | 117 | 14 | 20 | 0 | 0 | 0 | 70 | 0 | 25 | 697 |
| C | 69 | 37 | 0 | 188 | 24 | 155 | 19 | 27 | 0 | 0 | 0 | 93 | 0 | 33 | 645 |
| D | 267 | 135 | 70 | 0 | 49 | 238 | 30 | 41 | 16 | 2 | 0 | 143 | 0 | 51 | 1042 |
| E | 40 | 20 | 11 | 35 | 1 | 29 | 4 | 5 | 0 | 0 | 0 | 17 | 0 | 6 | 168 |
| F | 273 | 138 | 72 | 320 | 21 | 0 | 79 | 110 | 0 | 0 | 0 | 382 | 0 | 136 | 1531 |
| G | 20 | 10 | 5 | 24 | 2 | 32 | 0 | 4 | 0 | 0 | 0 | 15 | 0 | 5 | 117 |
| H | 13 | 7 | 4 | 16 | 1 | 21 | 1 | 0 | 0 | 0 | 0 | 39 | 0 | 14 | 116 |
| I | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 44 |
| J | 31 | 7 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 41 | 147 |
| K | 32 | 16 | 8 | 38 | 3 | 52 | 3 | 0 | 0 | 0 | 0 | 16 | 5 | 29 | 202 |
| L | 227 | 115 | 60 | 266 | 18 | 364 | 24 | 0 | 8 | 3 | 22 | 0 | 105 | 502 | 1714 |
| M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 7 |
| N | 47 | 24 | 12 | 55 | 4 | 75 | 5 | 0 | 25 | 3 | 33 | 331 | 24 | 1 | 639 |
| Tot. | 1235 | 638 | 445 | 1346 | 170 | 1269 | 202 | 239 | 73 | 10 | 56 | 1267 | 134 | 901 | 7985 |

Stage Timings

Scenario 1: 'B26AM' (FG1: 'B26AM', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 22 | 16 |
| Change Point | 0 | 12 | 39 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 26 | 24 |
| Change Point | 14 | 45 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 21 | 29 |
| Change Point | 11 | 37 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 33 | 42 | 54 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 33 | 7 | 9 |
| Change Point | 36 | 11 | 25 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 72 | 87 | 100 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 72 | 7 | 7 |
| Change Point | 72 | 39 | 54 |

LinSig V1 style report

| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 90.3% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 86.7% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 22 | - | 444 | 1900 | 728 | 61.0% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 22 | - | 455 | 1900 | 728 | 62.5% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 22 | - | 384 | 1900 | 728 | 52.7% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 26 | - | 525 | 1900 | 855 | 61.4% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 26 | - | 413 | 1900 | 855 | 48.3% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 828 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 326 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 58 | 1900 | 253 | 22.9% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 99 | 1900 | 253 | 39.1% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 828 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 326 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 24 | - | 1070 | 1900:1900 | 443+792 | 86.7 : 86.7% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 24 | - | 328 | 1900 | 792 | 41.4% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 199 | Inf | 688 | 28.9% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 21 | - | 111 | 1900 | 697 | 15.9% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 21 | - | 328 | 1900 | 697 | 47.1% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1211 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 686 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 29 | - | 336 | 1900 | 950 | 35.4% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 29 | - | 302 | 1900 | 950 | 31.8% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 29 | - | 652 | 1900:1900 | 922+922 | 35.4 : 35.4% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 16 | - | 326 | 1900 | 538 | 60.6% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 16 | - | 326 | 1900 | 538 | 60.6% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 320 | 1900 | 1900 | 16.8% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 615 | 1900 | 1900 | 32.4% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 15 | 1900 | 1900 | 0.8% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 127 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 339 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 653 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 90.3% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 339 | 1900 | 1298 | 26.1% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 653 | 1900 | 1298 | 50.3% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 300 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 300 | 1900 | 1077 | 27.9% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1196 | 1965:2105 | 924+400 | 90.3 : 90.3% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 369 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 684 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 87 | 1900:1900 | 507+267 | 11.3 : 11.3% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 61 | 1900 | 253 | 24.1% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 444 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 455 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|---|------|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 384 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 77.7% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 200 | 1940 | 1552 | 12.9% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 253 | 2080 | 1664 | 15.2% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 454 | 2080 | 1664 | 27.3% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 9 | - | 476 | 1805:1935 | 300+313 | 77.7 : 77.7% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 336 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 302 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 652 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1036 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 243 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 44 | - | 803 | 1805 | 1354 | 59.3% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 33 | - | 408 | 1940 | 1099 | 37.1% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 33 | - | 577 | 2080 | 1179 | 49.0% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 33 | - | 109 | 2080 | 1179 | 9.2% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 531 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 664 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 132 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 18 | 9 | 123 | 1764 | 559 | 22.0% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 18 | 9 | 110 | 1891 | 599 | 18.4% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 185 | 1830 | 305 | 60.7% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 198 | 1962 | 327 | 60.6% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 74.1% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 89 | - | 531 | 1980 | 1485 | 35.8% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 89 | - | 664 | 2120 | 1590 | 41.8% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 132 | 1805 | 196 | 67.5% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 81 | - | 419 | 1980:1720 | 1341+23 | 30.7 : 30.7% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 81 | - | 842 | 2120 | 1449 | 58.1% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 453 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 930 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 545 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 676 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 139 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 11 | - | 129 | 1741 | 174 | 74.1% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 11 | - | 26 | 1807 | 181 | 14.4% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 21.0% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 95 | Inf | 453 | 21.0% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 545 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 676 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 132 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 508 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 676 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 419 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 842 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 46.7% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 68 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1184 | Inf | 3245 | 36.5% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|--|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 1394 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1253 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 313 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 282 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 1167 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 278 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1261 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | | - | - | - | 1367 | Inf | 2926 | 46.7% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | | - | - | - | 372 | Inf | 1575 | 23.6% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | | - | - | - | 172 | Inf | 1503 | 11.4% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 232 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | | - | - | - | 1 | Inf | 980 | 0.1% |
| 15/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 1448 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | | - | - | - | - | - | - | 17.2% |
| 1/1 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | | - | - | - | 0 | Inf | 977 | 0.0% |
| 3/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 68 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 68 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 68 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | | - | - | - | 172 | Inf | 1000 | 17.2% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 172 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | | - | - | - | 68 | Inf | 1000 | 6.8% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 0 | Inf | 977 | 0.0% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 16.6% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 95 | Inf | 571 | 16.6% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 132 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 95 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 132 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 658 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 850 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 68.2% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1053 | Inf | 2170 | 48.5% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 797 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 261 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1008 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 801 | Inf | 1210 | 66.2% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1496 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 911 | Inf | 1335 | 68.2% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 700 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 6490 | 0 | 0 | 40.3 | 28.2 | 0.0 | 68.5 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 199 | 0 | 0 | 16.1 | 9.5 | 0.0 | 25.6 | - | - | - | - |
| 1/1 | 444 | 444 | - | - | - | 1.1 | 0.8 | - | 1.9 | 15.4 | 4.4 | 0.8 | 5.1 |
| 1/2 | 455 | 455 | - | - | - | 1.2 | 0.8 | - | 2.0 | 15.8 | 4.5 | 0.8 | 5.3 |
| 1/3 | 384 | 384 | - | - | - | 1.0 | 0.6 | - | 1.5 | 14.5 | 4.0 | 0.6 | 4.5 |
| 2/1 | 525 | 525 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.4 | 1.3 | 0.0 | 1.3 |
| 2/2 | 413 | 413 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.8 | 0.6 | 0.0 | 0.6 |
| 3/1 | 828 | 828 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 326 | 326 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 58 | 58 | - | - | - | 0.3 | 0.1 | - | 0.5 | 29.9 | 0.8 | 0.1 | 1.0 |
| 4/2 | 99 | 99 | - | - | - | 0.6 | 0.3 | - | 1.0 | 35.1 | 1.5 | 0.3 | 1.8 |
| 5/1 | 828 | 828 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 326 | 326 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1070 | 1070 | - | - | - | 4.4 | 3.1 | - | 7.5 | 25.4 | 10.3 | 3.1 | 13.4 |
| 6/3 | 328 | 328 | - | - | - | 1.1 | 0.4 | - | 1.5 | 16.2 | 3.8 | 0.4 | 4.2 |
| 7/1 | 199 | 199 | 199 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 4.0 | 0.4 | 0.2 | 0.6 |
| 8/1 | 111 | 111 | - | - | - | 0.4 | 0.1 | - | 0.5 | 15.3 | 1.2 | 0.1 | 1.3 |
| 8/2 | 328 | 328 | - | - | - | 1.7 | 0.4 | - | 2.1 | 23.3 | 5.5 | 0.4 | 5.9 |
| 9/1 | 1211 | 1211 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 686 | 686 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 336 | 336 | - | - | - | 0.6 | 0.3 | - | 0.9 | 9.6 | 3.8 | 0.3 | 4.1 |
| 10/2 | 302 | 302 | - | - | - | 0.6 | 0.2 | - | 0.9 | 10.2 | 2.5 | 0.2 | 2.8 |
| 10/3+10/4 | 652 | 652 | - | - | - | 1.2 | 0.3 | - | 1.5 | 8.0 | 14.9 | 0.3 | 15.1 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 326 | 326 | - | - | - | 0.7 | 0.8 | - | 1.5 | 16.4 | 1.2 | 0.8 | 1.9 |
| 11/2 | 326 | 326 | - | - | - | 0.7 | 0.8 | - | 1.5 | 16.4 | 1.2 | 0.8 | 1.9 |
| 12/1 | 320 | 320 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.1 | 0.0 | 0.1 | 0.1 |
| 12/2 | 615 | 615 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| 12/3 | 15 | 15 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 127 | 127 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 339 | 339 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 653 | 653 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 5.2 | 5.5 | 0.0 | 10.7 | - | - | - | - |
| 1/1 | 339 | 339 | - | - | - | 0.1 | 0.2 | - | 0.2 | 2.4 | 1.1 | 0.2 | 1.3 |
| 1/2 | 653 | 653 | - | - | - | 0.6 | 0.5 | - | 1.1 | 6.2 | 4.8 | 0.5 | 5.3 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 300 | 300 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 300 | 300 | - | - | - | 0.6 | 0.2 | - | 0.8 | 10.0 | 2.8 | 0.2 | 3.0 |
| 4/2+4/3 | 1196 | 1196 | - | - | - | 3.1 | 4.4 | - | 7.5 | 22.5 | 14.4 | 4.4 | 18.8 |
| 5/1 | 369 | 369 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 684 | 684 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 87 | 87 | - | - | - | 0.4 | 0.1 | - | 0.5 | 19.2 | 0.7 | 0.1 | 0.8 |
| 6/3 | 61 | 61 | - | - | - | 0.4 | 0.2 | - | 0.6 | 32.7 | 0.9 | 0.2 | 1.1 |
| 7/1 | 444 | 444 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 455 | 455 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 384 | 384 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 9.7 | 5.4 | 0.0 | 15.1 | - | - | - | - |
| 1/1 | 200 | 200 | - | - | - | 0.1 | 0.1 | - | 0.1 | 2.7 | 0.7 | 0.1 | 0.8 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 253 | 253 | - | - | - | 0.1 | 0.1 | - | 0.2 | 2.7 | 0.9 | 0.1 | 1.0 |
| 1/3 | 454 | 454 | - | - | - | 0.2 | 0.2 | - | 0.4 | 3.0 | 1.9 | 0.2 | 2.1 |
| 1/4+1/5 | 476 | 476 | - | - | - | 3.2 | 1.7 | - | 4.9 | 36.7 | 3.8 | 1.7 | 5.5 |
| 2/1 | 336 | 336 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 302 | 302 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 652 | 652 | - | - | - | 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 | 243 | 243 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 803 | 803 | - | - | - | 0.6 | 0.7 | - | 1.4 | 6.2 | 4.7 | 0.7 | 5.4 |
| 4/2 | 408 | 408 | - | - | - | 0.6 | 0.3 | - | 0.9 | 7.9 | 3.0 | 0.3 | 3.3 |
| 4/3 | 577 | 577 | - | - | - | 1.3 | 0.5 | - | 1.8 | 11.2 | 6.1 | 0.5 | 6.6 |
| 4/4 | 109 | 109 | - | - | - | 0.2 | 0.1 | - | 0.2 | 7.2 | 0.8 | 0.1 | 0.9 |
| 5/1 | 531 | 531 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 664 | 664 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 123 | 123 | - | - | - | 0.5 | 0.1 | - | 0.7 | 19.2 | 1.5 | 0.1 | 1.6 |
| 6/2 | 110 | 110 | - | - | - | 0.5 | 0.1 | - | 0.6 | 18.6 | 1.3 | 0.1 | 1.4 |
| 6/3 | 185 | 185 | - | - | - | 1.2 | 0.8 | - | 2.0 | 38.0 | 2.8 | 0.8 | 3.6 |
| 6/4 | 198 | 198 | - | - | - | 1.3 | 0.8 | - | 2.0 | 37.0 | 3.0 | 0.8 | 3.8 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 9.1 | 4.0 | 0.0 | 13.1 | - | - | - | - |
| 1/1 | 531 | 531 | - | - | - | 0.8 | 0.3 | - | 1.0 | 7.0 | 5.9 | 0.3 | 6.2 |
| 1/2 | 664 | 664 | - | - | - | 1.0 | 0.4 | - | 1.4 | 7.4 | 7.9 | 0.4 | 8.3 |
| 1/3 | 132 | 132 | - | - | - | 1.9 | 1.0 | - | 2.9 | 78.9 | 4.2 | 1.0 | 5.2 |
| 2/2+2/1 | 419 | 419 | - | - | - | 0.9 | 0.2 | - | 1.1 | 9.5 | 5.4 | 0.2 | 5.6 |
| 2/3 | 842 | 842 | - | - | - | 2.3 | 0.7 | - | 3.0 | 12.9 | 14.7 | 0.7 | 15.4 |
| 3/1 | 453 | 453 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 930 | 930 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 545 | 545 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 676 | 676 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 139 | 139 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 129 | 129 | - | - | - | 1.9 | 1.3 | - | 3.2 | 90.2 | 4.2 | 1.3 | 5.5 |
| 6/2 | 26 | 26 | - | - | - | 0.4 | 0.1 | - | 0.4 | 61.0 | 0.8 | 0.1 | 0.9 |
| J5: WendleBury Road | - | - | 95 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 95 | 95 | 95 | 0 | 0 | 0.0 | 0.1 | - | 0.2 | 5.7 | 0.4 | 0.1 | 0.5 |
| 2/1 | 545 | 545 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 676 | 676 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 508 | 508 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 676 | 676 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 419 | 419 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 842 | 842 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3096 | 0 | 0 | 0.0 | 0.9 | 0.0 | 0.9 | - | - | - | - |
| 1/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1184 | 1184 | 1184 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 0.9 | 0.0 | 0.3 | 0.3 |
| 3/1 | 1394 | 1394 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1253 | 1253 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 313 | 313 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 282 | 282 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1167 | 1167 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 278 | 278 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1261 | 1261 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1367 | 1367 | 1367 | 0 | 0 | 0.0 | 0.4 | - | 0.4 | 1.2 | 0.0 | 0.4 | 0.4 |
| 11/1 | 372 | 372 | 372 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 1.5 | 0.0 | 0.2 | 0.2 |
| 12/1 | 172 | 172 | 172 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 1.4 | 0.0 | 0.1 | 0.1 |
| 13/1 | 232 | 232 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 1 | 1 | 1 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| 15/1 | 1448 | 1448 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 240 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 172 | 172 | 172 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 9/1 | 172 | 172 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 68 | 68 | 68 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 95 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 95 | 95 | 95 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 3.8 | 0.0 | 0.1 | 0.1 |
| 2/1 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 95 | 95 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|-----|-----|-----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|-----|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 2765 | 0 | 0 | 0.2 | 2.5 | 0.0 | 2.7 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1053 | 1053 | 1053 | 0 | 0 | 0.1 | 0.5 | - | 0.6 | 2.0 | 7.5 | 0.5 | 8.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 797 | 797 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 261 | 261 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1008 | 1008 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 801 | 801 | 801 | 0 | 0 | 0.0 | 1.0 | - | 1.0 | 4.4 | 0.0 | 1.0 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1496 | 1496 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 911 | 911 | 911 | 0 | 0 | 0.1 | 1.1 | - | 1.2 | 4.6 | 4.6 | 1.1 | 5.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 700 | 700 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>44.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.87</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>3.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.32</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>91.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.81</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-0.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.69</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>15.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.06</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.09</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-0.4</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>68.45</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 44.1 | Total Delay for Signalled Lanes (pcuHr): | 9.87 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 3.9 | Total Delay for Signalled Lanes (pcuHr): | 9.32 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 91.2 | Total Delay for Signalled Lanes (pcuHr): | 5.81 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -0.4 | Total Delay for Signalled Lanes (pcuHr): | 10.69 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 15.9 | Total Delay for Signalled Lanes (pcuHr): | 15.06 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 21.5 | Total Delay for Signalled Lanes (pcuHr): | 13.09 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -0.4 | Total Delay Over All Lanes(pcuHr): | 68.45 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 44.1 | Total Delay for Signalled Lanes (pcuHr): | 9.87 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 3.9 | Total Delay for Signalled Lanes (pcuHr): | 9.32 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 91.2 | Total Delay for Signalled Lanes (pcuHr): | 5.81 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -0.4 | Total Delay for Signalled Lanes (pcuHr): | 10.69 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 15.9 | Total Delay for Signalled Lanes (pcuHr): | 15.06 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 21.5 | Total Delay for Signalled Lanes (pcuHr): | 13.09 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -0.4 | Total Delay Over All Lanes(pcuHr): | 68.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 2: 'B26PM' (FG2: 'B26PM', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 7 | 20 | 18 |
| Change Point | 34 | 46 | 11 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 31 | 19 |
| Change Point | 49 | 25 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 23 | 27 |
| Change Point | 41 | 9 |

C2

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 4 | 13 | 25 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 24 | 7 | 18 |
| Change Point | 24 | 50 | 4 |

C4

| Stage | 1 | 2 | 3 |
|--------------|-----|---|----|
| Duration | 0 | 5 | 81 |
| Change Point | 107 | 2 | 15 |

C5

| Stage | 1 | 2 | 3 |
|--------------|-----|----|----|
| Duration | 72 | 9 | 5 |
| Change Point | 107 | 74 | 91 |

LinSig V1 style report

| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 86.2% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 86.2% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 566 | 1900 | 665 | 85.1% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 496 | 1900 | 665 | 74.6% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 469 | 1900 | 665 | 70.5% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 31 | - | 538 | 1900 | 1013 | 53.1% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 31 | - | 489 | 1900 | 1013 | 48.3% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1094 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 488 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 53 | 1900 | 253 | 20.9% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 75 | 1900 | 253 | 29.6% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1094 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 488 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 19 | - | 1041 | 1900:1900 | 633+633 | 78.2 : 86.2% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 19 | - | 282 | 1900 | 633 | 44.5% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 181 | Inf | 524 | 34.5% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 23 | - | 261 | 1900 | 760 | 34.3% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 23 | - | 282 | 1900 | 760 | 37.1% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1084 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 723 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 27 | - | 519 | 1900 | 887 | 58.5% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 27 | - | 615 | 1900 | 887 | 69.4% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 27 | - | 950 | 1900:1900 | 887+887 | 53.6 : 53.6% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 475 | 1900 | 602 | 78.9% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 475 | 1900 | 602 | 78.9% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 589 | 1900 | 1900 | 31.0% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 869 | 1900 | 1900 | 45.7% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 28 | 1900 | 1900 | 1.5% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 191 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 610 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 929 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 83.8% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 610 | 1900 | 1298 | 47.0% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 929 | 1900 | 1298 | 71.6% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 311 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 311 | 1900 | 1077 | 28.9% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1117 | 1965:2105 | 916+416 | 83.8 : 83.8% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 660 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 979 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 414 | 1900:1900 | 507+297 | 51.5 : 51.5% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 100 | 1900 | 253 | 39.5% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 566 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 496 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|------|---|----|---|-----|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 469 | Inf | Inf | 0.0% |
| J3: Tesco & Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 75.3% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 38 | - | 333 | 1940 | 1261 | 26.4% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 38 | - | 373 | 2080 | 1352 | 27.6% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 38 | - | 571 | 2080 | 1352 | 42.2% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 9 | - | 458 | 1805:1935 | 300+308 | 75.3 : 75.3% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 519 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 615 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 950 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 848 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 232 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 44 | - | 622 | 1805 | 1354 | 45.9% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 24 | - | 462 | 1940 | 808 | 57.2% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 24 | - | 618 | 2080 | 867 | 71.3% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 24 | - | 105 | 2080 | 867 | 12.1% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 769 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 888 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 161 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 27 | 9 | 307 | 1764 | 823 | 37.3% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 27 | 9 | 326 | 1891 | 882 | 36.9% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 18 | - | 428 | 1830 | 579 | 73.9% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 18 | - | 379 | 1962 | 621 | 61.0% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 72.4% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 769 | 1980 | 1518 | 50.7% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 888 | 2120 | 1625 | 54.6% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 14 | - | 161 | 1805 | 226 | 71.4% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 81 | - | 695 | 1980:1720 | 1310+59 | 50.8 : 50.8% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 81 | - | 965 | 2120 | 1449 | 66.6% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 706 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1029 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 780 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 897 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 191 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 105 | 1741 | 145 | 72.4% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 20 | 1807 | 151 | 13.3% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 31.6% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 115 | Inf | 363 | 31.6% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 780 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 897 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 286 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 609 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 897 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 695 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 965 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 64.4% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 49 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1506 | Inf | 3158 | 47.7% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1844 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1532 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 499 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 748 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1487 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 387 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1660 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1795 | Inf | 2787 | 64.4% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 560 | Inf | 1386 | 40.4% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 187 | Inf | 1224 | 15.3% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 66 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 7 | Inf | 590 | 1.2% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2228 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 18.7% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 984 | 0.0% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 49 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 49 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 49 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 187 | Inf | 1000 | 18.7% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 187 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 49 | Inf | 1000 | 4.9% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 0 | Inf | 984 | 0.0% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.4% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 115 | Inf | 537 | 21.4% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 286 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 115 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 286 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 658 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 850 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 79.1% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1639 | Inf | 2072 | 79.1% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1171 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 604 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1170 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 862 | Inf | 1208 | 71.3% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 136 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1428 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | - | - | - | 701 | Inf | 1073 | 65.3% |
| 9/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 702 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 7904 | 0 | 0 | 56.3 | 40.0 | 0.0 | 96.3 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 181 | 0 | 0 | 22.5 | 15.9 | 0.0 | 38.3 | - | - | - | - |
| 1/1 | 566 | 566 | - | - | - | 2.4 | 2.7 | - | 5.1 | 32.2 | 8.7 | 2.7 | 11.4 |
| 1/2 | 496 | 496 | - | - | - | 1.9 | 1.4 | - | 3.4 | 24.5 | 7.2 | 1.4 | 8.6 |
| 1/3 | 469 | 469 | - | - | - | 1.8 | 1.2 | - | 3.0 | 23.2 | 6.7 | 1.2 | 7.9 |
| 2/1 | 538 | 538 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.7 | 0.7 | 0.0 | 0.7 |
| 2/2 | 489 | 489 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.4 | 0.3 | 0.0 | 0.3 |
| 3/1 | 1094 | 1094 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 488 | 488 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 53 | 53 | - | - | - | 0.3 | 0.1 | - | 0.4 | 29.8 | 0.7 | 0.1 | 0.9 |
| 4/2 | 75 | 75 | - | - | - | 0.5 | 0.2 | - | 0.7 | 31.7 | 1.1 | 0.2 | 1.3 |
| 5/1 | 1094 | 1094 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 488 | 488 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1041 | 1041 | - | - | - | 5.3 | 2.3 | - | 7.6 | 26.2 | 8.5 | 2.3 | 10.8 |
| 6/3 | 282 | 282 | - | - | - | 1.2 | 0.4 | - | 1.6 | 20.8 | 3.6 | 0.4 | 4.0 |
| 7/1 | 181 | 181 | 181 | 0 | 0 | 0.1 | 0.3 | - | 0.3 | 6.9 | 0.8 | 0.3 | 1.1 |
| 8/1 | 261 | 261 | - | - | - | 0.6 | 0.3 | - | 0.9 | 12.5 | 3.4 | 0.3 | 3.6 |
| 8/2 | 282 | 282 | - | - | - | 0.7 | 0.3 | - | 1.0 | 13.2 | 4.6 | 0.3 | 4.9 |
| 9/1 | 1084 | 1084 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 723 | 723 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 519 | 519 | - | - | - | 1.3 | 0.7 | - | 2.0 | 13.6 | 4.8 | 0.7 | 5.5 |
| 10/2 | 615 | 615 | - | - | - | 1.5 | 1.1 | - | 2.6 | 15.4 | 6.5 | 1.1 | 7.6 |
| 10/3+10/4 | 950 | 950 | - | - | - | 3.2 | 0.6 | - | 3.8 | 14.3 | 19.0 | 0.6 | 19.6 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 475 | 475 | - | - | - | 0.7 | 1.8 | - | 2.5 | 19.3 | 1.2 | 1.8 | 3.1 |
| 11/2 | 475 | 475 | - | - | - | 0.7 | 1.8 | - | 2.6 | 19.3 | 1.2 | 1.8 | 3.1 |
| 12/1 | 589 | 589 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| 12/2 | 869 | 869 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.7 | 0.0 | 0.4 | 0.4 |
| 12/3 | 28 | 28 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 191 | 191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 610 | 610 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 929 | 929 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 6.8 | 5.3 | 0.0 | 12.0 | - | - | - | - |
| 1/1 | 610 | 610 | - | - | - | 0.2 | 0.4 | - | 0.6 | 3.7 | 1.6 | 0.4 | 2.1 |
| 1/2 | 929 | 929 | - | - | - | 0.5 | 1.2 | - | 1.7 | 6.7 | 7.5 | 1.2 | 8.8 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 311 | 311 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 311 | 311 | - | - | - | 0.7 | 0.2 | - | 0.9 | 10.8 | 3.3 | 0.2 | 3.5 |
| 4/2+4/3 | 1117 | 1117 | - | - | - | 2.6 | 2.5 | - | 5.1 | 16.5 | 11.2 | 2.5 | 13.7 |
| 5/1 | 660 | 660 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 979 | 979 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 414 | 414 | - | - | - | 2.1 | 0.5 | - | 2.6 | 22.9 | 3.7 | 0.5 | 4.2 |
| 6/3 | 100 | 100 | - | - | - | 0.7 | 0.3 | - | 1.0 | 35.5 | 1.5 | 0.3 | 1.8 |
| 7/1 | 566 | 566 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 496 | 496 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 469 | 469 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 14.6 | 7.4 | 0.0 | 22.0 | - | - | - | - |
| 1/1 | 333 | 333 | - | - | - | 0.4 | 0.2 | - | 0.6 | 6.4 | 2.3 | 0.2 | 2.5 |

LinSig V1 style report

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|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 373 | 373 | - | - | - | 0.5 | 0.2 | - | 0.7 | 6.3 | 2.6 | 0.2 | 2.8 |
| 1/3 | 571 | 571 | - | - | - | 0.8 | 0.4 | - | 1.2 | 7.4 | 4.4 | 0.4 | 4.8 |
| 1/4+1/5 | 458 | 458 | - | - | - | 3.0 | 1.5 | - | 4.5 | 35.5 | 3.6 | 1.5 | 5.1 |
| 2/1 | 519 | 519 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 615 | 615 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 950 | 950 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 848 | 848 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 232 | 232 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 622 | 622 | - | - | - | 0.4 | 0.4 | - | 0.8 | 4.8 | 2.6 | 0.4 | 3.0 |
| 4/2 | 462 | 462 | - | - | - | 1.3 | 0.7 | - | 2.0 | 15.6 | 5.2 | 0.7 | 5.9 |
| 4/3 | 618 | 618 | - | - | - | 2.1 | 1.2 | - | 3.3 | 19.2 | 7.1 | 1.2 | 8.4 |
| 4/4 | 105 | 105 | - | - | - | 0.3 | 0.1 | - | 0.3 | 11.1 | 0.9 | 0.1 | 1.0 |
| 5/1 | 769 | 769 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 888 | 888 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 161 | 161 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 307 | 307 | - | - | - | 0.9 | 0.3 | - | 1.2 | 13.8 | 3.2 | 0.3 | 3.5 |
| 6/2 | 326 | 326 | - | - | - | 0.9 | 0.3 | - | 1.2 | 13.6 | 3.4 | 0.3 | 3.7 |
| 6/3 | 428 | 428 | - | - | - | 2.2 | 1.4 | - | 3.6 | 30.0 | 6.3 | 1.4 | 7.7 |
| 6/4 | 379 | 379 | - | - | - | 1.8 | 0.8 | - | 2.6 | 24.7 | 5.3 | 0.8 | 6.0 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 11.3 | 5.1 | 0.0 | 16.4 | - | - | - | - |
| 1/1 | 769 | 769 | - | - | - | 1.1 | 0.5 | - | 1.7 | 7.7 | 9.6 | 0.5 | 10.1 |
| 1/2 | 888 | 888 | - | - | - | 1.4 | 0.6 | - | 2.0 | 8.1 | 11.8 | 0.6 | 12.4 |
| 1/3 | 161 | 161 | - | - | - | 2.3 | 1.2 | - | 3.5 | 77.3 | 5.1 | 1.2 | 6.3 |
| 2/2+2/1 | 695 | 695 | - | - | - | 1.7 | 0.5 | - | 2.2 | 11.5 | 10.5 | 0.5 | 11.0 |
| 2/3 | 965 | 965 | - | - | - | 2.9 | 1.0 | - | 3.9 | 14.7 | 18.5 | 1.0 | 19.5 |
| 3/1 | 706 | 706 | - | - | - | 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 | 780 | 780 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 897 | 897 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 191 | 191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 105 | 105 | - | - | - | 1.6 | 1.2 | - | 2.8 | 96.0 | 3.4 | 1.2 | 4.6 |
| 6/2 | 20 | 20 | - | - | - | 0.3 | 0.1 | - | 0.4 | 64.8 | 0.6 | 0.1 | 0.7 |
| J5: WendleBury Road | - | - | 115 | 0 | 0 | 0.1 | 0.2 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 115 | 115 | 115 | 0 | 0 | 0.1 | 0.2 | - | 0.3 | 9.5 | 0.9 | 0.2 | 1.2 |
| 2/1 | 780 | 780 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 897 | 897 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 286 | 286 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 609 | 609 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 897 | 897 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 695 | 695 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 965 | 965 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4055 | 0 | 0 | 0.0 | 1.8 | 0.0 | 1.8 | - | - | - | - |
| 1/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1506 | 1506 | 1506 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.1 | 0.0 | 0.5 | 0.5 |
| 3/1 | 1844 | 1844 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1532 | 1532 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 499 | 499 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 748 | 748 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1487 | 1487 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 387 | 387 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1660 | 1660 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1795 | 1795 | 1795 | 0 | 0 | 0.0 | 0.9 | - | 0.9 | 1.8 | 0.0 | 0.9 | 0.9 |
| 11/1 | 560 | 560 | 560 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 2.2 | 0.0 | 0.3 | 0.3 |
| 12/1 | 187 | 187 | 187 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 |
| 13/1 | 66 | 66 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2228 | 2228 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 236 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 187 | 187 | 187 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 9/1 | 187 | 187 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 49 | 49 | 49 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 115 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 115 | 115 | 115 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.3 | 0.0 | 0.1 | 0.1 |
| 2/1 | 286 | 286 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 115 | 115 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 286 | 286 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|---|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|-----|--|------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|-----|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3202 | 0 | 0 | 1.2 | 4.1 | 0.0 | 5.2 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1639 | 1639 | 1639 | 0 | 0 | 1.2 | 1.9 | - | 3.1 | 6.7 | 24.5 | 1.9 | 26.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1171 | 1171 | - | - | - | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1170 | 1170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 862 | 862 | 862 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 5.2 | 0.0 | 1.2 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 136 | 136 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1428 | 1428 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 701 | 701 | 701 | 0 | 0 | 0.0 | 0.9 | - | 0.9 | 4.8 | 0.0 | 0.9 | 0.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 702 | 702 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>5.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.65</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>4.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.36</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>29.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.30</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>7.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.04</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.96</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>24.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>16.41</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>4.4</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>96.34</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 5.7 | Total Delay for Signalled Lanes (pcuHr): | 17.65 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 4.4 | Total Delay for Signalled Lanes (pcuHr): | 9.36 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 29.8 | Total Delay for Signalled Lanes (pcuHr): | 10.30 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 7.4 | Total Delay for Signalled Lanes (pcuHr): | 12.04 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 19.5 | Total Delay for Signalled Lanes (pcuHr): | 21.96 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 24.4 | Total Delay for Signalled Lanes (pcuHr): | 16.41 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | 4.4 | Total Delay Over All Lanes(pcuHr): | 96.34 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 5.7 | Total Delay for Signalled Lanes (pcuHr): | 17.65 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 4.4 | Total Delay for Signalled Lanes (pcuHr): | 9.36 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 29.8 | Total Delay for Signalled Lanes (pcuHr): | 10.30 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 7.4 | Total Delay for Signalled Lanes (pcuHr): | 12.04 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 19.5 | Total Delay for Signalled Lanes (pcuHr): | 21.96 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 24.4 | Total Delay for Signalled Lanes (pcuHr): | 16.41 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 4.4 | Total Delay Over All Lanes(pcuHr): | 96.34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 3: 'B31AM' (FG3: 'B31AM', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 21 | 17 |
| Change Point | 0 | 12 | 38 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 23 | 27 |
| Change Point | 14 | 42 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 26 |
| Change Point | 7 | 36 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 32 | 41 | 53 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 23 | 14 | 12 |
| Change Point | 48 | 13 | 34 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 72 | 87 | 100 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 73 | 7 | 6 |
| Change Point | 72 | 40 | 55 |

LinSig V1 style report

| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 97.8% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 95.2% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 508 | 1900 | 697 | 72.9% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 500 | 1900 | 697 | 71.8% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 450 | 1900 | 697 | 64.6% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 23 | - | 564 | 1900 | 760 | 74.2% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 23 | - | 491 | 1900 | 760 | 64.6% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1036 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 449 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 99 | 1900 | 253 | 39.1% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 125 | 1900 | 253 | 49.3% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1036 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 449 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 27 | - | 1209 | 1900:1900 | 383+887 | 95.2 : 95.2% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 27 | - | 382 | 1900 | 887 | 43.1% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 198 | Inf | 591 | 33.5% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 24 | - | 81 | 1900 | 792 | 10.2% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 24 | - | 382 | 1900 | 792 | 48.3% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1408 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 775 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 26 | - | 528 | 1900 | 855 | 61.8% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 26 | - | 413 | 1900 | 855 | 48.3% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-------------------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 26 | - | 858 | 1900:1900 | 855+855 | 50.2 : 50.2% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 17 | - | 429 | 1900 | 570 | 75.3% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 17 | - | 429 | 1900 | 570 | 75.3% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 478 | 1900 | 1900 | 25.2% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 718 | 1900 | 1900 | 37.8% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 77 | 1900 | 1900 | 4.1% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 131 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 510 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 737 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 97.8% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 510 | 1900 | 1298 | 39.3% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 737 | 1900 | 1298 | 56.8% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 403 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 403 | 1900 | 1077 | 37.4% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1299 | 1965:2105 | 921+407 | 97.8 : 97.8% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 562 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 791 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 159 | 1900:1900 | 507+268 | 20.5 : 20.5% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 508 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 500 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|------|---|----|----|------|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 450 | Inf | Inf | 0.0% |
| J3: Tesco & Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 87.2% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 44 | - | 360 | 1940 | 1455 | 24.7% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 44 | - | 376 | 2080 | 1560 | 24.1% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 44 | - | 636 | 2080 | 1560 | 40.8% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 16 | - | 727 | 1805:1935 | 406+428 | 87.2 : 87.2% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 528 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 413 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 858 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1198 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 373 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 37 | - | 844 | 1805 | 1143 | 73.8% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 564 | 1940 | 776 | 72.7% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 651 | 2080 | 832 | 78.2% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 124 | 2080 | 832 | 14.9% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 702 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 798 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 153 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 28 | 16 | 138 | 1764 | 853 | 16.2% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 28 | 16 | 176 | 1891 | 914 | 19.3% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 12 | - | 205 | 1830 | 397 | 51.7% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 12 | - | 222 | 1962 | 425 | 52.2% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 86.9% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 702 | 1980 | 1501 | 46.8% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 798 | 2120 | 1608 | 49.6% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 153 | 1805 | 196 | 78.2% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 82 | - | 706 | 1980:1720 | 1359+22 | 51.1 : 51.1% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 82 | - | 1274 | 2120 | 1466 | 86.9% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 736 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1363 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 736 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 825 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 164 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 10 | - | 130 | 1741 | 160 | 81.5% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 10 | - | 61 | 1807 | 166 | 36.8% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 25.7% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 99 | Inf | 386 | 25.7% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 736 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 825 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 207 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 628 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 825 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 706 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1274 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 71.3% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 50 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1453 | Inf | 2989 | 48.6% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2002 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1822 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 387 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 397 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1665 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 599 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1980 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1760 | Inf | 2871 | 61.3% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 914 | Inf | 1281 | 71.3% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 207 | Inf | 1126 | 18.4% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 96 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 11 | Inf | 678 | 1.6% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2051 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 20.7% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 983 | 0.0% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 50 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 50 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 50 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 207 | Inf | 1000 | 20.7% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 207 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 50 | Inf | 1000 | 5.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 0 | Inf | 983 | 0.0% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 17.9% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 99 | Inf | 554 | 17.9% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 207 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 99 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 207 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 658 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 850 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 78.9% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1353 | Inf | 2171 | 62.3% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1031 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 326 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1074 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 825 | Inf | 1088 | 75.8% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 4 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1702 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 924 | Inf | 1171 | 78.9% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 881 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8100 | 0 | 0 | 58.4 | 58.1 | 0.0 | 116.5 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 198 | 0 | 0 | 21.9 | 18.6 | 0.0 | 40.5 | - | - | - | - |
| 1/1 | 508 | 508 | - | - | - | 1.8 | 1.3 | - | 3.1 | 22.2 | 6.5 | 1.3 | 7.8 |
| 1/2 | 500 | 500 | - | - | - | 1.8 | 1.3 | - | 3.0 | 21.6 | 6.4 | 1.3 | 7.6 |
| 1/3 | 450 | 450 | - | - | - | 1.6 | 0.9 | - | 2.5 | 20.2 | 5.5 | 0.9 | 6.4 |
| 2/1 | 564 | 564 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.9 | 1.3 | 0.0 | 1.3 |
| 2/2 | 491 | 491 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.6 | 0.9 | 0.0 | 0.9 |
| 3/1 | 1036 | 1036 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 449 | 449 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 99 | 99 | - | - | - | 0.5 | 0.3 | - | 0.8 | 28.6 | 1.4 | 0.3 | 1.7 |
| 4/2 | 125 | 125 | - | - | - | 0.8 | 0.5 | - | 1.3 | 37.2 | 1.9 | 0.5 | 2.4 |
| 5/1 | 1036 | 1036 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 449 | 449 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1209 | 1209 | - | - | - | 4.7 | 7.9 | - | 12.5 | 37.3 | 13.4 | 7.9 | 21.2 |
| 6/3 | 382 | 382 | - | - | - | 1.1 | 0.4 | - | 1.5 | 14.2 | 4.2 | 0.4 | 4.6 |
| 7/1 | 198 | 198 | 198 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 5.4 | 0.7 | 0.3 | 0.9 |
| 8/1 | 81 | 81 | - | - | - | 0.2 | 0.1 | - | 0.3 | 13.6 | 0.7 | 0.1 | 0.8 |
| 8/2 | 382 | 382 | - | - | - | 1.8 | 0.5 | - | 2.3 | 21.3 | 6.4 | 0.5 | 6.8 |
| 9/1 | 1408 | 1408 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 775 | 775 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 528 | 528 | - | - | - | 1.2 | 0.8 | - | 2.0 | 14.0 | 5.4 | 0.8 | 6.2 |
| 10/2 | 413 | 413 | - | - | - | 1.3 | 0.5 | - | 1.7 | 15.2 | 4.3 | 0.5 | 4.8 |
| 10/3+10/4 | 858 | 858 | - | - | - | 2.8 | 0.5 | - | 3.3 | 13.7 | 18.1 | 0.5 | 18.6 |

LinSig V1 style report

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|---|------|------|----------|----------|----------|-------------|-------------|------------|-------------|------|------|------|------|
| 11/1 | 429 | 429 | - | - | - | 0.9 | 1.5 | - | 2.4 | 20.0 | 1.7 | 1.5 | 3.2 |
| 11/2 | 429 | 429 | - | - | - | 0.9 | 1.5 | - | 2.4 | 20.0 | 1.7 | 1.5 | 3.2 |
| 12/1 | 478 | 478 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| 12/2 | 718 | 718 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/3 | 77 | 77 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 131 | 131 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 510 | 510 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 737 | 737 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 6.7 | 14.0 | 0.0 | 20.7 | - | - | - | - |
| 1/1 | 510 | 510 | - | - | - | 0.1 | 0.3 | - | 0.4 | 2.6 | 1.1 | 0.3 | 1.4 |
| 1/2 | 737 | 737 | - | - | - | 0.5 | 0.7 | - | 1.1 | 5.4 | 4.3 | 0.7 | 4.9 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 403 | 403 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 403 | 403 | - | - | - | 1.0 | 0.3 | - | 1.3 | 11.5 | 4.3 | 0.3 | 4.6 |
| 4/2+4/3 | 1299 | 1299 | - | - | - | 3.7 | 12.2 | - | 16.0 | 44.3 | 18.0 | 12.2 | 30.2 |
| 5/1 | 562 | 562 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 791 | 791 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 159 | 159 | - | - | - | 0.7 | 0.1 | - | 0.9 | 19.9 | 1.3 | 0.1 | 1.5 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 508 | 508 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 500 | 500 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 450 | 450 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 15.2 | 9.7 | 0.0 | 24.9 | - | - | - | - |
| 1/1 | 360 | 360 | - | - | - | 0.2 | 0.2 | - | 0.4 | 4.0 | 1.8 | 0.2 | 2.0 |

LinSig V1 style report

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|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 376 | 376 | - | - | - | 0.2 | 0.2 | - | 0.4 | 3.8 | 1.9 | 0.2 | 2.0 |
| 1/3 | 636 | 636 | - | - | - | 0.5 | 0.3 | - | 0.8 | 4.7 | 3.7 | 0.3 | 4.1 |
| 1/4+1/5 | 727 | 727 | - | - | - | 3.9 | 3.2 | - | 7.1 | 35.1 | 6.4 | 3.2 | 9.6 |
| 2/1 | 528 | 528 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 413 | 413 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 858 | 858 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 1198 | 1198 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 373 | 373 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 844 | 844 | - | - | - | 1.6 | 1.4 | - | 3.0 | 12.8 | 9.2 | 1.4 | 10.6 |
| 4/2 | 564 | 564 | - | - | - | 2.1 | 1.3 | - | 3.5 | 22.0 | 8.1 | 1.3 | 9.4 |
| 4/3 | 651 | 651 | - | - | - | 3.0 | 1.8 | - | 4.7 | 26.2 | 8.4 | 1.8 | 10.2 |
| 4/4 | 124 | 124 | - | - | - | 0.4 | 0.1 | - | 0.5 | 14.8 | 1.4 | 0.1 | 1.5 |
| 5/1 | 702 | 702 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 798 | 798 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 153 | 153 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 138 | 138 | - | - | - | 0.3 | 0.1 | - | 0.4 | 11.2 | 1.3 | 0.1 | 1.4 |
| 6/2 | 176 | 176 | - | - | - | 0.4 | 0.1 | - | 0.6 | 11.3 | 1.7 | 0.1 | 1.8 |
| 6/3 | 205 | 205 | - | - | - | 1.2 | 0.5 | - | 1.7 | 30.1 | 3.0 | 0.5 | 3.5 |
| 6/4 | 222 | 222 | - | - | - | 1.3 | 0.5 | - | 1.8 | 29.6 | 3.2 | 0.5 | 3.8 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 14.1 | 8.6 | 0.0 | 22.6 | - | - | - | - |
| 1/1 | 702 | 702 | - | - | - | 1.1 | 0.4 | - | 1.5 | 7.7 | 8.6 | 0.4 | 9.0 |
| 1/2 | 798 | 798 | - | - | - | 1.2 | 0.5 | - | 1.7 | 7.8 | 10.2 | 0.5 | 10.7 |
| 1/3 | 153 | 153 | - | - | - | 2.2 | 1.7 | - | 3.9 | 91.4 | 4.9 | 1.7 | 6.6 |
| 2/2+2/1 | 706 | 706 | - | - | - | 1.7 | 0.5 | - | 2.2 | 11.4 | 11.0 | 0.5 | 11.5 |
| 2/3 | 1274 | 1274 | - | - | - | 5.0 | 3.2 | - | 8.2 | 23.3 | 32.6 | 3.2 | 35.8 |
| 3/1 | 736 | 736 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1363 | 1363 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 736 | 736 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|-------|-----|-----|-----|
| 4/2 | 825 | 825 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 164 | 164 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 130 | 130 | - | - | - | 1.9 | 1.9 | - | 3.9 | 107.3 | 4.2 | 1.9 | 6.2 |
| 6/2 | 61 | 61 | - | - | - | 0.9 | 0.3 | - | 1.2 | 68.4 | 1.9 | 0.3 | 2.2 |
| J5: WendleBury Road | - | - | 99 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 99 | 99 | 99 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 7.7 | 0.6 | 0.2 | 0.8 |
| 2/1 | 736 | 736 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 825 | 825 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 207 | 207 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 628 | 628 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 825 | 825 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 706 | 706 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1274 | 1274 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4345 | 0 | 0 | 0.0 | 2.6 | 0.0 | 2.6 | - | - | - | - |
| 1/1 | 50 | 50 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1453 | 1453 | 1453 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.2 | 6.7 | 0.5 | 7.2 |
| 3/1 | 2002 | 2002 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1822 | 1822 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 387 | 387 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 397 | 397 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1665 | 1665 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 599 | 599 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1980 | 1980 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1760 | 1760 | 1760 | 0 | 0 | 0.0 | 0.8 | - | 0.8 | 1.6 | 0.0 | 0.8 | 0.8 |
| 11/1 | 914 | 914 | 914 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 4.9 | 0.0 | 1.2 | 1.2 |
| 12/1 | 207 | 207 | 207 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.0 | 0.5 | 0.1 | 0.6 |
| 13/1 | 96 | 96 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 11 | 11 | 11 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2051 | 2051 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 257 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 50 | 50 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 50 | 50 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 50 | 50 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 207 | 207 | 207 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.3 | 0.0 | 0.1 | 0.1 |
| 9/1 | 207 | 207 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 50 | 50 | 50 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 99 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 99 | 99 | 99 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.0 | 0.0 | 0.1 | 0.1 |
| 2/1 | 207 | 207 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 99 | 99 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 207 | 207 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|-----|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|-----|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|--------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3102 | 0 | 0 | 0.4 | 4.2 | 0.0 | 4.6 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1353 | 1353 | 1353 | 0 | 0 | 0.2 | 0.8 | - | 1.0 | 2.7 | 9.7 | 0.8 | 10.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1031 | 1031 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 326 | 326 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1074 | 1074 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 825 | 825 | 825 | 0 | 0 | 0.0 | 1.5 | - | 1.5 | 6.8 | 0.0 | 1.5 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 4 | 4 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1702 | 1702 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 924 | 924 | 924 | 0 | 0 | 0.2 | 1.8 | - | 2.0 | 8.0 | 7.2 | 1.8 | 9.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 881 | 881 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>19.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.51</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-5.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.57</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>45.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.62</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-8.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.69</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>3.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>24.94</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>3.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.63</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-8.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>116.49</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 19.6 | Total Delay for Signalled Lanes (pcuHr): | 15.51 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -5.8 | Total Delay for Signalled Lanes (pcuHr): | 14.57 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 45.7 | Total Delay for Signalled Lanes (pcuHr): | 9.62 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -8.7 | Total Delay for Signalled Lanes (pcuHr): | 20.69 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 3.2 | Total Delay for Signalled Lanes (pcuHr): | 24.94 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 3.6 | Total Delay for Signalled Lanes (pcuHr): | 22.63 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -8.7 | Total Delay Over All Lanes(pcuHr): | 116.49 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 19.6 | Total Delay for Signalled Lanes (pcuHr): | 15.51 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -5.8 | Total Delay for Signalled Lanes (pcuHr): | 14.57 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 45.7 | Total Delay for Signalled Lanes (pcuHr): | 9.62 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -8.7 | Total Delay for Signalled Lanes (pcuHr): | 20.69 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 3.2 | Total Delay for Signalled Lanes (pcuHr): | 24.94 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 3.6 | Total Delay for Signalled Lanes (pcuHr): | 22.63 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -8.7 | Total Delay Over All Lanes(pcuHr): | 116.49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 4: 'B31PM' (FG4: 'B31PM', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 21 | 17 |
| Change Point | 0 | 12 | 38 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 26 | 24 |
| Change Point | 15 | 46 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 22 | 28 |
| Change Point | 11 | 38 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 35 | 44 | 56 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 24 | 8 | 17 |
| Change Point | 53 | 19 | 34 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 72 | 87 | 100 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 72 | 9 | 5 |
| Change Point | 72 | 39 | 56 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 85.4% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 85.4% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 588 | 1900 | 697 | 84.4% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 539 | 1900 | 697 | 77.4% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 526 | 1900 | 697 | 75.5% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 26 | - | 583 | 1900 | 855 | 68.2% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 26 | - | 544 | 1900 | 855 | 63.6% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1086 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 493 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 32 | 1900 | 253 | 12.6% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 86 | 1900 | 253 | 33.9% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1086 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 493 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 24 | - | 1071 | 1900:1900 | 463+792 | 85.4 : 85.4% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 24 | - | 408 | 1900 | 792 | 51.5% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 167 | Inf | 472 | 35.3% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 225 | 1900 | 728 | 30.9% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 408 | 1900 | 728 | 56.0% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1259 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 714 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 637 | 1900 | 918 | 69.4% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 534 | 1900 | 918 | 58.1% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 28 | - | 935 | 1900:1900 | 902+908 | 51.6 : 51.6% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 17 | - | 466 | 1900 | 570 | 81.8% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 17 | - | 469 | 1900 | 570 | 82.3% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 693 | 1900 | 1900 | 36.5% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 921 | 1900 | 1900 | 48.5% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 21 | 1900 | 1900 | 1.1% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 169 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 737 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 947 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 83.0% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 737 | 1900 | 1298 | 56.8% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 940 | 1900 | 1298 | 72.4% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 7 | 1900:1900 | 198+253 | 1.0 : 2.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 2 | 1900 | 538 | 0.4% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 5 | 1900 | 538 | 0.9% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 437 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 5 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 435 | 1900 | 1077 | 40.4% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1112 | 1965:2105 | 910+430 | 83.0 : 83.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 789 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 993 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 541 | 1900:1900 | 507+279 | 68.9 : 68.9% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 105 | 1900 | 253 | 41.4% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 588 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 539 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|----|-----|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 526 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 84.7% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 39 | - | 395 | 1940 | 1293 | 30.5% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 39 | - | 322 | 2080 | 1387 | 23.2% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 39 | - | 562 | 2080 | 1387 | 40.5% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 10 | - | 546 | 1805:1935 | 315+329 | 84.7 : 84.7% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 637 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 534 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 935 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 994 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 279 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 43 | - | 727 | 1805 | 1324 | 54.9% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 24 | - | 532 | 1940 | 808 | 65.8% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 24 | - | 606 | 2080 | 867 | 69.9% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 24 | - | 108 | 2080 | 867 | 12.5% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 868 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 922 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 170 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 27 | 10 | 336 | 1764 | 823 | 40.8% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 27 | 10 | 378 | 1891 | 882 | 42.8% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 17 | - | 454 | 1830 | 549 | 82.7% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 17 | - | 373 | 1962 | 589 | 63.4% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 75.3% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 868 | 1980 | 1518 | 57.2% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 922 | 2120 | 1625 | 56.7% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 14 | - | 170 | 1805 | 226 | 75.3% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 81 | - | 711 | 1980:1720 | 1306+64 | 51.9 : 51.9% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 81 | - | 1044 | 2120 | 1449 | 72.1% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 717 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1108 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 881 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 933 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 203 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 103 | 1741 | 145 | 71.0% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 24 | 1807 | 151 | 15.9% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 34.3% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 116 | Inf | 338 | 34.3% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 881 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 933 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 228 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 769 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 933 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 711 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1044 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 68.2% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 55 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1702 | Inf | 3150 | 54.0% |

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| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2044 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1711 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 567 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 779 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1525 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 397 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1755 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1866 | Inf | 2736 | 68.2% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 627 | Inf | 1364 | 46.0% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 234 | Inf | 1100 | 21.3% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 136 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 7 | Inf | 555 | 1.3% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2297 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 23.4% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 982 | 0.0% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 55 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 55 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 55 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 234 | Inf | 1000 | 23.4% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 234 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 55 | Inf | 1000 | 5.5% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 0 | Inf | 982 | 0.0% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.1% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 116 | Inf | 550 | 21.1% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 228 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 116 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 228 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 658 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 850 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 85.0% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1782 | Inf | 2096 | 85.0% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1239 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 646 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1180 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 882 | Inf | 1164 | 75.8% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 103 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1547 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | - | - | - | 709 | Inf | 1026 | 69.1% |
| 9/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 768 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8497 | 0 | 0 | 63.5 | 48.3 | 0.0 | 111.8 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 167 | 0 | 0 | 24.3 | 18.1 | 0.0 | 42.3 | - | - | - | - |
| 1/1 | 588 | 588 | - | - | - | 2.4 | 2.6 | - | 5.0 | 30.3 | 8.8 | 2.6 | 11.3 |
| 1/2 | 539 | 539 | - | - | - | 2.0 | 1.7 | - | 3.7 | 24.6 | 7.6 | 1.7 | 9.3 |
| 1/3 | 526 | 526 | - | - | - | 2.0 | 1.5 | - | 3.5 | 24.2 | 7.6 | 1.5 | 9.1 |
| 2/1 | 583 | 583 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.7 | 0.8 | 0.0 | 0.8 |
| 2/2 | 544 | 544 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.4 | 0.3 | 0.0 | 0.3 |
| 3/1 | 1086 | 1086 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 493 | 493 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 32 | 32 | - | - | - | 0.2 | 0.1 | - | 0.3 | 29.6 | 0.4 | 0.1 | 0.5 |
| 4/2 | 86 | 86 | - | - | - | 0.5 | 0.3 | - | 0.8 | 33.5 | 1.2 | 0.3 | 1.4 |
| 5/1 | 1086 | 1086 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 493 | 493 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1071 | 1071 | - | - | - | 4.4 | 2.8 | - | 7.2 | 24.3 | 10.1 | 2.8 | 13.0 |
| 6/3 | 408 | 408 | - | - | - | 1.5 | 0.5 | - | 2.0 | 17.7 | 5.0 | 0.5 | 5.5 |
| 7/1 | 167 | 167 | 167 | 0 | 0 | 0.1 | 0.3 | - | 0.3 | 7.2 | 0.7 | 0.3 | 1.0 |
| 8/1 | 225 | 225 | - | - | - | 0.8 | 0.2 | - | 1.1 | 17.1 | 2.9 | 0.2 | 3.1 |
| 8/2 | 408 | 408 | - | - | - | 2.0 | 0.6 | - | 2.7 | 23.6 | 6.8 | 0.6 | 7.4 |
| 9/1 | 1259 | 1259 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 714 | 714 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 637 | 637 | - | - | - | 1.4 | 1.1 | - | 2.5 | 14.4 | 5.9 | 1.1 | 7.1 |
| 10/2 | 534 | 534 | - | - | - | 1.0 | 0.7 | - | 1.7 | 11.6 | 4.0 | 0.7 | 4.7 |
| 10/3+10/4 | 935 | 935 | - | - | - | 2.7 | 0.5 | - | 3.2 | 12.4 | 18.6 | 0.5 | 19.1 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|-------------|------------|-------------|------|------|-----|------|
| 11/1 | 466 | 466 | - | - | - | 1.5 | 2.2 | - | 3.7 | 28.2 | 2.7 | 2.2 | 4.8 |
| 11/2 | 469 | 469 | - | - | - | 1.5 | 2.2 | - | 3.7 | 28.7 | 2.7 | 2.2 | 4.9 |
| 12/1 | 693 | 693 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/2 | 921 | 921 | - | - | - | 0.0 | 0.5 | - | 0.5 | 1.8 | 0.0 | 0.5 | 0.5 |
| 12/3 | 21 | 21 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 169 | 169 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 737 | 737 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 947 | 947 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.3 | 6.1 | 0.0 | 14.4 | - | - | - | - |
| 1/1 | 737 | 737 | - | - | - | 0.2 | 0.7 | - | 0.9 | 4.2 | 4.3 | 0.7 | 4.9 |
| 1/2 | 940 | 940 | - | - | - | 0.9 | 1.3 | - | 2.2 | 8.5 | 7.2 | 1.3 | 8.5 |
| 1/3+1/4 | 7 | 7 | - | - | - | 0.0 | 0.0 | - | 0.0 | 19.6 | 0.1 | 0.0 | 0.1 |
| 2/1 | 2 | 2 | - | - | - | 0.0 | 0.0 | - | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 4.0 | 0.0 | 0.0 | 0.1 |
| 3/1 | 437 | 437 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 435 | 435 | - | - | - | 1.0 | 0.3 | - | 1.4 | 11.2 | 4.8 | 0.3 | 5.1 |
| 4/2+4/3 | 1112 | 1112 | - | - | - | 2.5 | 2.4 | - | 4.9 | 15.9 | 10.7 | 2.4 | 13.1 |
| 5/1 | 789 | 789 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 993 | 993 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 541 | 541 | - | - | - | 2.9 | 1.1 | - | 4.0 | 26.4 | 5.1 | 1.1 | 6.2 |
| 6/3 | 105 | 105 | - | - | - | 0.7 | 0.4 | - | 1.0 | 35.9 | 1.6 | 0.4 | 2.0 |
| 7/1 | 588 | 588 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 539 | 539 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 526 | 526 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 16.5 | 10.0 | 0.0 | 26.5 | - | - | - | - |
| 1/1 | 395 | 395 | - | - | - | 0.5 | 0.2 | - | 0.7 | 6.2 | 2.7 | 0.2 | 3.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 322 | 322 | - | - | - | 0.4 | 0.2 | - | 0.5 | 5.6 | 2.1 | 0.2 | 2.2 |
| 1/3 | 562 | 562 | - | - | - | 0.7 | 0.3 | - | 1.1 | 6.8 | 4.2 | 0.3 | 4.6 |
| 1/4+1/5 | 546 | 546 | - | - | - | 3.6 | 2.6 | - | 6.2 | 40.8 | 4.4 | 2.6 | 7.0 |
| 2/1 | 637 | 637 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 534 | 534 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 935 | 935 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 994 | 994 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 279 | 279 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 727 | 727 | - | - | - | 0.6 | 0.6 | - | 1.2 | 5.9 | 4.6 | 0.6 | 5.2 |
| 4/2 | 532 | 532 | - | - | - | 1.9 | 1.0 | - | 2.8 | 19.3 | 7.1 | 1.0 | 8.1 |
| 4/3 | 606 | 606 | - | - | - | 2.2 | 1.2 | - | 3.3 | 19.7 | 6.5 | 1.2 | 7.6 |
| 4/4 | 108 | 108 | - | - | - | 0.3 | 0.1 | - | 0.4 | 13.0 | 1.0 | 0.1 | 1.1 |
| 5/1 | 868 | 868 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 922 | 922 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 170 | 170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 336 | 336 | - | - | - | 1.0 | 0.3 | - | 1.3 | 14.2 | 3.6 | 0.3 | 4.0 |
| 6/2 | 378 | 378 | - | - | - | 1.1 | 0.4 | - | 1.5 | 14.2 | 4.1 | 0.4 | 4.5 |
| 6/3 | 454 | 454 | - | - | - | 2.5 | 2.3 | - | 4.7 | 37.6 | 6.9 | 2.3 | 9.2 |
| 6/4 | 373 | 373 | - | - | - | 1.9 | 0.9 | - | 2.7 | 26.4 | 5.3 | 0.9 | 6.1 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 12.3 | 5.8 | 0.0 | 18.2 | - | - | - | - |
| 1/1 | 868 | 868 | - | - | - | 1.4 | 0.7 | - | 2.1 | 8.6 | 11.8 | 0.7 | 12.5 |
| 1/2 | 922 | 922 | - | - | - | 1.5 | 0.7 | - | 2.1 | 8.3 | 12.5 | 0.7 | 13.2 |
| 1/3 | 170 | 170 | - | - | - | 2.4 | 1.5 | - | 3.8 | 81.5 | 5.4 | 1.5 | 6.9 |
| 2/2+2/1 | 711 | 711 | - | - | - | 1.8 | 0.5 | - | 2.3 | 11.6 | 10.7 | 0.5 | 11.3 |
| 2/3 | 1044 | 1044 | - | - | - | 3.4 | 1.3 | - | 4.7 | 16.2 | 21.5 | 1.3 | 22.7 |
| 3/1 | 717 | 717 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1108 | 1108 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 881 | 881 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|------|-----|------|
| 4/2 | 933 | 933 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 203 | 203 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 103 | 103 | - | - | - | 1.5 | 1.2 | - | 2.7 | 94.1 | 3.3 | 1.2 | 4.5 |
| 6/2 | 24 | 24 | - | - | - | 0.3 | 0.1 | - | 0.4 | 65.4 | 0.7 | 0.1 | 0.8 |
| J5: WendleBury Road | - | - | 116 | 0 | 0 | 0.1 | 0.3 | 0.0 | 0.4 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.1 | 0.3 | - | 0.4 | 11.2 | 1.1 | 0.3 | 1.4 |
| 2/1 | 881 | 881 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 933 | 933 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 228 | 228 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 769 | 769 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 933 | 933 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 711 | 711 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1044 | 1044 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4436 | 0 | 0 | 0.0 | 2.2 | 0.0 | 2.3 | - | - | - | - |
| 1/1 | 55 | 55 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1702 | 1702 | 1702 | 0 | 0 | 0.0 | 0.6 | - | 0.6 | 1.3 | 12.3 | 0.6 | 12.9 |
| 3/1 | 2044 | 2044 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1711 | 1711 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 567 | 567 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 779 | 779 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1525 | 1525 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 397 | 397 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1755 | 1755 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1866 | 1866 | 1866 | 0 | 0 | 0.0 | 1.1 | - | 1.1 | 2.1 | 0.0 | 1.1 | 1.1 |
| 11/1 | 627 | 627 | 627 | 0 | 0 | 0.0 | 0.4 | - | 0.4 | 2.4 | 0.0 | 0.4 | 0.4 |
| 12/1 | 234 | 234 | 234 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 1.0 | 0.1 | 1.1 |
| 13/1 | 136 | 136 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2297 | 2297 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 289 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 55 | 55 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 55 | 55 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 55 | 55 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 234 | 234 | 234 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 2.3 | 0.0 | 0.2 | 0.2 |
| 9/1 | 234 | 234 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 55 | 55 | 55 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 116 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.1 | 0.0 | 0.1 | 0.1 |
| 2/1 | 228 | 228 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 228 | 228 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|---|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|-----|--|------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|-----|------------------------------------|--------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3373 | 0 | 0 | 2.1 | 5.4 | 0.0 | 7.5 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1782 | 1782 | 1782 | 0 | 0 | 2.1 | 2.8 | - | 4.8 | 9.8 | 28.0 | 2.8 | 30.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1239 | 1239 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 646 | 646 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1180 | 1180 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 882 | 882 | 882 | 0 | 0 | 0.0 | 1.5 | - | 1.5 | 6.3 | 0.0 | 1.5 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 103 | 103 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1547 | 1547 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 709 | 709 | 709 | 0 | 0 | 0.0 | 1.1 | - | 1.1 | 5.6 | 0.0 | 1.1 | 1.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 768 | 768 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>6.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.63</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>5.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.40</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>29.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.22</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>8.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.42</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>26.46</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>18.16</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>5.4</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>111.82</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 20.63 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 5.4 | Total Delay for Signalled Lanes (pcuHr): | 9.40 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 29.7 | Total Delay for Signalled Lanes (pcuHr): | 11.22 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 8.4 | Total Delay for Signalled Lanes (pcuHr): | 14.42 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 6.3 | Total Delay for Signalled Lanes (pcuHr): | 26.46 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 19.4 | Total Delay for Signalled Lanes (pcuHr): | 18.16 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | 5.4 | Total Delay Over All Lanes(pcuHr): | 111.82 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 20.63 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 5.4 | Total Delay for Signalled Lanes (pcuHr): | 9.40 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 29.7 | Total Delay for Signalled Lanes (pcuHr): | 11.22 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 8.4 | Total Delay for Signalled Lanes (pcuHr): | 14.42 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 6.3 | Total Delay for Signalled Lanes (pcuHr): | 26.46 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 19.4 | Total Delay for Signalled Lanes (pcuHr): | 18.16 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 5.4 | Total Delay Over All Lanes(pcuHr): | 111.82 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 5: 'B31AM_SEPR' (FG5: 'B31AM_SEPR', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 22 | 16 |
| Change Point | 0 | 12 | 39 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 32 | 18 |
| Change Point | 14 | 51 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 21 | 29 |
| Change Point | 12 | 38 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 33 | 42 | 54 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 20 | 16 | 13 |
| Change Point | 51 | 13 | 36 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 72 | 87 | 100 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 73 | 7 | 6 |
| Change Point | 72 | 40 | 55 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 95.0% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 83.9% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 22 | - | 478 | 1900 | 728 | 65.6% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 22 | - | 530 | 1900 | 728 | 72.8% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 22 | - | 393 | 1900 | 728 | 54.0% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 32 | - | 605 | 1900 | 1045 | 57.9% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 32 | - | 423 | 1900 | 1045 | 40.5% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 813 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 290 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 42 | 1900 | 253 | 16.6% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 105 | 1900 | 253 | 41.4% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 813 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 290 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 18 | - | 731 | 1900:1900 | 269+602 | 83.9 : 83.9% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 18 | - | 325 | 1900 | 602 | 54.0% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 199 | Inf | 602 | 33.1% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 21 | - | 166 | 1900 | 697 | 23.8% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 21 | - | 325 | 1900 | 697 | 46.7% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1110 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 483 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 29 | - | 452 | 1900 | 950 | 47.6% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 29 | - | 406 | 1900 | 950 | 42.7% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 29 | - | 583 | 1900:1900 | 925+915 | 31.7 : 31.7% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 16 | - | 293 | 1900 | 538 | 54.4% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 16 | - | 290 | 1900 | 538 | 53.9% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 486 | 1900 | 1900 | 25.6% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 731 | 1900 | 1900 | 38.5% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 0 | 1900 | 1900 | 0.0% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 132 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 514 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 755 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 95.0% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 514 | 1900 | 1298 | 39.6% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 755 | 1900 | 1298 | 58.2% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 401 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 401 | 1900 | 1077 | 37.2% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1242 | 1965:2105 | 940+367 | 95.0 : 95.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 566 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 809 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 159 | 1900:1900 | 507+261 | 20.7 : 20.7% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 478 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 530 | Inf | Inf | 0.0% |

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| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|----|------|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 393 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 83.7% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 43 | - | 287 | 1940 | 1423 | 20.2% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 43 | - | 316 | 2080 | 1525 | 20.7% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 43 | - | 410 | 2080 | 1525 | 26.9% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 18 | - | 743 | 1805:1935 | 425+462 | 83.7 : 83.7% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 452 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 406 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 583 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1192 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 387 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 35 | - | 836 | 1805 | 1083 | 77.2% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 20 | - | 274 | 1940 | 679 | 40.4% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 20 | - | 381 | 2080 | 728 | 52.3% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 20 | - | 102 | 2080 | 728 | 14.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 418 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 510 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 144 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 31 | 18 | 144 | 1764 | 941 | 15.3% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 31 | 18 | 171 | 1891 | 1009 | 17.0% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 13 | - | 255 | 1830 | 427 | 59.7% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 13 | - | 173 | 1962 | 458 | 37.8% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 73.6% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 418 | 1980 | 1501 | 27.8% |

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| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 510 | 2120 | 1608 | 31.7% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 144 | 1805 | 196 | 73.6% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 82 | - | 577 | 1980:1720 | 1353+29 | 41.8 : 41.8% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 82 | - | 1078 | 2120 | 1466 | 73.5% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 603 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1153 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 435 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 523 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 156 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 10 | - | 113 | 1741 | 160 | 70.8% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 10 | - | 30 | 1807 | 166 | 18.1% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 20.3% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 103 | Inf | 506 | 20.3% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 435 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 523 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 160 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 378 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 523 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 577 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1078 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 64.4% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 68 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 901 | Inf | 2945 | 30.6% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1487 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1288 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 355 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 426 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1373 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 654 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1655 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1530 | Inf | 2895 | 52.9% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 936 | Inf | 1454 | 64.4% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 156 | Inf | 1446 | 10.8% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 97 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 11 | Inf | 810 | 1.4% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1788 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 15.6% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 977 | 0.0% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 156 | Inf | 1000 | 15.6% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 156 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 68 | Inf | 1000 | 6.8% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 0 | Inf | 977 | 0.0% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 18.2% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 103 | Inf | 565 | 18.2% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 160 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 103 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 160 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 658 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 850 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 76.6% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1375 | Inf | 2170 | 63.4% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1062 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 318 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1134 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 839 | Inf | 1137 | 73.8% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1643 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 881 | Inf | 1149 | 76.6% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 809 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 7258 | 0 | 0 | 46.7 | 37.0 | 0.0 | 83.7 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 199 | 0 | 0 | 17.3 | 10.0 | 0.0 | 27.3 | - | - | - | - |
| 1/1 | 478 | 478 | - | - | - | 1.5 | 0.9 | - | 2.4 | 18.4 | 5.4 | 0.9 | 6.3 |
| 1/2 | 530 | 530 | - | - | - | 1.7 | 1.3 | - | 3.0 | 20.6 | 6.5 | 1.3 | 7.8 |
| 1/3 | 393 | 393 | - | - | - | 1.2 | 0.6 | - | 1.8 | 16.6 | 4.4 | 0.6 | 5.0 |
| 2/1 | 605 | 605 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.0 | 1.2 | 0.0 | 1.2 |
| 2/2 | 423 | 423 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.5 | 0.5 | 0.0 | 0.5 |
| 3/1 | 813 | 813 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 290 | 290 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 42 | 42 | - | - | - | 0.3 | 0.1 | - | 0.4 | 31.2 | 0.6 | 0.1 | 0.7 |
| 4/2 | 105 | 105 | - | - | - | 0.7 | 0.4 | - | 1.0 | 35.6 | 1.6 | 0.4 | 2.0 |
| 5/1 | 813 | 813 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 290 | 290 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 731 | 731 | - | - | - | 3.7 | 2.5 | - | 6.2 | 30.5 | 7.7 | 2.5 | 10.2 |
| 6/3 | 325 | 325 | - | - | - | 1.5 | 0.6 | - | 2.1 | 23.4 | 4.4 | 0.6 | 5.0 |
| 7/1 | 199 | 199 | 199 | 0 | 0 | 0.0 | 0.2 | - | 0.3 | 4.8 | 0.4 | 0.2 | 0.7 |
| 8/1 | 166 | 166 | - | - | - | 0.5 | 0.2 | - | 0.7 | 15.2 | 2.1 | 0.2 | 2.3 |
| 8/2 | 325 | 325 | - | - | - | 1.3 | 0.4 | - | 1.8 | 19.7 | 5.4 | 0.4 | 5.9 |
| 9/1 | 1110 | 1110 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 483 | 483 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 452 | 452 | - | - | - | 0.7 | 0.5 | - | 1.2 | 9.5 | 2.9 | 0.5 | 3.3 |
| 10/2 | 406 | 406 | - | - | - | 0.8 | 0.4 | - | 1.2 | 10.6 | 3.2 | 0.4 | 3.6 |
| 10/3+10/4 | 583 | 583 | - | - | - | 1.0 | 0.2 | - | 1.2 | 7.4 | 16.5 | 0.2 | 16.7 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 293 | 293 | - | - | - | 1.0 | 0.6 | - | 1.6 | 19.9 | 1.8 | 0.6 | 2.4 |
| 11/2 | 290 | 290 | - | - | - | 1.0 | 0.6 | - | 1.6 | 19.9 | 1.8 | 0.6 | 2.4 |
| 12/1 | 486 | 486 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| 12/2 | 731 | 731 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/3 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 514 | 514 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 755 | 755 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 6.8 | 9.5 | 0.0 | 16.2 | - | - | - | - |
| 1/1 | 514 | 514 | - | - | - | 0.1 | 0.3 | - | 0.5 | 3.3 | 1.2 | 0.3 | 1.5 |
| 1/2 | 755 | 755 | - | - | - | 0.7 | 0.7 | - | 1.4 | 6.8 | 5.5 | 0.7 | 6.2 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 401 | 401 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 401 | 401 | - | - | - | 1.0 | 0.3 | - | 1.3 | 11.3 | 4.2 | 0.3 | 4.5 |
| 4/2+4/3 | 1242 | 1242 | - | - | - | 3.5 | 7.7 | - | 11.1 | 32.3 | 16.7 | 7.7 | 24.4 |
| 5/1 | 566 | 566 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 809 | 809 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 159 | 159 | - | - | - | 0.7 | 0.1 | - | 0.9 | 19.9 | 1.3 | 0.1 | 1.5 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 478 | 478 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 530 | 530 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 393 | 393 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 12.2 | 6.8 | 0.0 | 19.0 | - | - | - | - |
| 1/1 | 287 | 287 | - | - | - | 0.2 | 0.1 | - | 0.3 | 4.1 | 1.4 | 0.1 | 1.6 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 316 | 316 | - | - | - | 0.2 | 0.1 | - | 0.4 | 4.0 | 1.6 | 0.1 | 1.7 |
| 1/3 | 410 | 410 | - | - | - | 0.3 | 0.2 | - | 0.5 | 4.3 | 2.2 | 0.2 | 2.3 |
| 1/4+1/5 | 743 | 743 | - | - | - | 3.6 | 2.5 | - | 6.1 | 29.6 | 6.2 | 2.5 | 8.7 |
| 2/1 | 452 | 452 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 406 | 406 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 583 | 583 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 1192 | 1192 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 387 | 387 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 836 | 836 | - | - | - | 2.0 | 1.7 | - | 3.6 | 15.7 | 9.1 | 1.7 | 10.8 |
| 4/2 | 274 | 274 | - | - | - | 0.9 | 0.3 | - | 1.2 | 15.7 | 3.4 | 0.3 | 3.7 |
| 4/3 | 381 | 381 | - | - | - | 1.7 | 0.5 | - | 2.2 | 21.1 | 4.1 | 0.5 | 4.6 |
| 4/4 | 102 | 102 | - | - | - | 0.4 | 0.1 | - | 0.4 | 15.8 | 1.1 | 0.1 | 1.1 |
| 5/1 | 418 | 418 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 510 | 510 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 144 | 144 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 144 | 144 | - | - | - | 0.3 | 0.1 | - | 0.4 | 9.4 | 1.2 | 0.1 | 1.3 |
| 6/2 | 171 | 171 | - | - | - | 0.3 | 0.1 | - | 0.4 | 9.3 | 1.4 | 0.1 | 1.5 |
| 6/3 | 255 | 255 | - | - | - | 1.5 | 0.7 | - | 2.2 | 30.9 | 3.8 | 0.7 | 4.5 |
| 6/4 | 173 | 173 | - | - | - | 0.9 | 0.3 | - | 1.2 | 25.7 | 2.4 | 0.3 | 2.7 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 10.1 | 4.8 | 0.0 | 14.8 | - | - | - | - |
| 1/1 | 418 | 418 | - | - | - | 0.5 | 0.2 | - | 0.7 | 6.1 | 4.2 | 0.2 | 4.4 |
| 1/2 | 510 | 510 | - | - | - | 0.7 | 0.2 | - | 0.9 | 6.3 | 5.4 | 0.2 | 5.6 |
| 1/3 | 144 | 144 | - | - | - | 2.1 | 1.3 | - | 3.4 | 85.1 | 4.6 | 1.3 | 6.0 |
| 2/2+2/1 | 577 | 577 | - | - | - | 1.3 | 0.4 | - | 1.6 | 10.2 | 8.0 | 0.4 | 8.4 |
| 2/3 | 1078 | 1078 | - | - | - | 3.5 | 1.4 | - | 4.9 | 16.2 | 22.5 | 1.4 | 23.8 |
| 3/1 | 603 | 603 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1153 | 1153 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 435 | 435 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 523 | 523 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 156 | 156 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 113 | 113 | - | - | - | 1.7 | 1.2 | - | 2.8 | 89.8 | 3.6 | 1.2 | 4.8 |
| 6/2 | 30 | 30 | - | - | - | 0.4 | 0.1 | - | 0.5 | 63.6 | 0.9 | 0.1 | 1.0 |
| J5: WendleBury Road | - | - | 103 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 103 | 103 | 103 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.7 | 0.3 | 0.1 | 0.4 |
| 2/1 | 435 | 435 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 523 | 523 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 160 | 160 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 378 | 378 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 523 | 523 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 577 | 577 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1078 | 1078 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3534 | 0 | 0 | 0.0 | 1.7 | 0.0 | 1.7 | - | - | - | - |
| 1/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 901 | 901 | 901 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 0.9 | 0.0 | 0.2 | 0.2 |
| 3/1 | 1487 | 1487 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1288 | 1288 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 355 | 355 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 426 | 426 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1373 | 1373 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 654 | 654 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1655 | 1655 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1530 | 1530 | 1530 | 0 | 0 | 0.0 | 0.6 | - | 0.6 | 1.3 | 0.0 | 0.6 | 0.6 |
| 11/1 | 936 | 936 | 936 | 0 | 0 | 0.0 | 0.9 | - | 0.9 | 3.5 | 0.0 | 0.9 | 0.9 |
| 12/1 | 156 | 156 | 156 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 1.4 | 0.0 | 0.1 | 0.1 |
| 13/1 | 97 | 97 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 11 | 11 | 11 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 |
| 15/1 | 1788 | 1788 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 224 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 156 | 156 | 156 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.1 | 0.0 | 0.1 | 0.1 |
| 9/1 | 156 | 156 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 68 | 68 | 68 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 103 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 103 | 103 | 103 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 3.9 | 0.0 | 0.1 | 0.1 |
| 2/1 | 160 | 160 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 103 | 103 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 160 | 160 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|-----|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|-----|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3095 | 0 | 0 | 0.4 | 3.9 | 0.0 | 4.3 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1375 | 1375 | 1375 | 0 | 0 | 0.2 | 0.9 | - | 1.1 | 2.8 | 9.9 | 0.9 | 10.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1062 | 1062 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 318 | 318 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1134 | 1134 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 839 | 839 | 839 | 0 | 0 | 0.0 | 1.4 | - | 1.4 | 6.0 | 0.0 | 1.4 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1643 | 1643 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 881 | 881 | 881 | 0 | 0 | 0.2 | 1.6 | - | 1.8 | 7.3 | 6.4 | 1.6 | 8.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 809 | 809 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>23.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.92</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>7.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.54</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>89.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.07</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-5.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>16.24</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>7.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>19.02</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>22.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.83</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-5.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>83.74</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 23.7 | Total Delay for Signalled Lanes (pcuHr): | 11.92 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 7.2 | Total Delay for Signalled Lanes (pcuHr): | 8.54 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 89.2 | Total Delay for Signalled Lanes (pcuHr): | 6.07 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -5.5 | Total Delay for Signalled Lanes (pcuHr): | 16.24 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 7.5 | Total Delay for Signalled Lanes (pcuHr): | 19.02 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 22.2 | Total Delay for Signalled Lanes (pcuHr): | 14.83 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -5.5 | Total Delay Over All Lanes(pcuHr): | 83.74 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 23.7 | Total Delay for Signalled Lanes (pcuHr): | 11.92 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 7.2 | Total Delay for Signalled Lanes (pcuHr): | 8.54 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 89.2 | Total Delay for Signalled Lanes (pcuHr): | 6.07 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -5.5 | Total Delay for Signalled Lanes (pcuHr): | 16.24 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 7.5 | Total Delay for Signalled Lanes (pcuHr): | 19.02 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 22.2 | Total Delay for Signalled Lanes (pcuHr): | 14.83 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -5.5 | Total Delay Over All Lanes(pcuHr): | 83.74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 6: 'B31PM_SEPR' (FG6: 'B31PM_SEPR', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 23 | 15 |
| Change Point | 0 | 12 | 40 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 36 | 14 |
| Change Point | 10 | 51 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 15 | 35 |
| Change Point | 54 | 14 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 42 | 51 | 3 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 17 | 10 | 22 |
| Change Point | 31 | 50 | 7 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 66 | 81 | 94 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 71 | 10 | 5 |
| Change Point | 66 | 32 | 50 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 85.3% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 85.3% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 555 | 1900 | 760 | 73.0% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 583 | 1900 | 760 | 76.7% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 454 | 1900 | 760 | 59.7% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 36 | - | 629 | 1900 | 1172 | 53.7% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 36 | - | 470 | 1900 | 1172 | 40.1% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 950 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 359 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 36 | 1900 | 253 | 14.2% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 62 | 1900 | 253 | 24.5% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 950 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 359 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 14 | - | 735 | 1900:1900 | 475+475 | 69.5 : 85.3% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 14 | - | 289 | 1900 | 475 | 60.8% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 168 | Inf | 493 | 34.1% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 15 | - | 304 | 1900 | 507 | 60.0% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 15 | - | 289 | 1900 | 507 | 57.0% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1034 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 496 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 35 | - | 519 | 1900 | 1140 | 45.5% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 35 | - | 614 | 1900 | 1140 | 53.9% |

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| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 35 | - | 718 | 1900:1900 | 950+950 | 37.8 : 37.8% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 359 | 1900 | 507 | 70.9% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 359 | 1900 | 507 | 70.9% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 653 | 1900 | 1900 | 34.4% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 902 | 1900 | 1900 | 47.5% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 1 | 1900 | 1900 | 0.1% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 170 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 681 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 945 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 80.4% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 681 | 1900 | 1298 | 52.5% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 920 | 1900 | 1298 | 70.9% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 25 | 1900:1900 | 253+0 | 9.9 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 25 | 1900 | 538 | 4.6% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 445 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 420 | 1900 | 1077 | 39.0% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1053 | 1965:2105 | 937+373 | 80.4 : 80.4% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 733 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 974 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 539 | 1900:1900 | 507+271 | 69.3 : 69.3% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 555 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 583 | Inf | Inf | 0.0% |

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| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|----|-----|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 454 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 76.9% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 34 | - | 372 | 1940 | 1132 | 32.9% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 34 | - | 257 | 2080 | 1213 | 21.2% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 34 | - | 398 | 2080 | 1213 | 32.8% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 12 | - | 544 | 1805:1935 | 343+364 | 76.9 : 76.9% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 519 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 614 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 718 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 989 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 280 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 41 | - | 725 | 1805 | 1263 | 57.4% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 17 | - | 309 | 1940 | 582 | 53.1% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 17 | - | 406 | 2080 | 624 | 65.1% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 17 | - | 90 | 2080 | 624 | 14.4% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 634 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 709 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 169 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 34 | 12 | 325 | 1764 | 1029 | 31.6% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 34 | 12 | 382 | 1891 | 1103 | 34.6% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 22 | - | 504 | 1830 | 701 | 71.8% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 22 | - | 320 | 1962 | 752 | 42.5% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 70.2% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 634 | 1980 | 1518 | 41.8% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 709 | 2120 | 1625 | 43.6% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 15 | - | 169 | 1805 | 241 | 70.2% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 80 | - | 625 | 1980:1720 | 1283+72 | 46.1 : 46.1% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 80 | - | 886 | 2120 | 1431 | 61.9% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 629 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 942 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 647 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 720 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 202 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 93 | 1741 | 145 | 64.1% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 24 | 1807 | 151 | 15.9% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 27.4% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 116 | Inf | 424 | 27.4% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 647 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 720 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 239 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 524 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 720 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 625 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 886 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 62.5% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 56 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1244 | Inf | 3136 | 39.7% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1603 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1221 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 584 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 845 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1315 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 415 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1511 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1703 | Inf | 2723 | 62.5% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 611 | Inf | 1488 | 41.1% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 202 | Inf | 1374 | 14.7% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 134 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 7 | Inf | 627 | 1.1% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2153 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 20.2% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 981 | 0.0% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 56 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 56 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 56 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 202 | Inf | 1000 | 20.2% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 202 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 56 | Inf | 1000 | 5.6% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 0 | Inf | 981 | 0.0% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.2% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 116 | Inf | 547 | 21.2% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 239 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 116 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 239 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 658 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 850 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 82.2% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1707 | Inf | 2077 | 82.2% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1205 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 631 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1190 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 890 | Inf | 1202 | 74.1% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 129 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1473 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 697 | Inf | 1049 | 66.4% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 712 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 7719 | 0 | 0 | 51.7 | 35.6 | 0.0 | 87.2 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 168 | 0 | 0 | 16.9 | 12.5 | 0.0 | 29.3 | - | - | - | - |
| 1/1 | 555 | 555 | - | - | - | 2.0 | 1.3 | - | 3.3 | 21.4 | 6.6 | 1.3 | 7.9 |
| 1/2 | 583 | 583 | - | - | - | 2.0 | 1.6 | - | 3.6 | 22.3 | 7.4 | 1.6 | 9.0 |
| 1/3 | 454 | 454 | - | - | - | 1.4 | 0.7 | - | 2.1 | 16.8 | 5.9 | 0.7 | 6.6 |
| 2/1 | 629 | 629 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.3 | 0.7 | 0.0 | 0.7 |
| 2/2 | 470 | 470 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.1 | 0.2 | 0.0 | 0.2 |
| 3/1 | 950 | 950 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 359 | 359 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 36 | 36 | - | - | - | 0.2 | 0.1 | - | 0.3 | 30.6 | 0.5 | 0.1 | 0.6 |
| 4/2 | 62 | 62 | - | - | - | 0.4 | 0.2 | - | 0.6 | 32.2 | 0.9 | 0.2 | 1.1 |
| 5/1 | 950 | 950 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 359 | 359 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 735 | 735 | - | - | - | 4.3 | 1.7 | - | 6.0 | 29.2 | 6.4 | 1.7 | 8.1 |
| 6/3 | 289 | 289 | - | - | - | 1.6 | 0.8 | - | 2.4 | 29.5 | 4.3 | 0.8 | 5.0 |
| 7/1 | 168 | 168 | 168 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 6.1 | 0.5 | 0.3 | 0.7 |
| 8/1 | 304 | 304 | - | - | - | 0.6 | 0.7 | - | 1.3 | 15.6 | 1.7 | 0.7 | 2.5 |
| 8/2 | 289 | 289 | - | - | - | 0.1 | 0.7 | - | 0.8 | 9.3 | 0.1 | 0.7 | 0.8 |
| 9/1 | 1034 | 1034 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 496 | 496 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 519 | 519 | - | - | - | 0.7 | 0.4 | - | 1.1 | 7.6 | 3.3 | 0.4 | 3.7 |
| 10/2 | 614 | 614 | - | - | - | 0.5 | 0.6 | - | 1.0 | 6.1 | 3.4 | 0.6 | 3.9 |
| 10/3+10/4 | 718 | 718 | - | - | - | 0.6 | 0.3 | - | 0.9 | 4.6 | 17.6 | 0.3 | 17.9 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 359 | 359 | - | - | - | 1.3 | 1.2 | - | 2.5 | 24.6 | 4.5 | 1.2 | 5.7 |
| 11/2 | 359 | 359 | - | - | - | 1.3 | 1.2 | - | 2.5 | 24.6 | 4.5 | 1.2 | 5.7 |
| 12/1 | 653 | 653 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.4 | 0.0 | 0.3 | 0.3 |
| 12/2 | 902 | 902 | - | - | - | 0.0 | 0.5 | - | 0.5 | 1.8 | 0.0 | 0.5 | 0.5 |
| 12/3 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 |
| 13/1 | 170 | 170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 681 | 681 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 945 | 945 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.7 | 5.6 | 0.0 | 14.3 | - | - | - | - |
| 1/1 | 681 | 681 | - | - | - | 0.7 | 0.6 | - | 1.2 | 6.4 | 4.4 | 0.6 | 4.9 |
| 1/2 | 920 | 920 | - | - | - | 1.0 | 1.2 | - | 2.2 | 8.8 | 6.5 | 1.2 | 7.7 |
| 1/3+1/4 | 25 | 25 | - | - | - | 0.1 | 0.1 | - | 0.1 | 20.4 | 0.4 | 0.1 | 0.5 |
| 2/1 | 25 | 25 | - | - | - | 0.0 | 0.0 | - | 0.0 | 4.1 | 0.2 | 0.0 | 0.3 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 445 | 445 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 420 | 420 | - | - | - | 1.0 | 0.3 | - | 1.3 | 10.9 | 4.5 | 0.3 | 4.8 |
| 4/2+4/3 | 1053 | 1053 | - | - | - | 2.4 | 2.0 | - | 4.4 | 15.0 | 10.1 | 2.0 | 12.2 |
| 5/1 | 733 | 733 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 974 | 974 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 539 | 539 | - | - | - | 2.9 | 1.1 | - | 4.0 | 26.6 | 5.2 | 1.1 | 6.3 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 555 | 555 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 583 | 583 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 454 | 454 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 14.6 | 6.6 | 0.0 | 21.2 | - | - | - | - |
| 1/1 | 372 | 372 | - | - | - | 0.7 | 0.2 | - | 0.9 | 8.8 | 3.1 | 0.2 | 3.3 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|-----|-----|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 257 | 257 | - | - | - | 0.4 | 0.1 | - | 0.6 | 7.8 | 2.0 | 0.1 | 2.1 |
| 1/3 | 398 | 398 | - | - | - | 0.7 | 0.2 | - | 1.0 | 8.6 | 3.3 | 0.2 | 3.6 |
| 1/4+1/5 | 544 | 544 | - | - | - | 3.3 | 1.6 | - | 4.9 | 32.3 | 4.2 | 1.6 | 5.8 |
| 2/1 | 519 | 519 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 614 | 614 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 718 | 718 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 989 | 989 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 280 | 280 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 725 | 725 | - | - | - | 0.8 | 0.7 | - | 1.5 | 7.2 | 7.0 | 0.7 | 7.7 |
| 4/2 | 309 | 309 | - | - | - | 1.4 | 0.6 | - | 2.0 | 23.2 | 3.6 | 0.6 | 4.2 |
| 4/3 | 406 | 406 | - | - | - | 2.2 | 0.9 | - | 3.2 | 28.1 | 6.2 | 0.9 | 7.2 |
| 4/4 | 90 | 90 | - | - | - | 0.4 | 0.1 | - | 0.5 | 19.1 | 1.1 | 0.1 | 1.2 |
| 5/1 | 634 | 634 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 709 | 709 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 169 | 169 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 325 | 325 | - | - | - | 0.6 | 0.2 | - | 0.8 | 8.9 | 2.7 | 0.2 | 2.9 |
| 6/2 | 382 | 382 | - | - | - | 0.7 | 0.3 | - | 1.0 | 9.0 | 3.3 | 0.3 | 3.6 |
| 6/3 | 504 | 504 | - | - | - | 2.2 | 1.3 | - | 3.5 | 24.7 | 7.1 | 1.3 | 8.4 |
| 6/4 | 320 | 320 | - | - | - | 1.2 | 0.4 | - | 1.6 | 17.8 | 3.9 | 0.4 | 4.3 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 10.1 | 4.1 | 0.0 | 14.2 | - | - | - | - |
| 1/1 | 634 | 634 | - | - | - | 0.8 | 0.4 | - | 1.2 | 6.8 | 7.2 | 0.4 | 7.6 |
| 1/2 | 709 | 709 | - | - | - | 1.0 | 0.4 | - | 1.4 | 6.9 | 8.3 | 0.4 | 8.7 |
| 1/3 | 169 | 169 | - | - | - | 2.3 | 1.1 | - | 3.5 | 74.1 | 5.4 | 1.1 | 6.5 |
| 2/2+2/1 | 625 | 625 | - | - | - | 1.5 | 0.4 | - | 2.0 | 11.3 | 9.0 | 0.4 | 9.5 |
| 2/3 | 886 | 886 | - | - | - | 2.7 | 0.8 | - | 3.5 | 14.1 | 16.2 | 0.8 | 17.1 |
| 3/1 | 629 | 629 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 942 | 942 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 647 | 647 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 720 | 720 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 202 | 202 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 93 | 93 | - | - | - | 1.4 | 0.9 | - | 2.2 | 86.7 | 3.0 | 0.9 | 3.9 |
| 6/2 | 24 | 24 | - | - | - | 0.3 | 0.1 | - | 0.4 | 65.4 | 0.7 | 0.1 | 0.8 |
| J5: WendleBury Road | - | - | 116 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 6.8 | 0.6 | 0.2 | 0.8 |
| 2/1 | 647 | 647 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 720 | 720 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 239 | 239 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 524 | 524 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 720 | 720 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 625 | 625 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 886 | 886 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3767 | 0 | 0 | 0.0 | 1.6 | 0.0 | 1.6 | - | - | - | - |
| 1/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1244 | 1244 | 1244 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 1.0 | 0.0 | 0.3 | 0.3 |
| 3/1 | 1603 | 1603 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1221 | 1221 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 584 | 584 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 845 | 845 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1315 | 1315 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 415 | 415 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1511 | 1511 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1703 | 1703 | 1703 | 0 | 0 | 0.0 | 0.8 | - | 0.8 | 1.8 | 0.0 | 0.8 | 0.8 |
| 11/1 | 611 | 611 | 611 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 2.1 | 0.0 | 0.3 | 0.3 |
| 12/1 | 202 | 202 | 202 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 1.5 | 0.0 | 0.1 | 0.1 |
| 13/1 | 134 | 134 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2153 | 2153 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 258 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 202 | 202 | 202 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.3 | 0.0 | 0.1 | 0.1 |
| 9/1 | 202 | 202 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 56 | 56 | 56 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 116 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.2 | 0.0 | 0.1 | 0.1 |
| 2/1 | 239 | 239 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 239 | 239 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|-----|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|-----|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3294 | 0 | 0 | 1.4 | 4.7 | 0.0 | 6.1 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1707 | 1707 | 1707 | 0 | 0 | 1.4 | 2.3 | - | 3.7 | 7.8 | 25.8 | 2.3 | 28.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1205 | 1205 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 631 | 631 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1190 | 1190 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 890 | 890 | 890 | 0 | 0 | 0.0 | 1.4 | - | 1.4 | 5.7 | 0.0 | 1.4 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 129 | 129 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1473 | 1473 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 697 | 697 | 697 | 0 | 0 | 0.0 | 1.0 | - | 1.0 | 5.1 | 0.0 | 1.0 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 712 | 712 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>17.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.79</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>5.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.41</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>50.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.12</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>12.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.32</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.21</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>28.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.16</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>5.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>87.23</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 17.3 | Total Delay for Signalled Lanes (pcuHr): | 14.79 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 5.6 | Total Delay for Signalled Lanes (pcuHr): | 8.41 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 50.0 | Total Delay for Signalled Lanes (pcuHr): | 5.12 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 12.0 | Total Delay for Signalled Lanes (pcuHr): | 14.32 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 17.0 | Total Delay for Signalled Lanes (pcuHr): | 21.21 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 28.2 | Total Delay for Signalled Lanes (pcuHr): | 14.16 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | 5.6 | Total Delay Over All Lanes(pcuHr): | 87.23 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 17.3 | Total Delay for Signalled Lanes (pcuHr): | 14.79 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 5.6 | Total Delay for Signalled Lanes (pcuHr): | 8.41 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 50.0 | Total Delay for Signalled Lanes (pcuHr): | 5.12 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 12.0 | Total Delay for Signalled Lanes (pcuHr): | 14.32 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 17.0 | Total Delay for Signalled Lanes (pcuHr): | 21.21 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 28.2 | Total Delay for Signalled Lanes (pcuHr): | 14.16 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 5.6 | Total Delay Over All Lanes(pcuHr): | 87.23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 7: 'D26AM OP5B B1C' (FG17: 'D26AM OP5B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 23 | 15 |
| Change Point | 0 | 12 | 40 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 26 | 24 |
| Change Point | 14 | 45 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 22 | 28 |
| Change Point | 11 | 38 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 34 | 43 | 55 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 33 | 7 | 9 |
| Change Point | 35 | 10 | 24 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 72 | 87 | 100 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 72 | 7 | 7 |
| Change Point | 72 | 39 | 54 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 93.0% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 91.6% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 444 | 1900 | 760 | 58.4% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 464 | 1900 | 760 | 61.1% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 422 | 1900 | 760 | 55.5% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 26 | - | 536 | 1900 | 855 | 62.7% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 26 | - | 449 | 1900 | 855 | 52.5% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 824 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 334 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 43 | 1900 | 253 | 17.0% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 99 | 1900 | 253 | 39.1% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 824 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 334 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 24 | - | 1081 | 1900:1900 | 389+792 | 91.6 : 91.6% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 24 | - | 350 | 1900 | 792 | 44.2% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 199 | Inf | 695 | 28.6% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 89 | 1900 | 728 | 12.2% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 350 | 1900 | 728 | 48.1% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1261 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 716 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 301 | 1900 | 918 | 32.8% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 328 | 1900 | 918 | 35.7% |

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| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 28 | - | 671 | 1900:1900 | 909+901 | 37.1 : 37.1% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 337 | 1900 | 507 | 66.5% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 334 | 1900 | 507 | 65.9% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 263 | 1900 | 1900 | 13.8% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 678 | 1900 | 1900 | 35.7% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 0 | 1900 | 1900 | 0.0% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 127 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 268 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 730 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 93.0% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 268 | 1900 | 1298 | 20.6% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 730 | 1900 | 1298 | 56.2% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 300 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 300 | 1900 | 1077 | 27.9% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1243 | 1965:2105 | 912+425 | 93.0 : 93.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 298 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 761 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 87 | 1900:1900 | 507+267 | 11.3 : 11.3% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 61 | 1900 | 253 | 24.1% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 444 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 464 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|---|------|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 422 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 77.7% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 190 | 1940 | 1552 | 12.2% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 254 | 2080 | 1664 | 15.3% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 473 | 2080 | 1664 | 28.4% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 9 | - | 476 | 1805:1935 | 300+313 | 77.7 : 77.7% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 301 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 328 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 671 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1036 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 243 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 44 | - | 803 | 1805 | 1354 | 59.3% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 33 | - | 458 | 1940 | 1099 | 41.7% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 33 | - | 607 | 2080 | 1179 | 51.5% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 33 | - | 109 | 2080 | 1179 | 9.2% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 581 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 694 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 132 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 18 | 9 | 123 | 1764 | 559 | 22.0% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 18 | 9 | 110 | 1891 | 599 | 18.4% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 185 | 1830 | 305 | 60.7% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 198 | 1962 | 327 | 60.6% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 74.1% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 89 | - | 581 | 1980 | 1485 | 39.1% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 89 | - | 694 | 2120 | 1590 | 43.6% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 132 | 1805 | 196 | 67.5% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 81 | - | 410 | 1980:1720 | 1341+23 | 30.1 : 30.1% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 81 | - | 861 | 2120 | 1449 | 59.4% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 444 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 949 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 595 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 706 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 139 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 11 | - | 129 | 1741 | 174 | 74.1% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 11 | - | 26 | 1807 | 181 | 14.4% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 21.7% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 95 | Inf | 438 | 21.7% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 595 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 706 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 212 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 478 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 706 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 410 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 861 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 48.7% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 170 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1184 | Inf | 3164 | 37.4% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1394 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1259 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 329 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 288 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1228 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 380 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1271 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1418 | Inf | 2914 | 48.7% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 423 | Inf | 1539 | 27.5% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 194 | Inf | 1503 | 12.9% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 232 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 1 | Inf | 946 | 0.1% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1515 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | | - | N/A | - | - | - | - | - | - | - | - | 17.3% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 182 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 22 | Inf | 977 | 2.3% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 22 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 170 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 172 | Inf | 992 | 17.3% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 194 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 170 | Inf | 1000 | 17.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 80 | Inf | 944 | 8.5% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 17.2% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 95 | Inf | 553 | 17.2% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 212 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 80 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 95 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 132 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 80 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 640 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 80 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 822 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 69.7% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1059 | Inf | 2170 | 48.8% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 802 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 262 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1013 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 839 | Inf | 1204 | 69.7% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1543 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 920 | Inf | 1331 | 69.1% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 709 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 6871 | 0 | 0 | 41.8 | 32.6 | 0.0 | 74.4 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 199 | 0 | 0 | 16.8 | 11.7 | 0.0 | 28.5 | - | - | - | - |
| 1/1 | 444 | 444 | - | - | - | 1.1 | 0.7 | - | 1.8 | 14.7 | 3.9 | 0.7 | 4.6 |
| 1/2 | 464 | 464 | - | - | - | 1.2 | 0.8 | - | 2.0 | 15.2 | 4.4 | 0.8 | 5.1 |
| 1/3 | 422 | 422 | - | - | - | 1.1 | 0.6 | - | 1.7 | 14.7 | 4.4 | 0.6 | 5.0 |
| 2/1 | 536 | 536 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.7 | 1.4 | 0.0 | 1.4 |
| 2/2 | 449 | 449 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.0 | 0.6 | 0.0 | 0.6 |
| 3/1 | 824 | 824 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 334 | 334 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 43 | 43 | - | - | - | 0.3 | 0.1 | - | 0.4 | 31.3 | 0.6 | 0.1 | 0.7 |
| 4/2 | 99 | 99 | - | - | - | 0.6 | 0.3 | - | 1.0 | 35.0 | 1.5 | 0.3 | 1.8 |
| 5/1 | 824 | 824 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 334 | 334 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1081 | 1081 | - | - | - | 4.6 | 4.9 | - | 9.5 | 31.7 | 11.3 | 4.9 | 16.2 |
| 6/3 | 350 | 350 | - | - | - | 1.2 | 0.4 | - | 1.6 | 16.6 | 4.1 | 0.4 | 4.5 |
| 7/1 | 199 | 199 | 199 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 4.0 | 0.4 | 0.2 | 0.6 |
| 8/1 | 89 | 89 | - | - | - | 0.3 | 0.1 | - | 0.3 | 14.0 | 0.8 | 0.1 | 0.9 |
| 8/2 | 350 | 350 | - | - | - | 1.8 | 0.5 | - | 2.3 | 23.4 | 5.8 | 0.5 | 6.3 |
| 9/1 | 1261 | 1261 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 716 | 716 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 301 | 301 | - | - | - | 0.6 | 0.2 | - | 0.9 | 10.4 | 3.5 | 0.2 | 3.7 |
| 10/2 | 328 | 328 | - | - | - | 0.7 | 0.3 | - | 1.0 | 11.1 | 3.4 | 0.3 | 3.7 |
| 10/3+10/4 | 671 | 671 | - | - | - | 1.4 | 0.3 | - | 1.7 | 9.0 | 14.9 | 0.3 | 15.1 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 337 | 337 | - | - | - | 0.7 | 1.0 | - | 1.7 | 18.4 | 1.2 | 1.0 | 2.2 |
| 11/2 | 334 | 334 | - | - | - | 0.7 | 1.0 | - | 1.7 | 18.2 | 1.2 | 1.0 | 2.1 |
| 12/1 | 263 | 263 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.1 | 0.0 | 0.1 | 0.1 |
| 12/2 | 678 | 678 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/3 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 127 | 127 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 268 | 268 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 730 | 730 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 5.5 | 7.1 | 0.0 | 12.5 | - | - | - | - |
| 1/1 | 268 | 268 | - | - | - | 0.0 | 0.1 | - | 0.2 | 2.0 | 0.7 | 0.1 | 0.8 |
| 1/2 | 730 | 730 | - | - | - | 0.7 | 0.6 | - | 1.3 | 6.6 | 5.6 | 0.6 | 6.2 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 300 | 300 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 300 | 300 | - | - | - | 0.6 | 0.2 | - | 0.8 | 10.1 | 2.8 | 0.2 | 3.0 |
| 4/2+4/3 | 1243 | 1243 | - | - | - | 3.3 | 5.9 | - | 9.2 | 26.6 | 15.6 | 5.9 | 21.4 |
| 5/1 | 298 | 298 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 761 | 761 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 87 | 87 | - | - | - | 0.4 | 0.1 | - | 0.5 | 19.2 | 0.7 | 0.1 | 0.8 |
| 6/3 | 61 | 61 | - | - | - | 0.4 | 0.2 | - | 0.6 | 32.7 | 0.9 | 0.2 | 1.1 |
| 7/1 | 444 | 444 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 464 | 464 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 422 | 422 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 10.0 | 5.5 | 0.0 | 15.5 | - | - | - | - |
| 1/1 | 190 | 190 | - | - | - | 0.1 | 0.1 | - | 0.1 | 2.7 | 0.7 | 0.1 | 0.8 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 254 | 254 | - | - | - | 0.1 | 0.1 | - | 0.2 | 2.7 | 0.9 | 0.1 | 1.0 |
| 1/3 | 473 | 473 | - | - | - | 0.2 | 0.2 | - | 0.4 | 3.1 | 2.0 | 0.2 | 2.2 |
| 1/4+1/5 | 476 | 476 | - | - | - | 3.2 | 1.7 | - | 4.9 | 36.7 | 3.8 | 1.7 | 5.5 |
| 2/1 | 301 | 301 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 328 | 328 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 671 | 671 | - | - | - | 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 | 243 | 243 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 803 | 803 | - | - | - | 0.7 | 0.7 | - | 1.4 | 6.2 | 4.7 | 0.7 | 5.4 |
| 4/2 | 458 | 458 | - | - | - | 0.7 | 0.4 | - | 1.0 | 8.1 | 3.5 | 0.4 | 3.8 |
| 4/3 | 607 | 607 | - | - | - | 1.5 | 0.5 | - | 2.0 | 12.1 | 6.7 | 0.5 | 7.2 |
| 4/4 | 109 | 109 | - | - | - | 0.2 | 0.1 | - | 0.2 | 7.3 | 0.8 | 0.1 | 0.9 |
| 5/1 | 581 | 581 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 694 | 694 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 123 | 123 | - | - | - | 0.5 | 0.1 | - | 0.7 | 19.2 | 1.5 | 0.1 | 1.6 |
| 6/2 | 110 | 110 | - | - | - | 0.5 | 0.1 | - | 0.6 | 18.6 | 1.3 | 0.1 | 1.4 |
| 6/3 | 185 | 185 | - | - | - | 1.2 | 0.8 | - | 2.0 | 38.0 | 2.8 | 0.8 | 3.6 |
| 6/4 | 198 | 198 | - | - | - | 1.3 | 0.8 | - | 2.0 | 37.0 | 3.0 | 0.8 | 3.8 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 9.3 | 4.1 | 0.0 | 13.4 | - | - | - | - |
| 1/1 | 581 | 581 | - | - | - | 0.9 | 0.3 | - | 1.2 | 7.3 | 6.8 | 0.3 | 7.1 |
| 1/2 | 694 | 694 | - | - | - | 1.1 | 0.4 | - | 1.5 | 7.6 | 8.5 | 0.4 | 8.9 |
| 1/3 | 132 | 132 | - | - | - | 1.9 | 1.0 | - | 2.9 | 78.9 | 4.2 | 1.0 | 5.2 |
| 2/2+2/1 | 410 | 410 | - | - | - | 0.9 | 0.2 | - | 1.1 | 9.4 | 5.3 | 0.2 | 5.5 |
| 2/3 | 861 | 861 | - | - | - | 2.4 | 0.7 | - | 3.1 | 13.2 | 15.1 | 0.7 | 15.8 |
| 3/1 | 444 | 444 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 949 | 949 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 595 | 595 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 706 | 706 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 139 | 139 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 129 | 129 | - | - | - | 1.9 | 1.3 | - | 3.2 | 90.2 | 4.2 | 1.3 | 5.5 |
| 6/2 | 26 | 26 | - | - | - | 0.4 | 0.1 | - | 0.4 | 61.0 | 0.8 | 0.1 | 0.9 |
| J5: WendleBury Road | - | - | 95 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 95 | 95 | 95 | 0 | 0 | 0.0 | 0.1 | - | 0.2 | 6.1 | 0.4 | 0.1 | 0.6 |
| 2/1 | 595 | 595 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 706 | 706 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 212 | 212 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 478 | 478 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 706 | 706 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 410 | 410 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 861 | 861 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3220 | 0 | 0 | 0.0 | 1.0 | 0.0 | 1.0 | - | - | - | - |
| 1/1 | 170 | 170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1184 | 1184 | 1184 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 0.9 | 0.0 | 0.3 | 0.3 |
| 3/1 | 1394 | 1394 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1259 | 1259 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 329 | 329 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 288 | 288 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1228 | 1228 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 380 | 380 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1271 | 1271 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1418 | 1418 | 1418 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.2 | 0.0 | 0.5 | 0.5 |
| 11/1 | 423 | 423 | 423 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 1.6 | 0.0 | 0.2 | 0.2 |
| 12/1 | 194 | 194 | 194 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 1.4 | 0.0 | 0.1 | 0.1 |
| 13/1 | 232 | 232 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 1 | 1 | 1 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 15/1 | 1515 | 1515 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 444 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 182 | 182 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 22 | 22 | 22 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 22 | 22 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 170 | 170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 172 | 172 | 172 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 9/1 | 194 | 194 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 170 | 170 | 170 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 11/1 | 80 | 80 | 80 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 95 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 95 | 95 | 95 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 3.9 | 0.0 | 0.1 | 0.1 |
| 2/1 | 212 | 212 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 80 | 80 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 95 | 95 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 80 | 80 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 80 | 80 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|-----|-----|-----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 2818 | 0 | 0 | 0.2 | 2.7 | 0.0 | 2.9 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1059 | 1059 | 1059 | 0 | 0 | 0.1 | 0.5 | - | 0.6 | 2.0 | 8.0 | 0.5 | 8.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 802 | 802 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 262 | 262 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1013 | 1013 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 839 | 839 | 839 | 0 | 0 | 0.0 | 1.1 | - | 1.1 | 4.9 | 0.0 | 1.1 | 1.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1543 | 1543 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 920 | 920 | 920 | 0 | 0 | 0.1 | 1.1 | - | 1.2 | 4.7 | 4.3 | 1.1 | 5.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 709 | 709 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>35.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.24</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-1.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.51</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>87.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.18</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-3.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.53</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>15.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.48</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.43</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-3.3</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>74.45</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 35.3 | Total Delay for Signalled Lanes (pcuHr): | 10.24 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.8 | Total Delay for Signalled Lanes (pcuHr): | 11.51 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 87.3 | Total Delay for Signalled Lanes (pcuHr): | 6.18 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -3.3 | Total Delay for Signalled Lanes (pcuHr): | 12.53 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 15.9 | Total Delay for Signalled Lanes (pcuHr): | 15.48 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 21.5 | Total Delay for Signalled Lanes (pcuHr): | 13.43 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -3.3 | Total Delay Over All Lanes(pcuHr): | 74.45 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 35.3 | Total Delay for Signalled Lanes (pcuHr): | 10.24 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.8 | Total Delay for Signalled Lanes (pcuHr): | 11.51 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 87.3 | Total Delay for Signalled Lanes (pcuHr): | 6.18 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -3.3 | Total Delay for Signalled Lanes (pcuHr): | 12.53 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 15.9 | Total Delay for Signalled Lanes (pcuHr): | 15.48 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 21.5 | Total Delay for Signalled Lanes (pcuHr): | 13.43 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -3.3 | Total Delay Over All Lanes(pcuHr): | 74.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 8: 'D26PM OP5B B1C' (FG18: 'D26PM OP5B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 20 | 18 |
| Change Point | 0 | 12 | 37 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 31 | 19 |
| Change Point | 15 | 51 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 26 |
| Change Point | 6 | 35 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 27 | 36 | 48 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 25 | 7 | 17 |
| Change Point | 49 | 16 | 30 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 69 | 84 | 97 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 73 | 8 | 5 |
| Change Point | 69 | 37 | 53 |

LinSig V1 style report

| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 91.4% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 91.4% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 566 | 1900 | 665 | 85.1% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 500 | 1900 | 665 | 75.2% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 470 | 1900 | 665 | 70.7% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 31 | - | 547 | 1900 | 1013 | 54.0% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 31 | - | 485 | 1900 | 1013 | 47.9% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1109 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 505 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 46 | 1900 | 253 | 18.2% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 72 | 1900 | 253 | 28.4% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1109 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 505 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 19 | - | 1041 | 1900:1900 | 633+633 | 72.9 : 91.4% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 19 | - | 285 | 1900 | 633 | 45.0% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 181 | Inf | 518 | 34.9% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 24 | - | 258 | 1900 | 792 | 32.6% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 24 | - | 285 | 1900 | 792 | 36.0% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1126 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 689 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 26 | - | 547 | 1900 | 855 | 64.0% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 26 | - | 624 | 1900 | 855 | 73.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 26 | - | 992 | 1900:1900 | 855+855 | 58.1 : 57.9% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 497 | 1900 | 602 | 82.6% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 495 | 1900 | 602 | 82.3% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 614 | 1900 | 1900 | 32.3% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 891 | 1900 | 1900 | 46.9% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 18 | 1900 | 1900 | 0.9% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 191 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 647 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 939 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 84.4% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 647 | 1900 | 1298 | 49.8% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 935 | 1900 | 1298 | 72.0% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 4 | 1900:1900 | 253+0 | 1.6 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 4 | 1900 | 538 | 0.7% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 311 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 307 | 1900 | 1077 | 28.5% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1122 | 1965:2105 | 919+410 | 84.4 : 84.4% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 697 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 985 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 414 | 1900:1900 | 507+297 | 51.5 : 51.5% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 100 | 1900 | 253 | 39.5% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 566 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 500 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|-----|-----|-----------|--------------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | - | - | - | 470 | Inf | Inf | 0.0% | |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | - | - | - | - | - | - | 78.0% | |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 39 | - | 402 | 1940 | 1293 | 31.1% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 39 | - | 341 | 2080 | 1387 | 24.6% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 39 | - | 613 | 2080 | 1387 | 44.2% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 9 | - | 458 | 1805:1935 | 300+308 | 75.3 : 75.3% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 547 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 624 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 992 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 848 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 232 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 44 | - | 622 | 1805 | 1354 | 45.9% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 25 | - | 504 | 1940 | 841 | 60.0% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 25 | - | 584 | 2080 | 901 | 64.8% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 25 | - | 105 | 2080 | 901 | 11.6% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 799 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 866 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 161 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 26 | 9 | 295 | 1764 | 794 | 37.2% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 26 | 9 | 338 | 1891 | 851 | 39.7% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 17 | - | 428 | 1830 | 549 | 78.0% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 17 | - | 379 | 1962 | 589 | 64.4% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 76.5% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 799 | 1980 | 1518 | 52.6% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 866 | 2120 | 1625 | 53.3% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 13 | - | 161 | 1805 | 211 | 76.5% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 82 | - | 732 | 1980:1720 | 1328+57 | 52.9 : 52.9% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 82 | - | 1007 | 2120 | 1466 | 68.7% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 743 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1071 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 810 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 875 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 191 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 105 | 1741 | 145 | 72.4% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 20 | 1807 | 151 | 13.3% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 31.7% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 115 | Inf | 362 | 31.7% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 810 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 875 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 291 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 634 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 875 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 732 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1007 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 66.9% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 62 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1509 | Inf | 3150 | 47.9% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1844 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1582 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 628 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 798 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1571 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 397 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1739 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1800 | Inf | 2690 | 66.9% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 565 | Inf | 1337 | 42.3% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 366 | Inf | 1224 | 29.9% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 66 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 7 | Inf | 523 | 1.3% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2362 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 19.9% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 18 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 179 | Inf | 984 | 18.2% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 49 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 179 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 62 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 49 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 187 | Inf | 941 | 19.9% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 366 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 62 | Inf | 1000 | 6.2% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 5 | Inf | 979 | 0.5% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.5% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 115 | Inf | 536 | 21.5% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 291 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 115 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 286 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 670 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 889 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 81.2% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1682 | Inf | 2072 | 81.2% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1205 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 613 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1208 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 866 | Inf | 1210 | 71.5% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 136 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1429 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 702 | Inf | 1049 | 66.9% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 699 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8341 | 0 | 0 | 57.7 | 43.1 | 0.0 | 100.8 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 181 | 0 | 0 | 23.3 | 17.3 | 0.0 | 40.6 | - | - | - | - |
| 1/1 | 566 | 566 | - | - | - | 2.4 | 2.7 | - | 5.1 | 32.8 | 8.8 | 2.7 | 11.5 |
| 1/2 | 500 | 500 | - | - | - | 2.0 | 1.5 | - | 3.5 | 25.1 | 7.5 | 1.5 | 9.0 |
| 1/3 | 470 | 470 | - | - | - | 1.9 | 1.2 | - | 3.1 | 24.0 | 7.0 | 1.2 | 8.1 |
| 2/1 | 547 | 547 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.8 | 0.8 | 0.0 | 0.8 |
| 2/2 | 485 | 485 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.3 | 0.2 | 0.0 | 0.2 |
| 3/1 | 1109 | 1109 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 505 | 505 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 46 | 46 | - | - | - | 0.3 | 0.1 | - | 0.4 | 28.8 | 0.6 | 0.1 | 0.7 |
| 4/2 | 72 | 72 | - | - | - | 0.4 | 0.2 | - | 0.6 | 31.4 | 0.9 | 0.2 | 1.1 |
| 5/1 | 1109 | 1109 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 505 | 505 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1041 | 1041 | - | - | - | 5.3 | 2.3 | - | 7.6 | 26.3 | 9.2 | 2.3 | 11.4 |
| 6/3 | 285 | 285 | - | - | - | 1.2 | 0.4 | - | 1.7 | 20.8 | 3.7 | 0.4 | 4.1 |
| 7/1 | 181 | 181 | 181 | 0 | 0 | 0.1 | 0.3 | - | 0.4 | 7.2 | 0.9 | 0.3 | 1.1 |
| 8/1 | 258 | 258 | - | - | - | 0.6 | 0.2 | - | 0.8 | 11.8 | 3.3 | 0.2 | 3.5 |
| 8/2 | 285 | 285 | - | - | - | 0.7 | 0.3 | - | 1.0 | 12.0 | 4.6 | 0.3 | 4.8 |
| 9/1 | 1126 | 1126 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 689 | 689 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 547 | 547 | - | - | - | 1.7 | 0.9 | - | 2.6 | 17.0 | 5.8 | 0.9 | 6.7 |
| 10/2 | 624 | 624 | - | - | - | 1.4 | 1.3 | - | 2.7 | 15.7 | 6.5 | 1.3 | 7.9 |
| 10/3+10/4 | 992 | 992 | - | - | - | 3.6 | 0.7 | - | 4.3 | 15.6 | 19.2 | 0.7 | 19.9 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 497 | 497 | - | - | - | 0.7 | 2.3 | - | 3.0 | 21.8 | 1.2 | 2.3 | 3.5 |
| 11/2 | 495 | 495 | - | - | - | 0.7 | 2.2 | - | 3.0 | 21.5 | 1.2 | 2.2 | 3.5 |
| 12/1 | 614 | 614 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| 12/2 | 891 | 891 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| 12/3 | 18 | 18 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 191 | 191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 647 | 647 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 939 | 939 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 6.8 | 5.5 | 0.0 | 12.3 | - | - | - | - |
| 1/1 | 647 | 647 | - | - | - | 0.3 | 0.5 | - | 0.8 | 4.2 | 1.2 | 0.5 | 1.7 |
| 1/2 | 935 | 935 | - | - | - | 0.4 | 1.3 | - | 1.7 | 6.6 | 4.8 | 1.3 | 6.0 |
| 1/3+1/4 | 4 | 4 | - | - | - | 0.0 | 0.0 | - | 0.1 | 50.7 | 0.1 | 0.0 | 0.1 |
| 2/1 | 4 | 4 | - | - | - | 0.0 | 0.0 | - | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 311 | 311 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 307 | 307 | - | - | - | 0.7 | 0.2 | - | 0.9 | 10.6 | 3.2 | 0.2 | 3.4 |
| 4/2+4/3 | 1122 | 1122 | - | - | - | 2.6 | 2.6 | - | 5.3 | 16.9 | 11.3 | 2.6 | 13.9 |
| 5/1 | 697 | 697 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 985 | 985 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 414 | 414 | - | - | - | 2.1 | 0.5 | - | 2.6 | 22.9 | 3.7 | 0.5 | 4.2 |
| 6/3 | 100 | 100 | - | - | - | 0.7 | 0.3 | - | 1.0 | 35.5 | 1.5 | 0.3 | 1.8 |
| 7/1 | 566 | 566 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 500 | 500 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 470 | 470 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 14.7 | 7.7 | 0.0 | 22.3 | - | - | - | - |
| 1/1 | 402 | 402 | - | - | - | 0.5 | 0.2 | - | 0.7 | 6.2 | 2.8 | 0.2 | 3.0 |

LinSig V1 style report

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|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 341 | 341 | - | - | - | 0.4 | 0.2 | - | 0.5 | 5.7 | 2.2 | 0.2 | 2.3 |
| 1/3 | 613 | 613 | - | - | - | 0.8 | 0.4 | - | 1.2 | 7.1 | 4.8 | 0.4 | 5.2 |
| 1/4+1/5 | 458 | 458 | - | - | - | 3.0 | 1.5 | - | 4.5 | 35.5 | 3.6 | 1.5 | 5.1 |
| 2/1 | 547 | 547 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 624 | 624 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 992 | 992 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 848 | 848 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 232 | 232 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 622 | 622 | - | - | - | 0.4 | 0.4 | - | 0.8 | 4.8 | 2.6 | 0.4 | 3.0 |
| 4/2 | 504 | 504 | - | - | - | 1.4 | 0.7 | - | 2.1 | 15.1 | 5.7 | 0.7 | 6.5 |
| 4/3 | 584 | 584 | - | - | - | 1.8 | 0.9 | - | 2.8 | 17.0 | 6.2 | 0.9 | 7.1 |
| 4/4 | 105 | 105 | - | - | - | 0.2 | 0.1 | - | 0.3 | 10.6 | 0.9 | 0.1 | 1.0 |
| 5/1 | 799 | 799 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 866 | 866 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 161 | 161 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 295 | 295 | - | - | - | 0.9 | 0.3 | - | 1.2 | 14.5 | 3.2 | 0.3 | 3.5 |
| 6/2 | 338 | 338 | - | - | - | 1.0 | 0.3 | - | 1.4 | 14.6 | 3.8 | 0.3 | 4.1 |
| 6/3 | 428 | 428 | - | - | - | 2.3 | 1.7 | - | 4.0 | 33.7 | 6.4 | 1.7 | 8.1 |
| 6/4 | 379 | 379 | - | - | - | 1.9 | 0.9 | - | 2.8 | 26.7 | 5.5 | 0.9 | 6.4 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 11.5 | 5.6 | 0.0 | 17.1 | - | - | - | - |
| 1/1 | 799 | 799 | - | - | - | 1.2 | 0.6 | - | 1.8 | 8.0 | 10.2 | 0.6 | 10.8 |
| 1/2 | 866 | 866 | - | - | - | 1.3 | 0.6 | - | 1.9 | 7.9 | 11.3 | 0.6 | 11.9 |
| 1/3 | 161 | 161 | - | - | - | 2.3 | 1.5 | - | 3.8 | 85.6 | 5.2 | 1.5 | 6.7 |
| 2/2+2/1 | 732 | 732 | - | - | - | 1.8 | 0.6 | - | 2.3 | 11.4 | 11.1 | 0.6 | 11.7 |
| 2/3 | 1007 | 1007 | - | - | - | 3.0 | 1.1 | - | 4.1 | 14.7 | 19.6 | 1.1 | 20.7 |
| 3/1 | 743 | 743 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1071 | 1071 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 810 | 810 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 875 | 875 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 191 | 191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 105 | 105 | - | - | - | 1.6 | 1.2 | - | 2.8 | 96.0 | 3.4 | 1.2 | 4.6 |
| 6/2 | 20 | 20 | - | - | - | 0.3 | 0.1 | - | 0.4 | 64.8 | 0.6 | 0.1 | 0.7 |
| J5: WendleBury Road | - | - | 115 | 0 | 0 | 0.1 | 0.2 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 115 | 115 | 115 | 0 | 0 | 0.1 | 0.2 | - | 0.3 | 9.5 | 0.9 | 0.2 | 1.2 |
| 2/1 | 810 | 810 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 875 | 875 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 291 | 291 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 634 | 634 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 875 | 875 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 732 | 732 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1007 | 1007 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4247 | 0 | 0 | 0.0 | 2.1 | 0.0 | 2.1 | - | - | - | - |
| 1/1 | 62 | 62 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1509 | 1509 | 1509 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.1 | 1.8 | 0.5 | 2.2 |
| 3/1 | 1844 | 1844 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1582 | 1582 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 628 | 628 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 798 | 798 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1571 | 1571 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 397 | 397 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1739 | 1739 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1800 | 1800 | 1800 | 0 | 0 | 0.0 | 1.0 | - | 1.0 | 2.0 | 0.0 | 1.0 | 1.0 |
| 11/1 | 565 | 565 | 565 | 0 | 0 | 0.0 | 0.4 | - | 0.4 | 2.3 | 0.0 | 0.4 | 0.4 |
| 12/1 | 366 | 366 | 366 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 2.2 | 1.2 | 0.2 | 1.4 |
| 13/1 | 66 | 66 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2362 | 2362 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 433 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 18 | 18 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 179 | 179 | 179 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 3/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 179 | 179 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 62 | 62 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 187 | 187 | 187 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.4 | 0.0 | 0.1 | 0.1 |
| 9/1 | 366 | 366 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 62 | 62 | 62 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 5 | 5 | 5 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 115 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 115 | 115 | 115 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.3 | 0.0 | 0.1 | 0.1 |
| 2/1 | 291 | 291 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 115 | 115 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 286 | 286 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|--------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3250 | 0 | 0 | 1.3 | 4.4 | 0.0 | 5.7 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1682 | 1682 | 1682 | 0 | 0 | 1.3 | 2.1 | - | 3.4 | 7.4 | 24.8 | 2.1 | 27.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1205 | 1205 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 613 | 613 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1208 | 1208 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 866 | 866 | 866 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 5.2 | 0.0 | 1.2 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 136 | 136 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1429 | 1429 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 702 | 702 | 702 | 0 | 0 | 0.0 | 1.0 | - | 1.0 | 5.2 | 0.0 | 1.0 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 699 | 699 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>5.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>18.74</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-1.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.41</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>23.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.40</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.33</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>15.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.35</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.07</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-1.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>100.81</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 5.7 | Total Delay for Signalled Lanes (pcuHr): | 18.74 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.6 | Total Delay for Signalled Lanes (pcuHr): | 9.41 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 23.3 | Total Delay for Signalled Lanes (pcuHr): | 11.40 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 12.33 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 15.4 | Total Delay for Signalled Lanes (pcuHr): | 22.35 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 17.7 | Total Delay for Signalled Lanes (pcuHr): | 17.07 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -1.6 | Total Delay Over All Lanes(pcuHr): | 100.81 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 5.7 | Total Delay for Signalled Lanes (pcuHr): | 18.74 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.6 | Total Delay for Signalled Lanes (pcuHr): | 9.41 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 23.3 | Total Delay for Signalled Lanes (pcuHr): | 11.40 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 12.33 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 15.4 | Total Delay for Signalled Lanes (pcuHr): | 22.35 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 17.7 | Total Delay for Signalled Lanes (pcuHr): | 17.07 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -1.6 | Total Delay Over All Lanes(pcuHr): | 100.81 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 9: 'D31PM OP5B B1C' (FG19: 'D31AM OP5B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 20 | 18 |
| Change Point | 0 | 12 | 37 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 21 | 29 |
| Change Point | 14 | 40 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 20 | 30 |
| Change Point | 10 | 35 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 14 | 23 | 35 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 25 | 15 | 9 |
| Change Point | 31 | 58 | 20 |

C4

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 0 | 15 | 28 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 73 | 7 | 6 |
| Change Point | 48 | 16 | 31 |

LinSig V1 style report

| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 100.6% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 91.2% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 508 | 1900 | 665 | 76.0% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 517 | 1900 | 665 | 77.4% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 480 | 1900 | 665 | 71.8% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 21 | - | 580 | 1900 | 697 | 82.9% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 21 | - | 522 | 1900 | 697 | 74.6% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1042 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 447 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 112 | 1900 | 253 | 44.2% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 131 | 1900 | 253 | 51.7% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1042 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 447 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 29 | - | 1257 | 1900:1900 | 429+950 | 91.2 : 91.2% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 29 | - | 367 | 1900 | 950 | 38.6% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 198 | Inf | 590 | 33.6% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 20 | - | 96 | 1900 | 665 | 14.4% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 20 | - | 367 | 1900 | 665 | 55.2% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1446 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 817 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 30 | - | 486 | 1900 | 982 | 49.5% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 30 | - | 480 | 1900 | 982 | 48.9% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|--------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-------------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 30 | - | 843 | 1900:1900 | 938+935 | 45.0 : 45.0% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 422 | 1900 | 602 | 70.1% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 421 | 1900 | 602 | 70.0% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 451 | 1900 | 1900 | 23.7% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 751 | 1900 | 1900 | 39.5% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 96 | 1900 | 1900 | 5.1% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 131 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 475 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 778 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 100.6% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 475 | 1900 | 1298 | 36.6% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 778 | 1900 | 1298 | 59.9% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 403 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 403 | 1900 | 1077 | 37.4% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1346 | 1965:2105 | 911+426 | 100.6 : 100.6% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 527 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 832 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 159 | 1900:1900 | 507+268 | 20.5 : 20.5% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 508 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 517 | Inf | Inf | 0.0% |
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 480 | Inf | Inf | 0.0% |

LinSig V1 style report

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|--|----------------------|---|------------|-----|------|------|---|----|----|------|-----------|---------|--------------|
| J3: Tesco & Bicester 4 Access | - | - | N/A | - | - | - | - | - | - | - | - | - | 84.8% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 341 | 1940 | 1552 | 22.0% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 420 | 2080 | 1664 | 25.2% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 621 | 2080 | 1664 | 37.3% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 17 | - | 727 | 1805:1935 | 412+446 | 84.8 : 84.8% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 486 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 480 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 843 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1193 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 378 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 36 | - | 844 | 1805 | 1113 | 75.7% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 25 | - | 602 | 1940 | 841 | 71.5% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 25 | - | 693 | 2080 | 901 | 76.7% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 25 | - | 124 | 2080 | 901 | 13.7% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 742 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 838 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 153 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 26 | 17 | 140 | 1764 | 794 | 17.6% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 26 | 17 | 174 | 1891 | 851 | 20.4% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 205 | 1830 | 305 | 67.2% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 222 | 1962 | 327 | 67.9% |
| J4: Premier Inn | - | - | N/A | - | - | - | - | - | - | - | - | - | 85.9% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 742 | 1980 | 1501 | 49.4% |
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 838 | 2120 | 1608 | 52.0% |

LinSig V1 style report

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|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 153 | 1805 | 196 | 78.1% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 82 | - | 731 | 1980:1720 | 1360+21 | 53.0 : 53.0% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 82 | - | 1259 | 2120 | 1466 | 85.9% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 761 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1348 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 776 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 865 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 164 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 10 | - | 130 | 1741 | 160 | 81.5% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 10 | - | 61 | 1807 | 166 | 36.8% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 26.7% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 99 | Inf | 371 | 26.7% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 776 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 865 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 259 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 616 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 865 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 731 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1259 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 77.5% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 180 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1481 | Inf | 2907 | 50.9% |
| 3/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 2002 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1828 | Inf | Inf | 0.0% |

LinSig V1 style report

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|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 403 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 403 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1726 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 701 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1990 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1811 | Inf | 2859 | 63.4% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 965 | Inf | 1245 | 77.5% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 229 | Inf | 1128 | 20.3% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 96 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 11 | Inf | 645 | 1.7% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2118 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 20.9% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 182 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 22 | Inf | 983 | 2.2% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 50 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 22 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 180 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 50 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 207 | Inf | 992 | 20.9% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 229 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 180 | Inf | 1000 | 18.0% |

LinSig V1 style report

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|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 52 | Inf | 940 | 5.5% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 18.2% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 99 | Inf | 543 | 18.2% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 259 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 52 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 99 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 207 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 52 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 647 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 52 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 832 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 79.9% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1359 | Inf | 2171 | 62.6% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1036 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 327 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1079 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 863 | Inf | 1082 | 79.7% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 4 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1749 | Inf | Inf | 0.0% |

LinSig V1 style report

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|-----|--|---|-----|-----|---|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | - | - | - | 933 | Inf | 1168 | 79.9% |
| 9/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 890 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8506 | 0 | 0 | 59.2 | 64.9 | 0.0 | 124.1 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 198 | 0 | 0 | 20.8 | 15.6 | 0.0 | 36.5 | - | - | - | - |
| 1/1 | 505 | 505 | - | - | - | 1.8 | 1.6 | - | 3.4 | 23.9 | 7.6 | 1.6 | 9.2 |
| 1/2 | 514 | 514 | - | - | - | 1.9 | 1.7 | - | 3.6 | 24.8 | 7.9 | 1.7 | 9.6 |
| 1/3 | 478 | 478 | - | - | - | 1.8 | 1.3 | - | 3.1 | 23.1 | 7.2 | 1.3 | 8.4 |
| 2/1 | 577 | 577 | - | - | - | 0.3 | 0.0 | - | 0.3 | 2.1 | 1.4 | 0.0 | 1.4 |
| 2/2 | 520 | 520 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.8 | 1.0 | 0.0 | 1.0 |
| 3/1 | 1039 | 1039 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 447 | 447 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 112 | 112 | - | - | - | 0.5 | 0.4 | - | 0.9 | 28.3 | 1.7 | 0.4 | 2.1 |
| 4/2 | 131 | 131 | - | - | - | 0.8 | 0.5 | - | 1.4 | 37.6 | 2.0 | 0.5 | 2.5 |
| 5/1 | 1040 | 1040 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 447 | 447 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1257 | 1257 | - | - | - | 4.3 | 4.8 | - | 9.1 | 26.1 | 13.2 | 4.8 | 18.0 |
| 6/3 | 367 | 367 | - | - | - | 0.9 | 0.3 | - | 1.3 | 12.4 | 3.8 | 0.3 | 4.1 |
| 7/1 | 198 | 198 | 198 | 0 | 0 | 0.1 | 0.3 | - | 0.3 | 5.8 | 0.8 | 0.3 | 1.0 |
| 8/1 | 96 | 96 | - | - | - | 0.4 | 0.1 | - | 0.5 | 18.8 | 1.1 | 0.1 | 1.1 |
| 8/2 | 367 | 367 | - | - | - | 2.2 | 0.6 | - | 2.8 | 27.1 | 6.1 | 0.6 | 6.7 |
| 9/1 | 1443 | 1443 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 815 | 815 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 486 | 486 | - | - | - | 1.1 | 0.5 | - | 1.6 | 12.1 | 6.1 | 0.5 | 6.6 |
| 10/2 | 480 | 480 | - | - | - | 1.1 | 0.5 | - | 1.6 | 11.7 | 5.4 | 0.5 | 5.9 |
| 10/3+10/4 | 843 | 843 | - | - | - | 1.7 | 0.4 | - | 2.1 | 8.9 | 14.9 | 0.4 | 15.4 |

LinSig V1 style report

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|---|------|------|----------|----------|----------|-------------|-------------|------------|-------------|------|------|------|------|
| 11/1 | 422 | 422 | - | - | - | 0.8 | 1.2 | - | 1.9 | 16.6 | 1.4 | 1.2 | 2.5 |
| 11/2 | 421 | 421 | - | - | - | 0.8 | 1.2 | - | 1.9 | 16.6 | 1.4 | 1.2 | 2.5 |
| 12/1 | 451 | 451 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.2 | 0.0 | 0.2 | 0.2 |
| 12/2 | 751 | 751 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.6 | 0.0 | 0.3 | 0.3 |
| 12/3 | 96 | 96 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 131 | 131 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 475 | 475 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 778 | 778 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.1 | 22.3 | 0.0 | 30.4 | - | - | - | - |
| 1/1 | 475 | 475 | - | - | - | 0.2 | 0.3 | - | 0.5 | 4.0 | 1.1 | 0.3 | 1.4 |
| 1/2 | 778 | 778 | - | - | - | 1.2 | 0.7 | - | 2.0 | 9.2 | 7.0 | 0.7 | 7.7 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 403 | 403 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 403 | 403 | - | - | - | 1.0 | 0.3 | - | 1.3 | 11.8 | 4.4 | 0.3 | 4.7 |
| 4/2+4/3 | 1346 | 1338 | - | - | - | 4.1 | 20.5 | - | 24.6 | 65.9 | 20.1 | 20.5 | 40.6 |
| 5/1 | 527 | 527 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 832 | 832 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 159 | 159 | - | - | - | 0.7 | 0.1 | - | 0.9 | 19.9 | 1.3 | 0.1 | 1.5 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 505 | 505 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 514 | 514 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 478 | 478 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 15.8 | 10.0 | 0.0 | 25.8 | - | - | - | - |
| 1/1 | 341 | 341 | - | - | - | 0.1 | 0.1 | - | 0.3 | 3.0 | 1.3 | 0.1 | 1.5 |

LinSig V1 style report

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|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 420 | 420 | - | - | - | 0.2 | 0.2 | - | 0.3 | 3.0 | 1.8 | 0.2 | 1.9 |
| 1/3 | 621 | 621 | - | - | - | 0.3 | 0.3 | - | 0.6 | 3.4 | 2.9 | 0.3 | 3.2 |
| 1/4+1/5 | 727 | 727 | - | - | - | 3.7 | 2.7 | - | 6.4 | 31.5 | 6.2 | 2.7 | 8.9 |
| 2/1 | 486 | 486 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 480 | 480 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 843 | 843 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 1191 | 1191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 378 | 378 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 842 | 842 | - | - | - | 2.0 | 1.5 | - | 3.5 | 15.1 | 10.2 | 1.5 | 11.7 |
| 4/2 | 601 | 601 | - | - | - | 2.0 | 1.2 | - | 3.2 | 19.2 | 7.8 | 1.2 | 9.1 |
| 4/3 | 691 | 691 | - | - | - | 3.5 | 1.6 | - | 5.1 | 26.5 | 10.7 | 1.6 | 12.3 |
| 4/4 | 124 | 124 | - | - | - | 0.4 | 0.1 | - | 0.4 | 12.8 | 1.4 | 0.1 | 1.4 |
| 5/1 | 741 | 741 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 836 | 836 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 153 | 153 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 140 | 140 | - | - | - | 0.4 | 0.1 | - | 0.5 | 12.6 | 1.4 | 0.1 | 1.5 |
| 6/2 | 174 | 174 | - | - | - | 0.5 | 0.1 | - | 0.6 | 12.7 | 1.7 | 0.1 | 1.9 |
| 6/3 | 205 | 205 | - | - | - | 1.3 | 1.0 | - | 2.3 | 41.1 | 3.2 | 1.0 | 4.2 |
| 6/4 | 222 | 222 | - | - | - | 1.4 | 1.0 | - | 2.5 | 40.3 | 3.5 | 1.0 | 4.5 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 14.2 | 8.4 | 0.0 | 22.6 | - | - | - | - |
| 1/1 | 741 | 741 | - | - | - | 1.2 | 0.5 | - | 1.6 | 8.0 | 9.5 | 0.5 | 10.0 |
| 1/2 | 836 | 836 | - | - | - | 1.3 | 0.5 | - | 1.9 | 8.1 | 10.9 | 0.5 | 11.5 |
| 1/3 | 153 | 153 | - | - | - | 2.2 | 1.7 | - | 3.9 | 91.2 | 4.9 | 1.7 | 6.6 |
| 2/2+2/1 | 731 | 731 | - | - | - | 1.8 | 0.6 | - | 2.4 | 11.6 | 11.6 | 0.6 | 12.2 |
| 2/3 | 1259 | 1259 | - | - | - | 4.9 | 3.0 | - | 7.8 | 22.4 | 31.8 | 3.0 | 34.8 |
| 3/1 | 761 | 761 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1348 | 1348 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 775 | 775 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|-------|-----|-----|-----|
| 4/2 | 863 | 863 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 164 | 164 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 130 | 130 | - | - | - | 1.9 | 1.9 | - | 3.9 | 107.3 | 4.2 | 1.9 | 6.2 |
| 6/2 | 61 | 61 | - | - | - | 0.9 | 0.3 | - | 1.2 | 68.4 | 1.9 | 0.3 | 2.2 |
| J5: WendleBury Road | - | - | 99 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 99 | 99 | 99 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 8.4 | 0.7 | 0.2 | 0.9 |
| 2/1 | 775 | 775 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 863 | 863 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 259 | 259 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 616 | 616 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 863 | 863 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 731 | 731 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1259 | 1259 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4495 | 0 | 0 | 0.0 | 3.2 | 0.0 | 3.2 | - | - | - | - |
| 1/1 | 180 | 180 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1479 | 1479 | 1479 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.3 | 9.0 | 0.5 | 9.5 |
| 3/1 | 2000 | 2000 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1826 | 1826 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 403 | 403 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 403 | 403 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1726 | 1726 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 701 | 701 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1990 | 1990 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1811 | 1811 | 1811 | 0 | 0 | 0.0 | 0.9 | - | 0.9 | 1.7 | 0.0 | 0.9 | 0.9 |
| 11/1 | 965 | 965 | 965 | 0 | 0 | 0.0 | 1.7 | - | 1.7 | 6.3 | 0.0 | 1.7 | 1.7 |
| 12/1 | 229 | 229 | 229 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.0 | 0.0 | 0.1 | 0.1 |
| 13/1 | 96 | 96 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 11 | 11 | 11 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2118 | 2118 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 461 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 182 | 182 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 22 | 22 | 22 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 50 | 50 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 22 | 22 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 180 | 180 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 50 | 50 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 207 | 207 | 207 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.3 | 0.0 | 0.1 | 0.1 |
| 9/1 | 229 | 229 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 180 | 180 | 180 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 11/1 | 52 | 52 | 52 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 99 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 99 | 99 | 99 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.1 | 0.0 | 0.1 | 0.1 |
| 2/1 | 259 | 259 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 52 | 52 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 99 | 99 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 207 | 207 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 52 | 52 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 52 | 52 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|-----|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|-------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|-----|--|-------|-----------------|-----|--|--|------------------------|-------|------------------------------------|--------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3155 | 0 | 0 | 0.3 | 4.7 | 0.0 | 5.0 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1359 | 1359 | 1359 | 0 | 0 | 0.1 | 0.8 | - | 0.9 | 2.4 | 7.3 | 0.8 | 8.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1036 | 1036 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 327 | 327 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1079 | 1079 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 863 | 863 | 863 | 0 | 0 | 0.0 | 1.9 | - | 1.9 | 8.1 | 0.0 | 1.9 | 1.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 4 | 4 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1749 | 1749 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 933 | 933 | 933 | 0 | 0 | 0.2 | 2.0 | - | 2.1 | 8.3 | 9.8 | 2.0 | 11.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 890 | 890 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>16.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>16.11</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-1.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.97</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>63.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.55</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-11.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>30.41</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>25.79</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>4.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.63</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-11.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>124.12</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 16.3 | Total Delay for Signalled Lanes (pcuHr): | 16.11 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.3 | Total Delay for Signalled Lanes (pcuHr): | 10.97 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 63.1 | Total Delay for Signalled Lanes (pcuHr): | 8.55 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -11.8 | Total Delay for Signalled Lanes (pcuHr): | 30.41 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 6.2 | Total Delay for Signalled Lanes (pcuHr): | 25.79 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 4.8 | Total Delay for Signalled Lanes (pcuHr): | 22.63 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -11.8 | Total Delay Over All Lanes(pcuHr): | 124.12 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 16.3 | Total Delay for Signalled Lanes (pcuHr): | 16.11 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.3 | Total Delay for Signalled Lanes (pcuHr): | 10.97 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 63.1 | Total Delay for Signalled Lanes (pcuHr): | 8.55 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -11.8 | Total Delay for Signalled Lanes (pcuHr): | 30.41 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 6.2 | Total Delay for Signalled Lanes (pcuHr): | 25.79 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 4.8 | Total Delay for Signalled Lanes (pcuHr): | 22.63 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -11.8 | Total Delay Over All Lanes(pcuHr): | 124.12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 10: 'D31PM OP5B B1C' (FG20: 'D31PM OP5B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 21 | 17 |
| Change Point | 0 | 12 | 38 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 28 | 22 |
| Change Point | 15 | 48 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 22 | 28 |
| Change Point | 10 | 37 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 35 | 44 | 56 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 23 | 8 | 18 |
| Change Point | 51 | 16 | 31 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 72 | 87 | 100 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 72 | 9 | 5 |
| Change Point | 72 | 39 | 56 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 90.2% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 90.2% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 588 | 1900 | 697 | 84.4% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 557 | 1900 | 697 | 80.0% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 513 | 1900 | 697 | 73.6% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 28 | - | 597 | 1900 | 918 | 65.0% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 28 | - | 535 | 1900 | 918 | 58.3% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1117 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 496 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 61 | 1900 | 253 | 24.1% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 91 | 1900 | 253 | 35.9% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1117 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 496 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 22 | - | 1136 | 1900:1900 | 564+728 | 85.0 : 90.2% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 22 | - | 348 | 1900 | 728 | 47.8% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 167 | Inf | 457 | 36.6% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 285 | 1900 | 728 | 39.1% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 348 | 1900 | 728 | 47.8% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1254 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 729 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 586 | 1900 | 918 | 63.8% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 665 | 1900 | 918 | 72.4% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 28 | - | 935 | 1900:1900 | 907+905 | 51.6 : 51.6% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 17 | - | 468 | 1900 | 570 | 82.1% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 17 | - | 467 | 1900 | 570 | 81.9% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 702 | 1900 | 1900 | 36.9% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 958 | 1900 | 1900 | 50.4% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 55 | 1900 | 1900 | 2.9% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 169 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 746 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 984 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 83.8% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 746 | 1900 | 1298 | 57.5% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 972 | 1900 | 1298 | 74.9% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 12 | 1900:1900 | 253+0 | 4.7 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 12 | 1900 | 538 | 2.2% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 442 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 430 | 1900 | 1077 | 39.9% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1117 | 1965:2105 | 916+418 | 83.8 : 83.8% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 798 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1025 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 541 | 1900:1900 | 507+279 | 68.9 : 68.9% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 105 | 1900 | 253 | 41.4% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 588 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 557 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|----|-----|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 513 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 84.9% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 38 | - | 338 | 1940 | 1261 | 26.8% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 38 | - | 461 | 2080 | 1352 | 34.1% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 38 | - | 560 | 2080 | 1352 | 41.4% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 10 | - | 546 | 1805:1935 | 311+332 | 84.9 : 84.9% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 586 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 665 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 935 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 991 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 282 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 43 | - | 727 | 1805 | 1324 | 54.9% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 527 | 1940 | 776 | 67.9% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 621 | 2080 | 832 | 74.6% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 108 | 2080 | 832 | 13.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 861 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 939 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 170 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 28 | 10 | 334 | 1764 | 853 | 39.2% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 28 | 10 | 380 | 1891 | 914 | 41.6% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 18 | - | 452 | 1830 | 579 | 78.0% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 18 | - | 375 | 1962 | 621 | 60.4% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 75.3% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 861 | 1980 | 1518 | 56.7% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 939 | 2120 | 1625 | 57.8% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 14 | - | 170 | 1805 | 226 | 75.3% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 81 | - | 792 | 1980:1720 | 1312+57 | 57.9 : 57.9% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 81 | - | 1043 | 2120 | 1449 | 72.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 799 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1106 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 874 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 950 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 203 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 103 | 1741 | 145 | 71.0% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 24 | 1807 | 151 | 15.9% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 34.5% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 116 | Inf | 336 | 34.5% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 874 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 950 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 236 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 754 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 950 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 792 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1043 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 71.0% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 69 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1704 | Inf | 3141 | 54.3% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2044 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1763 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 696 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 828 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1612 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 409 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1835 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1873 | Inf | 2639 | 71.0% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 632 | Inf | 1313 | 48.1% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 415 | Inf | 1100 | 37.7% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 136 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 7 | Inf | 487 | 1.4% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2433 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 24.9% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 22 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 181 | Inf | 982 | 18.4% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 55 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 181 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 69 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 55 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 234 | Inf | 940 | 24.9% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 415 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 69 | Inf | 1000 | 6.9% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 8 | Inf | 977 | 0.8% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.2% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 116 | Inf | 548 | 21.2% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 236 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 8 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 116 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 228 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 8 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 670 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 8 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 888 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 87.0% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1823 | Inf | 2096 | 87.0% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1271 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 655 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1217 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 886 | Inf | 1167 | 75.9% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 103 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1547 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 710 | Inf | 1003 | 70.8% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 764 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8941 | 0 | 0 | 64.6 | 50.9 | 0.0 | 115.4 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 167 | 0 | 0 | 24.3 | 19.2 | 0.0 | 43.5 | - | - | - | - |
| 1/1 | 588 | 588 | - | - | - | 2.4 | 2.6 | - | 5.0 | 30.4 | 8.7 | 2.6 | 11.3 |
| 1/2 | 557 | 557 | - | - | - | 2.1 | 1.9 | - | 4.1 | 26.2 | 8.1 | 1.9 | 10.0 |
| 1/3 | 513 | 513 | - | - | - | 1.9 | 1.4 | - | 3.3 | 23.3 | 7.2 | 1.4 | 8.6 |
| 2/1 | 597 | 597 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.6 | 0.7 | 0.0 | 0.7 |
| 2/2 | 535 | 535 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.4 | 0.4 | 0.0 | 0.4 |
| 3/1 | 1117 | 1117 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 496 | 496 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 61 | 61 | - | - | - | 0.4 | 0.2 | - | 0.5 | 31.5 | 0.9 | 0.2 | 1.0 |
| 4/2 | 91 | 91 | - | - | - | 0.6 | 0.3 | - | 0.8 | 33.3 | 1.2 | 0.3 | 1.5 |
| 5/1 | 1117 | 1117 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 496 | 496 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1136 | 1136 | - | - | - | 5.2 | 3.5 | - | 8.7 | 27.6 | 10.2 | 3.5 | 13.7 |
| 6/3 | 348 | 348 | - | - | - | 1.4 | 0.5 | - | 1.8 | 18.7 | 4.4 | 0.5 | 4.8 |
| 7/1 | 167 | 167 | 167 | 0 | 0 | 0.1 | 0.3 | - | 0.4 | 8.4 | 0.8 | 0.3 | 1.1 |
| 8/1 | 285 | 285 | - | - | - | 1.0 | 0.3 | - | 1.3 | 16.4 | 4.0 | 0.3 | 4.3 |
| 8/2 | 348 | 348 | - | - | - | 1.5 | 0.5 | - | 1.9 | 19.8 | 5.8 | 0.5 | 6.2 |
| 9/1 | 1254 | 1254 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 729 | 729 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 586 | 586 | - | - | - | 1.1 | 0.9 | - | 2.0 | 12.2 | 5.3 | 0.9 | 6.2 |
| 10/2 | 665 | 665 | - | - | - | 1.7 | 1.3 | - | 3.0 | 16.3 | 7.0 | 1.3 | 8.3 |
| 10/3+10/4 | 935 | 935 | - | - | - | 2.6 | 0.5 | - | 3.1 | 11.9 | 18.7 | 0.5 | 19.2 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 468 | 468 | - | - | - | 1.1 | 2.2 | - | 3.3 | 25.6 | 2.2 | 2.2 | 4.4 |
| 11/2 | 467 | 467 | - | - | - | 1.1 | 2.2 | - | 3.3 | 25.5 | 2.2 | 2.2 | 4.3 |
| 12/1 | 702 | 702 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/2 | 958 | 958 | - | - | - | 0.0 | 0.5 | - | 0.5 | 1.9 | 0.0 | 0.5 | 0.5 |
| 12/3 | 55 | 55 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 169 | 169 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 746 | 746 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 984 | 984 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.2 | 6.5 | 0.0 | 14.7 | - | - | - | - |
| 1/1 | 746 | 746 | - | - | - | 0.4 | 0.7 | - | 1.0 | 5.0 | 5.4 | 0.7 | 6.1 |
| 1/2 | 972 | 972 | - | - | - | 0.7 | 1.5 | - | 2.2 | 8.1 | 7.6 | 1.5 | 9.1 |
| 1/3+1/4 | 12 | 12 | - | - | - | 0.1 | 0.0 | - | 0.1 | 23.9 | 0.2 | 0.0 | 0.2 |
| 2/1 | 12 | 12 | - | - | - | 0.0 | 0.0 | - | 0.0 | 4.0 | 0.1 | 0.0 | 0.1 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 442 | 442 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 430 | 430 | - | - | - | 1.0 | 0.3 | - | 1.3 | 10.9 | 4.5 | 0.3 | 4.8 |
| 4/2+4/3 | 1117 | 1117 | - | - | - | 2.6 | 2.5 | - | 5.1 | 16.5 | 11.2 | 2.5 | 13.7 |
| 5/1 | 798 | 798 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1025 | 1025 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 541 | 541 | - | - | - | 2.9 | 1.1 | - | 4.0 | 26.4 | 5.1 | 1.1 | 6.2 |
| 6/3 | 105 | 105 | - | - | - | 0.7 | 0.4 | - | 1.0 | 35.9 | 1.6 | 0.4 | 2.0 |
| 7/1 | 588 | 588 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 557 | 557 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 513 | 513 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 16.8 | 9.8 | 0.0 | 26.6 | - | - | - | - |
| 1/1 | 338 | 338 | - | - | - | 0.4 | 0.2 | - | 0.6 | 6.4 | 2.3 | 0.2 | 2.5 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 461 | 461 | - | - | - | 0.6 | 0.3 | - | 0.9 | 6.7 | 3.3 | 0.3 | 3.6 |
| 1/3 | 560 | 560 | - | - | - | 0.8 | 0.4 | - | 1.1 | 7.3 | 4.4 | 0.4 | 4.7 |
| 1/4+1/5 | 546 | 546 | - | - | - | 3.6 | 2.7 | - | 6.2 | 41.0 | 4.5 | 2.7 | 7.1 |
| 2/1 | 586 | 586 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 665 | 665 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 935 | 935 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 991 | 991 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 282 | 282 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 727 | 727 | - | - | - | 0.6 | 0.6 | - | 1.2 | 6.2 | 4.2 | 0.6 | 4.8 |
| 4/2 | 527 | 527 | - | - | - | 1.9 | 1.0 | - | 2.9 | 19.9 | 7.1 | 1.0 | 8.1 |
| 4/3 | 621 | 621 | - | - | - | 2.5 | 1.5 | - | 3.9 | 22.7 | 7.3 | 1.5 | 8.7 |
| 4/4 | 108 | 108 | - | - | - | 0.3 | 0.1 | - | 0.4 | 13.2 | 1.1 | 0.1 | 1.2 |
| 5/1 | 861 | 861 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 939 | 939 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 170 | 170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 334 | 334 | - | - | - | 0.9 | 0.3 | - | 1.2 | 13.4 | 3.5 | 0.3 | 3.8 |
| 6/2 | 380 | 380 | - | - | - | 1.1 | 0.4 | - | 1.4 | 13.4 | 4.0 | 0.4 | 4.4 |
| 6/3 | 452 | 452 | - | - | - | 2.3 | 1.7 | - | 4.1 | 32.4 | 6.8 | 1.7 | 8.5 |
| 6/4 | 375 | 375 | - | - | - | 1.8 | 0.8 | - | 2.6 | 24.6 | 5.2 | 0.8 | 6.0 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 12.6 | 6.0 | 0.0 | 18.6 | - | - | - | - |
| 1/1 | 861 | 861 | - | - | - | 1.4 | 0.7 | - | 2.0 | 8.5 | 11.7 | 0.7 | 12.4 |
| 1/2 | 939 | 939 | - | - | - | 1.5 | 0.7 | - | 2.2 | 8.5 | 13.0 | 0.7 | 13.7 |
| 1/3 | 170 | 170 | - | - | - | 2.4 | 1.5 | - | 3.8 | 81.5 | 5.4 | 1.5 | 6.9 |
| 2/2+2/1 | 792 | 792 | - | - | - | 2.1 | 0.7 | - | 2.8 | 12.5 | 13.1 | 0.7 | 13.8 |
| 2/3 | 1043 | 1043 | - | - | - | 3.4 | 1.3 | - | 4.6 | 16.0 | 21.4 | 1.3 | 22.7 |
| 3/1 | 799 | 799 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1106 | 1106 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 874 | 874 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|------|-----|------|
| 4/2 | 950 | 950 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 203 | 203 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 103 | 103 | - | - | - | 1.5 | 1.2 | - | 2.7 | 94.1 | 3.3 | 1.2 | 4.5 |
| 6/2 | 24 | 24 | - | - | - | 0.3 | 0.1 | - | 0.4 | 65.4 | 0.7 | 0.1 | 0.8 |
| J5: WendleBury Road | - | - | 116 | 0 | 0 | 0.1 | 0.3 | 0.0 | 0.4 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.1 | 0.3 | - | 0.4 | 11.3 | 1.1 | 0.3 | 1.4 |
| 2/1 | 874 | 874 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 950 | 950 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 236 | 236 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 754 | 754 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 950 | 950 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 792 | 792 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1043 | 1043 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4631 | 0 | 0 | 0.1 | 2.6 | 0.0 | 2.7 | - | - | - | - |
| 1/1 | 69 | 69 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1704 | 1704 | 1704 | 0 | 0 | 0.0 | 0.6 | - | 0.6 | 1.3 | 12.4 | 0.6 | 12.9 |
| 3/1 | 2044 | 2044 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1763 | 1763 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 696 | 696 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 828 | 828 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1612 | 1612 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 409 | 409 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1835 | 1835 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1873 | 1873 | 1873 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 2.3 | 0.0 | 1.2 | 1.2 |
| 11/1 | 632 | 632 | 632 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 2.6 | 0.0 | 0.5 | 0.5 |
| 12/1 | 415 | 415 | 415 | 0 | 0 | 0.1 | 0.3 | - | 0.4 | 3.4 | 3.0 | 0.3 | 3.3 |
| 13/1 | 136 | 136 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2433 | 2433 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 492 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 22 | 22 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 181 | 181 | 181 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 3/1 | 55 | 55 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 181 | 181 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 69 | 69 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 55 | 55 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 234 | 234 | 234 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 2.5 | 0.0 | 0.2 | 0.2 |
| 9/1 | 415 | 415 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 69 | 69 | 69 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 8 | 8 | 8 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 116 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.2 | 0.0 | 0.1 | 0.1 |
| 2/1 | 236 | 236 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 8 | 8 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 228 | 228 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 8 | 8 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 8 | 8 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|------|------|-----|------|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|--------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3419 | 0 | 0 | 2.4 | 6.0 | 0.0 | 8.4 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1823 | 1823 | 1823 | 0 | 0 | 2.4 | 3.3 | - | 5.7 | 11.2 | 29.2 | 3.3 | 32.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1271 | 1271 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 655 | 655 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1217 | 1217 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 886 | 886 | 886 | 0 | 0 | 0.0 | 1.6 | - | 1.6 | 6.3 | 0.0 | 1.6 | 1.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 103 | 103 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1547 | 1547 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 710 | 710 | 710 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 6.1 | 0.0 | 1.2 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 764 | 764 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>6.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.36</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-0.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.65</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>24.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.32</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>7.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.72</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>26.57</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>18.62</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-0.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>115.42</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 20.36 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -0.2 | Total Delay for Signalled Lanes (pcuHr): | 10.65 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 24.3 | Total Delay for Signalled Lanes (pcuHr): | 11.32 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 7.4 | Total Delay for Signalled Lanes (pcuHr): | 14.72 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 6.0 | Total Delay for Signalled Lanes (pcuHr): | 26.57 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 19.4 | Total Delay for Signalled Lanes (pcuHr): | 18.62 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -0.2 | Total Delay Over All Lanes(pcuHr): | 115.42 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 20.36 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -0.2 | Total Delay for Signalled Lanes (pcuHr): | 10.65 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 24.3 | Total Delay for Signalled Lanes (pcuHr): | 11.32 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 7.4 | Total Delay for Signalled Lanes (pcuHr): | 14.72 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 6.0 | Total Delay for Signalled Lanes (pcuHr): | 26.57 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 19.4 | Total Delay for Signalled Lanes (pcuHr): | 18.62 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -0.2 | Total Delay Over All Lanes(pcuHr): | 115.42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 11: 'D31AM SEPR OP5B B1C' (FG21: 'D31AM SEPR OP5B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 25 | 13 |
| Change Point | 0 | 12 | 42 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 32 | 18 |
| Change Point | 14 | 51 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 25 | 25 |
| Change Point | 11 | 41 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 31 | 40 | 52 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 21 | 16 | 12 |
| Change Point | 50 | 13 | 36 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 71 | 86 | 99 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 73 | 7 | 6 |
| Change Point | 71 | 39 | 54 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 98.8% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 84.3% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 25 | - | 478 | 1900 | 823 | 58.1% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 25 | - | 568 | 1900 | 823 | 69.0% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 25 | - | 402 | 1900 | 823 | 48.8% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 32 | - | 645 | 1900 | 1045 | 61.7% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 32 | - | 430 | 1900 | 1045 | 41.1% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 818 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 289 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 52 | 1900 | 253 | 20.5% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 105 | 1900 | 253 | 41.4% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 818 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 289 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 18 | - | 788 | 1900:1900 | 333+602 | 84.3 : 84.3% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 18 | - | 301 | 1900 | 602 | 50.0% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 199 | Inf | 601 | 33.1% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 25 | - | 190 | 1900 | 823 | 23.1% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 25 | - | 301 | 1900 | 823 | 36.6% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1152 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 521 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 25 | - | 399 | 1900 | 823 | 48.5% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 25 | - | 475 | 1900 | 823 | 57.7% |

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| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-------------------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 25 | - | 577 | 1900:1900 | 823+823 | 35.0 : 35.1% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 13 | - | 288 | 1900 | 443 | 65.0% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 13 | - | 289 | 1900 | 443 | 65.2% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 457 | 1900 | 1900 | 24.1% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 766 | 1900 | 1900 | 40.3% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 10 | 1900 | 1900 | 0.5% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 132 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 475 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 800 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 98.8% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 475 | 1900 | 1298 | 36.6% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 799 | 1900 | 1298 | 61.5% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 1 | 1900:1900 | 0+253 | 0.0 : 0.4% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 1 | 1900 | 538 | 0.2% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 400 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 1 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 400 | 1900 | 1077 | 37.2% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1289 | 1965:2105 | 943+361 | 98.8 : 98.8% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 527 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 853 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 159 | 1900:1900 | 507+261 | 20.7 : 20.7% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 478 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 568 | Inf | Inf | 0.0% |

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| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|------|---|----|----|------|-----------|---------|--------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 402 | Inf | Inf | 0.0% |
| J3: Tesco & Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 82.9% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 44 | - | 299 | 1940 | 1455 | 20.5% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 44 | - | 320 | 2080 | 1560 | 20.5% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 44 | - | 404 | 2080 | 1560 | 25.9% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 18 | - | 743 | 1805:1935 | 437+460 | 82.9 : 82.9% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 399 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 475 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 577 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1198 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 381 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 35 | - | 836 | 1805 | 1083 | 77.2% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 21 | - | 316 | 1940 | 711 | 44.4% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 21 | - | 419 | 2080 | 763 | 54.9% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 21 | - | 102 | 2080 | 763 | 13.4% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 462 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 546 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 144 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 30 | 18 | 146 | 1764 | 911 | 16.0% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 30 | 18 | 169 | 1891 | 977 | 17.3% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 12 | - | 255 | 1830 | 397 | 64.3% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 12 | - | 173 | 1962 | 425 | 40.7% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 73.6% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 462 | 1980 | 1501 | 30.8% |

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| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 546 | 2120 | 1608 | 34.0% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 144 | 1805 | 196 | 73.6% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 82 | - | 593 | 1980:1720 | 1353+28 | 42.9 : 42.9% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 82 | - | 1072 | 2120 | 1466 | 73.1% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 619 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1147 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 479 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 559 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 156 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 10 | - | 113 | 1741 | 160 | 70.8% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 10 | - | 30 | 1807 | 166 | 18.1% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 21.0% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 103 | Inf | 490 | 21.0% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 479 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 559 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 238 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 344 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 559 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 593 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1072 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 69.6% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 172 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 903 | Inf | 2863 | 31.5% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1487 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1294 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 371 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 432 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1434 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 756 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1665 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1581 | Inf | 2883 | 54.8% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 987 | Inf | 1418 | 69.6% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 178 | Inf | 1446 | 12.3% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 97 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 11 | Inf | 776 | 1.4% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1855 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 17.2% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 182 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 22 | Inf | 977 | 2.3% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 22 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 172 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 156 | Inf | 992 | 15.7% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 178 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 172 | Inf | 1000 | 17.2% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 78 | Inf | 943 | 8.3% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 18.8% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 103 | Inf | 547 | 18.8% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 238 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 78 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 103 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 160 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 78 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 641 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 78 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 823 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 77.6% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1380 | Inf | 2170 | 63.6% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1066 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 319 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1139 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 877 | Inf | 1131 | 77.5% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1689 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 890 | Inf | 1147 | 77.6% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 817 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 7640 | 0 | 0 | 47.3 | 45.3 | 0.0 | 92.5 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 199 | 0 | 0 | 17.3 | 10.3 | 0.0 | 27.6 | - | - | - | - |
| 1/1 | 478 | 478 | - | - | - | 1.1 | 0.7 | - | 1.8 | 13.4 | 4.8 | 0.7 | 5.5 |
| 1/2 | 568 | 568 | - | - | - | 1.4 | 1.1 | - | 2.5 | 15.7 | 6.4 | 1.1 | 7.5 |
| 1/3 | 402 | 402 | - | - | - | 0.9 | 0.5 | - | 1.4 | 12.7 | 3.9 | 0.5 | 4.4 |
| 2/1 | 645 | 645 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.0 | 1.3 | 0.0 | 1.3 |
| 2/2 | 430 | 430 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.5 | 0.5 | 0.0 | 0.5 |
| 3/1 | 818 | 818 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 289 | 289 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 52 | 52 | - | - | - | 0.3 | 0.1 | - | 0.4 | 30.5 | 0.7 | 0.1 | 0.8 |
| 4/2 | 105 | 105 | - | - | - | 0.7 | 0.4 | - | 1.0 | 35.2 | 1.4 | 0.4 | 1.8 |
| 5/1 | 818 | 818 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 289 | 289 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 788 | 788 | - | - | - | 4.0 | 2.6 | - | 6.6 | 30.0 | 7.7 | 2.6 | 10.3 |
| 6/3 | 301 | 301 | - | - | - | 1.4 | 0.5 | - | 1.9 | 22.6 | 4.0 | 0.5 | 4.5 |
| 7/1 | 199 | 199 | 199 | 0 | 0 | 0.0 | 0.2 | - | 0.3 | 5.4 | 0.6 | 0.2 | 0.9 |
| 8/1 | 190 | 190 | - | - | - | 0.6 | 0.1 | - | 0.7 | 13.5 | 2.5 | 0.1 | 2.6 |
| 8/2 | 301 | 301 | - | - | - | 1.1 | 0.3 | - | 1.4 | 17.2 | 5.0 | 0.3 | 5.3 |
| 9/1 | 1152 | 1152 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 521 | 521 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 399 | 399 | - | - | - | 1.0 | 0.5 | - | 1.5 | 13.2 | 3.8 | 0.5 | 4.3 |
| 10/2 | 475 | 475 | - | - | - | 1.1 | 0.7 | - | 1.8 | 13.6 | 4.9 | 0.7 | 5.6 |
| 10/3+10/4 | 577 | 577 | - | - | - | 1.2 | 0.3 | - | 1.5 | 9.3 | 15.9 | 0.3 | 16.2 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|-------------|------------|-------------|------|------|------|------|
| 11/1 | 288 | 288 | - | - | - | 1.1 | 0.9 | - | 2.0 | 25.1 | 1.7 | 0.9 | 2.6 |
| 11/2 | 289 | 289 | - | - | - | 1.1 | 0.9 | - | 2.0 | 25.2 | 1.7 | 0.9 | 2.7 |
| 12/1 | 457 | 457 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.2 | 0.0 | 0.2 | 0.2 |
| 12/2 | 766 | 766 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.6 | 0.0 | 0.3 | 0.3 |
| 12/3 | 10 | 10 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 475 | 475 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 800 | 800 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 7.0 | 16.4 | 0.0 | 23.3 | - | - | - | - |
| 1/1 | 475 | 475 | - | - | - | 0.2 | 0.3 | - | 0.5 | 3.6 | 0.8 | 0.3 | 1.1 |
| 1/2 | 799 | 799 | - | - | - | 0.6 | 0.8 | - | 1.4 | 6.1 | 2.8 | 0.8 | 3.6 |
| 1/3+1/4 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 18.9 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 400 | 400 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 400 | 400 | - | - | - | 1.0 | 0.3 | - | 1.3 | 11.4 | 4.3 | 0.3 | 4.6 |
| 4/2+4/3 | 1289 | 1289 | - | - | - | 3.8 | 14.5 | - | 18.3 | 51.1 | 18.5 | 14.5 | 33.0 |
| 5/1 | 527 | 527 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 853 | 853 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 159 | 159 | - | - | - | 0.7 | 0.1 | - | 0.9 | 19.9 | 1.3 | 0.1 | 1.5 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 478 | 478 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 568 | 568 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 402 | 402 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 12.6 | 7.0 | 0.0 | 19.6 | - | - | - | - |
| 1/1 | 299 | 299 | - | - | - | 0.2 | 0.1 | - | 0.3 | 3.8 | 1.4 | 0.1 | 1.5 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 320 | 320 | - | - | - | 0.2 | 0.1 | - | 0.3 | 3.7 | 1.5 | 0.1 | 1.6 |
| 1/3 | 404 | 404 | - | - | - | 0.3 | 0.2 | - | 0.4 | 3.9 | 2.0 | 0.2 | 2.2 |
| 1/4+1/5 | 743 | 743 | - | - | - | 3.6 | 2.4 | - | 6.0 | 28.9 | 6.0 | 2.4 | 8.4 |
| 2/1 | 399 | 399 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 475 | 475 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 577 | 577 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 1198 | 1198 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 381 | 381 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 836 | 836 | - | - | - | 2.0 | 1.7 | - | 3.6 | 15.7 | 9.2 | 1.7 | 10.9 |
| 4/2 | 316 | 316 | - | - | - | 1.0 | 0.4 | - | 1.4 | 16.4 | 3.9 | 0.4 | 4.3 |
| 4/3 | 419 | 419 | - | - | - | 1.8 | 0.6 | - | 2.4 | 20.6 | 4.7 | 0.6 | 5.3 |
| 4/4 | 102 | 102 | - | - | - | 0.3 | 0.1 | - | 0.4 | 14.9 | 1.1 | 0.1 | 1.1 |
| 5/1 | 462 | 462 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 546 | 546 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 144 | 144 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 146 | 146 | - | - | - | 0.3 | 0.1 | - | 0.4 | 10.0 | 1.3 | 0.1 | 1.4 |
| 6/2 | 169 | 169 | - | - | - | 0.4 | 0.1 | - | 0.5 | 9.9 | 1.5 | 0.1 | 1.6 |
| 6/3 | 255 | 255 | - | - | - | 1.5 | 0.9 | - | 2.4 | 34.0 | 3.8 | 0.9 | 4.7 |
| 6/4 | 173 | 173 | - | - | - | 1.0 | 0.3 | - | 1.3 | 27.3 | 2.5 | 0.3 | 2.8 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 10.2 | 4.8 | 0.0 | 15.0 | - | - | - | - |
| 1/1 | 462 | 462 | - | - | - | 0.6 | 0.2 | - | 0.8 | 6.3 | 4.7 | 0.2 | 5.0 |
| 1/2 | 546 | 546 | - | - | - | 0.7 | 0.3 | - | 1.0 | 6.4 | 5.9 | 0.3 | 6.2 |
| 1/3 | 144 | 144 | - | - | - | 2.1 | 1.3 | - | 3.4 | 85.1 | 4.6 | 1.3 | 6.0 |
| 2/2+2/1 | 593 | 593 | - | - | - | 1.3 | 0.4 | - | 1.7 | 10.3 | 8.4 | 0.4 | 8.8 |
| 2/3 | 1072 | 1072 | - | - | - | 3.4 | 1.4 | - | 4.8 | 16.1 | 22.0 | 1.4 | 23.4 |
| 3/1 | 619 | 619 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1147 | 1147 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 479 | 479 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 559 | 559 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 156 | 156 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 113 | 113 | - | - | - | 1.7 | 1.2 | - | 2.8 | 89.8 | 3.6 | 1.2 | 4.8 |
| 6/2 | 30 | 30 | - | - | - | 0.4 | 0.1 | - | 0.5 | 63.6 | 0.9 | 0.1 | 1.0 |
| J5: WendleBury Road | - | - | 103 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 103 | 103 | 103 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 5.0 | 0.3 | 0.1 | 0.4 |
| 2/1 | 479 | 479 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 559 | 559 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 238 | 238 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 344 | 344 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 559 | 559 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 593 | 593 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1072 | 1072 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3660 | 0 | 0 | 0.0 | 2.1 | 0.0 | 2.1 | - | - | - | - |
| 1/1 | 172 | 172 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 903 | 903 | 903 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 0.9 | 0.0 | 0.2 | 0.2 |
| 3/1 | 1487 | 1487 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1294 | 1294 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 371 | 371 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 432 | 432 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1434 | 1434 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 756 | 756 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1665 | 1665 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1581 | 1581 | 1581 | 0 | 0 | 0.0 | 0.6 | - | 0.6 | 1.4 | 0.0 | 0.6 | 0.6 |
| 11/1 | 987 | 987 | 987 | 0 | 0 | 0.0 | 1.1 | - | 1.1 | 4.2 | 0.0 | 1.1 | 1.1 |
| 12/1 | 178 | 178 | 178 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 1.4 | 0.0 | 0.1 | 0.1 |
| 13/1 | 97 | 97 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 11 | 11 | 11 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 |
| 15/1 | 1855 | 1855 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 428 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 182 | 182 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 22 | 22 | 22 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 22 | 22 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 172 | 172 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 156 | 156 | 156 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 9/1 | 178 | 178 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 172 | 172 | 172 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 11/1 | 78 | 78 | 78 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 103 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 103 | 103 | 103 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.0 | 0.0 | 0.1 | 0.1 |
| 2/1 | 238 | 238 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 78 | 78 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 103 | 103 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 160 | 160 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 78 | 78 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 78 | 78 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|-----|-----|-----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|-----|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3147 | 0 | 0 | 0.2 | 4.3 | 0.0 | 4.5 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1380 | 1380 | 1380 | 0 | 0 | 0.1 | 0.9 | - | 0.9 | 2.5 | 8.0 | 0.9 | 8.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1066 | 1066 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 319 | 319 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1139 | 1139 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 877 | 877 | 877 | 0 | 0 | 0.0 | 1.7 | - | 1.7 | 7.0 | 0.0 | 1.7 | 1.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1689 | 1689 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 890 | 890 | 890 | 0 | 0 | 0.2 | 1.7 | - | 1.9 | 7.6 | 6.4 | 1.7 | 8.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 817 | 817 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>30.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.18</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>6.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.69</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>56.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.89</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-9.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>23.33</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>8.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>19.55</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>22.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.01</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-9.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>92.54</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 30.5 | Total Delay for Signalled Lanes (pcuHr): | 11.18 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 6.8 | Total Delay for Signalled Lanes (pcuHr): | 8.69 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 56.0 | Total Delay for Signalled Lanes (pcuHr): | 6.89 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -9.8 | Total Delay for Signalled Lanes (pcuHr): | 23.33 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 8.6 | Total Delay for Signalled Lanes (pcuHr): | 19.55 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 22.2 | Total Delay for Signalled Lanes (pcuHr): | 15.01 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -9.8 | Total Delay Over All Lanes(pcuHr): | 92.54 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 30.5 | Total Delay for Signalled Lanes (pcuHr): | 11.18 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 6.8 | Total Delay for Signalled Lanes (pcuHr): | 8.69 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 56.0 | Total Delay for Signalled Lanes (pcuHr): | 6.89 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -9.8 | Total Delay for Signalled Lanes (pcuHr): | 23.33 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 8.6 | Total Delay for Signalled Lanes (pcuHr): | 19.55 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 22.2 | Total Delay for Signalled Lanes (pcuHr): | 15.01 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -9.8 | Total Delay Over All Lanes(pcuHr): | 92.54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 12: 'D31PM SEPR OP5B B1C' (FG22: 'D31PM SEPR OP5B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 23 | 15 |
| Change Point | 0 | 12 | 40 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 36 | 14 |
| Change Point | 10 | 51 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 14 | 36 |
| Change Point | 55 | 14 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 42 | 51 | 3 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 16 | 10 | 23 |
| Change Point | 32 | 50 | 7 |

C4

| Stage | 1 | 2 | 3 |
|--------------|-----|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 115 | 10 | 23 |

C5

| Stage | 1 | 2 | 3 |
|--------------|-----|----|----|
| Duration | 71 | 10 | 5 |
| Change Point | 115 | 81 | 99 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 86.1% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 86.1% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 555 | 1900 | 760 | 73.0% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 579 | 1900 | 760 | 76.2% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 463 | 1900 | 760 | 60.9% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 36 | - | 628 | 1900 | 1172 | 53.6% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 36 | - | 476 | 1900 | 1172 | 40.6% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 967 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 374 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 36 | 1900 | 253 | 14.2% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 62 | 1900 | 253 | 24.5% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 967 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 374 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 14 | - | 745 | 1900:1900 | 475+475 | 70.7 : 86.1% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 14 | - | 282 | 1900 | 475 | 59.4% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 168 | Inf | 478 | 35.1% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 14 | - | 311 | 1900 | 475 | 65.5% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 14 | - | 282 | 1900 | 475 | 59.4% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1037 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 501 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 36 | - | 543 | 1900 | 1172 | 46.3% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 36 | - | 637 | 1900 | 1172 | 54.4% |

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| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 36 | - | 750 | 1900:1900 | 953+947 | 39.5 : 39.5% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 376 | 1900 | 507 | 74.2% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 374 | 1900 | 507 | 73.8% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 684 | 1900 | 1900 | 36.0% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 918 | 1900 | 1900 | 48.3% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 1 | 1900 | 1900 | 0.1% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 170 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 711 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 962 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 80.5% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 711 | 1900 | 1298 | 54.8% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 936 | 1900 | 1298 | 72.1% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 26 | 1900:1900 | 0+253 | 0.0 : 10.3% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 26 | 1900 | 538 | 4.8% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 419 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 26 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 419 | 1900 | 1077 | 38.9% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1058 | 1965:2105 | 934+380 | 80.5 : 80.5% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 763 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 990 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 539 | 1900:1900 | 507+271 | 69.3 : 69.3% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 555 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 579 | Inf | Inf | 0.0% |

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| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|----|-----|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 463 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 76.7% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 33 | - | 387 | 1940 | 1099 | 35.2% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 33 | - | 289 | 2080 | 1179 | 24.5% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 33 | - | 430 | 2080 | 1179 | 36.5% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 12 | - | 544 | 1805:1935 | 346+364 | 76.7 : 76.7% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 543 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 637 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 750 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 990 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 279 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 41 | - | 725 | 1805 | 1263 | 57.4% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 16 | - | 312 | 1940 | 550 | 56.8% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 16 | - | 411 | 2080 | 589 | 69.7% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 16 | - | 90 | 2080 | 589 | 15.3% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 640 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 711 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 169 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 35 | 12 | 328 | 1764 | 1058 | 31.0% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 35 | 12 | 379 | 1891 | 1135 | 33.4% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 23 | - | 504 | 1830 | 732 | 68.9% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 23 | - | 320 | 1962 | 785 | 40.8% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 70.2% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 640 | 1980 | 1518 | 42.2% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 711 | 2120 | 1625 | 43.7% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 15 | - | 169 | 1805 | 241 | 70.2% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 80 | - | 672 | 1980:1720 | 1287+66 | 49.6 : 49.6% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 80 | - | 918 | 2120 | 1431 | 64.2% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 676 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 974 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 653 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 722 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 202 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 93 | 1741 | 145 | 64.1% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 24 | 1807 | 151 | 15.9% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 27.5% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 116 | Inf | 422 | 27.5% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 653 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 722 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 246 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 523 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 722 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 672 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 918 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 65.0% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 67 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1245 | Inf | 3128 | 39.8% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1603 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1271 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 713 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 895 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1399 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 425 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1590 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1708 | Inf | 2626 | 65.0% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 616 | Inf | 1438 | 42.8% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 381 | Inf | 1374 | 27.7% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 134 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 7 | Inf | 560 | 1.2% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2287 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 21.5% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 18 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 179 | Inf | 981 | 18.2% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 56 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 179 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 67 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 56 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 202 | Inf | 941 | 21.5% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 381 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 67 | Inf | 1000 | 6.7% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 7 | Inf | 978 | 0.7% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.3% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 116 | Inf | 546 | 21.3% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 246 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 7 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 116 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 239 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 7 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 670 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 7 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 888 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 84.4% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1753 | Inf | 2077 | 84.4% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1242 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 640 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1228 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 894 | Inf | 1202 | 74.4% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 129 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1477 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 698 | Inf | 1023 | 68.2% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 712 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8157 | 0 | 0 | 53.1 | 37.7 | 0.0 | 90.8 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 168 | 0 | 0 | 17.2 | 13.3 | 0.0 | 30.5 | - | - | - | - |
| 1/1 | 555 | 555 | - | - | - | 2.0 | 1.3 | - | 3.3 | 21.4 | 6.6 | 1.3 | 7.9 |
| 1/2 | 579 | 579 | - | - | - | 2.0 | 1.6 | - | 3.5 | 22.0 | 7.1 | 1.6 | 8.7 |
| 1/3 | 463 | 463 | - | - | - | 1.4 | 0.8 | - | 2.2 | 17.1 | 6.0 | 0.8 | 6.7 |
| 2/1 | 628 | 628 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.3 | 0.8 | 0.0 | 0.8 |
| 2/2 | 476 | 476 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.1 | 0.2 | 0.0 | 0.2 |
| 3/1 | 967 | 967 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 374 | 374 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 36 | 36 | - | - | - | 0.2 | 0.1 | - | 0.3 | 30.5 | 0.5 | 0.1 | 0.6 |
| 4/2 | 62 | 62 | - | - | - | 0.4 | 0.2 | - | 0.6 | 32.0 | 0.9 | 0.2 | 1.1 |
| 5/1 | 967 | 967 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 374 | 374 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 745 | 745 | - | - | - | 4.4 | 1.8 | - | 6.1 | 29.7 | 6.5 | 1.8 | 8.3 |
| 6/3 | 282 | 282 | - | - | - | 1.6 | 0.7 | - | 2.3 | 29.1 | 4.1 | 0.7 | 4.8 |
| 7/1 | 168 | 168 | 168 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 6.5 | 0.5 | 0.3 | 0.8 |
| 8/1 | 311 | 311 | - | - | - | 0.6 | 0.9 | - | 1.6 | 18.0 | 2.7 | 0.9 | 3.6 |
| 8/2 | 282 | 282 | - | - | - | 0.1 | 0.7 | - | 0.8 | 10.4 | 0.1 | 0.7 | 0.8 |
| 9/1 | 1037 | 1037 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 501 | 501 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 543 | 543 | - | - | - | 0.7 | 0.4 | - | 1.1 | 7.3 | 3.4 | 0.4 | 3.8 |
| 10/2 | 637 | 637 | - | - | - | 0.5 | 0.6 | - | 1.1 | 6.1 | 3.8 | 0.6 | 4.4 |
| 10/3+10/4 | 750 | 750 | - | - | - | 0.6 | 0.3 | - | 0.9 | 4.6 | 18.1 | 0.3 | 18.5 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 376 | 376 | - | - | - | 1.4 | 1.4 | - | 2.8 | 26.6 | 4.5 | 1.4 | 5.9 |
| 11/2 | 374 | 374 | - | - | - | 1.4 | 1.4 | - | 2.7 | 26.4 | 4.5 | 1.4 | 5.9 |
| 12/1 | 684 | 684 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/2 | 918 | 918 | - | - | - | 0.0 | 0.5 | - | 0.5 | 1.8 | 0.0 | 0.5 | 0.5 |
| 12/3 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 |
| 13/1 | 170 | 170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 711 | 711 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 962 | 962 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.7 | 5.8 | 0.0 | 14.5 | - | - | - | - |
| 1/1 | 711 | 711 | - | - | - | 0.6 | 0.6 | - | 1.3 | 6.3 | 4.6 | 0.6 | 5.2 |
| 1/2 | 936 | 936 | - | - | - | 1.1 | 1.3 | - | 2.4 | 9.1 | 7.5 | 1.3 | 8.8 |
| 1/3+1/4 | 26 | 26 | - | - | - | 0.1 | 0.1 | - | 0.1 | 20.5 | 0.4 | 0.1 | 0.5 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 26 | 26 | - | - | - | 0.0 | 0.0 | - | 0.0 | 4.1 | 0.3 | 0.0 | 0.3 |
| 3/1 | 419 | 419 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 26 | 26 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 419 | 419 | - | - | - | 0.9 | 0.3 | - | 1.3 | 10.8 | 4.4 | 0.3 | 4.7 |
| 4/2+4/3 | 1058 | 1058 | - | - | - | 2.4 | 2.0 | - | 4.4 | 15.1 | 10.2 | 2.0 | 12.2 |
| 5/1 | 763 | 763 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 990 | 990 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 539 | 539 | - | - | - | 2.9 | 1.1 | - | 4.0 | 26.6 | 5.2 | 1.1 | 6.3 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 555 | 555 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 579 | 579 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 463 | 463 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 14.9 | 6.8 | 0.0 | 21.7 | - | - | - | - |
| 1/1 | 387 | 387 | - | - | - | 0.8 | 0.3 | - | 1.0 | 9.6 | 3.4 | 0.3 | 3.7 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|-----|-----|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 289 | 289 | - | - | - | 0.5 | 0.2 | - | 0.7 | 8.6 | 2.4 | 0.2 | 2.6 |
| 1/3 | 430 | 430 | - | - | - | 0.8 | 0.3 | - | 1.1 | 9.5 | 3.8 | 0.3 | 4.1 |
| 1/4+1/5 | 544 | 544 | - | - | - | 3.3 | 1.6 | - | 4.9 | 32.2 | 4.2 | 1.6 | 5.8 |
| 2/1 | 543 | 543 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 637 | 637 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 750 | 750 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 990 | 990 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 279 | 279 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 725 | 725 | - | - | - | 0.8 | 0.7 | - | 1.5 | 7.3 | 7.1 | 0.7 | 7.7 |
| 4/2 | 312 | 312 | - | - | - | 1.5 | 0.7 | - | 2.2 | 25.0 | 3.9 | 0.7 | 4.5 |
| 4/3 | 411 | 411 | - | - | - | 2.4 | 1.1 | - | 3.5 | 30.7 | 6.5 | 1.1 | 7.6 |
| 4/4 | 90 | 90 | - | - | - | 0.4 | 0.1 | - | 0.5 | 20.1 | 1.1 | 0.1 | 1.2 |
| 5/1 | 640 | 640 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 711 | 711 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 169 | 169 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 328 | 328 | - | - | - | 0.5 | 0.2 | - | 0.8 | 8.4 | 2.6 | 0.2 | 2.9 |
| 6/2 | 379 | 379 | - | - | - | 0.6 | 0.3 | - | 0.9 | 8.4 | 3.2 | 0.3 | 3.4 |
| 6/3 | 504 | 504 | - | - | - | 2.1 | 1.1 | - | 3.2 | 22.7 | 6.9 | 1.1 | 8.0 |
| 6/4 | 320 | 320 | - | - | - | 1.1 | 0.3 | - | 1.5 | 16.8 | 3.8 | 0.3 | 4.2 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 10.4 | 4.2 | 0.0 | 14.7 | - | - | - | - |
| 1/1 | 640 | 640 | - | - | - | 0.9 | 0.4 | - | 1.2 | 6.9 | 7.3 | 0.4 | 7.7 |
| 1/2 | 711 | 711 | - | - | - | 1.0 | 0.4 | - | 1.4 | 6.9 | 8.3 | 0.4 | 8.7 |
| 1/3 | 169 | 169 | - | - | - | 2.3 | 1.1 | - | 3.5 | 74.1 | 5.4 | 1.1 | 6.5 |
| 2/2+2/1 | 672 | 672 | - | - | - | 1.7 | 0.5 | - | 2.2 | 11.8 | 10.1 | 0.5 | 10.6 |
| 2/3 | 918 | 918 | - | - | - | 2.8 | 0.9 | - | 3.7 | 14.6 | 17.3 | 0.9 | 18.2 |
| 3/1 | 676 | 676 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 974 | 974 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 653 | 653 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 722 | 722 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 202 | 202 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 93 | 93 | - | - | - | 1.4 | 0.9 | - | 2.2 | 86.7 | 3.0 | 0.9 | 3.9 |
| 6/2 | 24 | 24 | - | - | - | 0.3 | 0.1 | - | 0.4 | 65.4 | 0.7 | 0.1 | 0.8 |
| J5: WendleBury Road | - | - | 116 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 6.8 | 0.6 | 0.2 | 0.8 |
| 2/1 | 653 | 653 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 722 | 722 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 246 | 246 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 523 | 523 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 722 | 722 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 672 | 672 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 918 | 918 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3957 | 0 | 0 | 0.0 | 1.8 | 0.0 | 1.8 | - | - | - | - |
| 1/1 | 67 | 67 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1245 | 1245 | 1245 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 1.0 | 0.0 | 0.3 | 0.3 |
| 3/1 | 1603 | 1603 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1271 | 1271 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 713 | 713 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 895 | 895 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1399 | 1399 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 425 | 425 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1590 | 1590 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1708 | 1708 | 1708 | 0 | 0 | 0.0 | 0.9 | - | 0.9 | 2.0 | 0.0 | 0.9 | 0.9 |
| 11/1 | 616 | 616 | 616 | 0 | 0 | 0.0 | 0.4 | - | 0.4 | 2.2 | 0.0 | 0.4 | 0.4 |
| 12/1 | 381 | 381 | 381 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 1.8 | 0.0 | 0.2 | 0.2 |
| 13/1 | 134 | 134 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2287 | 2287 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 455 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 18 | 18 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 179 | 179 | 179 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 3/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 179 | 179 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 67 | 67 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 202 | 202 | 202 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.4 | 0.0 | 0.1 | 0.1 |
| 9/1 | 381 | 381 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 67 | 67 | 67 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 116 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.2 | 0.0 | 0.1 | 0.1 |
| 2/1 | 246 | 246 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 7 | 7 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 239 | 239 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 7 | 7 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 7 | 7 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|-----|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|-----|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3345 | 0 | 0 | 1.8 | 5.2 | 0.0 | 7.0 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1753 | 1753 | 1753 | 0 | 0 | 1.8 | 2.7 | - | 4.5 | 9.2 | 27.3 | 2.7 | 29.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1242 | 1242 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 640 | 640 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1228 | 1228 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 894 | 894 | 894 | 0 | 0 | 0.0 | 1.4 | - | 1.4 | 5.8 | 0.0 | 1.4 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 129 | 129 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1477 | 1477 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 698 | 698 | 698 | 0 | 0 | 0.0 | 1.1 | - | 1.1 | 5.5 | 0.0 | 1.1 | 1.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 712 | 712 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>18.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.42</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>4.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.50</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>37.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.50</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>11.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.51</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.68</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>28.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.67</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>4.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>90.78</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 18.1 | Total Delay for Signalled Lanes (pcuHr): | 15.42 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 4.5 | Total Delay for Signalled Lanes (pcuHr): | 8.50 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 37.5 | Total Delay for Signalled Lanes (pcuHr): | 5.50 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 11.8 | Total Delay for Signalled Lanes (pcuHr): | 14.51 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 17.4 | Total Delay for Signalled Lanes (pcuHr): | 21.68 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 28.2 | Total Delay for Signalled Lanes (pcuHr): | 14.67 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | 4.5 | Total Delay Over All Lanes(pcuHr): | 90.78 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 18.1 | Total Delay for Signalled Lanes (pcuHr): | 15.42 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 4.5 | Total Delay for Signalled Lanes (pcuHr): | 8.50 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 37.5 | Total Delay for Signalled Lanes (pcuHr): | 5.50 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 11.8 | Total Delay for Signalled Lanes (pcuHr): | 14.51 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 17.4 | Total Delay for Signalled Lanes (pcuHr): | 21.68 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 28.2 | Total Delay for Signalled Lanes (pcuHr): | 14.67 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 4.5 | Total Delay Over All Lanes(pcuHr): | 90.78 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 13: 'D26AM OP5A B1C' (FG23: 'D26AM OP5A', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 23 | 15 |
| Change Point | 0 | 12 | 40 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 26 | 24 |
| Change Point | 14 | 45 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 22 | 28 |
| Change Point | 11 | 38 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 34 | 43 | 55 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 32 | 8 | 9 |
| Change Point | 36 | 10 | 25 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 73 | 88 | 101 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|-----|---|
| Duration | 72 | 7 | 7 |
| Change Point | 25 | 112 | 7 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 94.5% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 91.3% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 444 | 1900 | 760 | 58.4% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 476 | 1900 | 760 | 62.6% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 431 | 1900 | 760 | 56.7% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 26 | - | 548 | 1900 | 855 | 64.1% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 26 | - | 458 | 1900 | 855 | 53.6% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 825 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 335 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 43 | 1900 | 253 | 17.0% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 99 | 1900 | 253 | 39.1% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 825 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 335 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 24 | - | 1095 | 1900:1900 | 407+792 | 91.3 : 91.3% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 24 | - | 350 | 1900 | 792 | 44.2% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 199 | Inf | 693 | 28.7% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 89 | 1900 | 728 | 12.2% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 350 | 1900 | 728 | 48.1% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1271 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 741 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 297 | 1900 | 918 | 32.3% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 334 | 1900 | 918 | 36.4% |

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| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-------------------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 28 | - | 673 | 1900:1900 | 909+901 | 37.2 : 37.2% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 338 | 1900 | 507 | 66.7% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 335 | 1900 | 507 | 66.1% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 259 | 1900 | 1900 | 13.6% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 684 | 1900 | 1900 | 36.0% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 0 | 1900 | 1900 | 0.0% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 127 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 267 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 733 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 94.5% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 267 | 1900 | 1298 | 20.6% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 733 | 1900 | 1298 | 56.5% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 300 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 300 | 1900 | 1077 | 27.9% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1264 | 1965:2105 | 911+427 | 94.5 : 94.5% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 297 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 764 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 87 | 1900:1900 | 507+267 | 11.3 : 11.3% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 61 | 1900 | 253 | 24.1% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 444 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 476 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|----|------|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 431 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 74.5% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 186 | 1940 | 1552 | 12.0% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 260 | 2080 | 1664 | 15.6% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 475 | 2080 | 1664 | 28.5% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 10 | - | 476 | 1805:1935 | 315+323 | 74.5 : 74.5% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 297 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 334 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 673 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1038 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 241 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 43 | - | 803 | 1805 | 1324 | 60.7% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 32 | - | 468 | 1940 | 1067 | 43.9% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 32 | - | 632 | 2080 | 1144 | 55.2% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 32 | - | 109 | 2080 | 1144 | 9.5% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 590 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 720 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 132 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 19 | 10 | 122 | 1764 | 588 | 20.7% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 19 | 10 | 111 | 1891 | 630 | 17.6% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 185 | 1830 | 305 | 60.7% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 198 | 1962 | 327 | 60.6% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 74.1% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 89 | - | 590 | 1980 | 1485 | 39.7% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 89 | - | 720 | 2120 | 1590 | 45.3% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 132 | 1805 | 196 | 67.5% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 81 | - | 412 | 1980:1720 | 1341+23 | 30.2 : 30.2% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 81 | - | 863 | 2120 | 1449 | 59.6% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 446 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 951 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 604 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 732 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 139 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 11 | - | 129 | 1741 | 174 | 74.1% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 11 | - | 26 | 1807 | 181 | 14.4% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 22.1% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 95 | Inf | 430 | 22.1% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 604 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 732 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 247 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 452 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 732 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 412 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 863 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 49.5% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 216 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1184 | Inf | 3127 | 37.9% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1394 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1262 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 336 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 291 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1255 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 426 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1275 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1441 | Inf | 2909 | 49.5% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 446 | Inf | 1523 | 29.3% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 204 | Inf | 1503 | 13.6% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 232 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 1 | Inf | 931 | 0.1% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1545 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | | - | N/A | - | - | - | - | - | - | - | - | 21.6% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 263 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 32 | Inf | 977 | 3.3% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 32 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 216 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 172 | Inf | 989 | 17.4% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 204 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 216 | Inf | 1000 | 21.6% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 115 | Inf | 928 | 12.4% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 17.4% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 95 | Inf | 545 | 17.4% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 247 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 115 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 95 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 132 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 115 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 633 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 115 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 810 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 71.3% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1061 | Inf | 2170 | 48.9% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 803 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 263 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1014 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 856 | Inf | 1201 | 71.3% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1564 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | - | - | - | 924 | Inf | 1331 | 69.4% |
| 9/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 713 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 7041 | 0 | 0 | 42.6 | 34.1 | 0.0 | 76.7 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 199 | 0 | 0 | 17.1 | 11.7 | 0.0 | 28.8 | - | - | - | - |
| 1/1 | 444 | 444 | - | - | - | 1.2 | 0.7 | - | 1.9 | 15.1 | 4.2 | 0.7 | 4.9 |
| 1/2 | 476 | 476 | - | - | - | 1.3 | 0.8 | - | 2.1 | 15.8 | 4.8 | 0.8 | 5.6 |
| 1/3 | 431 | 431 | - | - | - | 1.2 | 0.7 | - | 1.8 | 15.3 | 4.5 | 0.7 | 5.2 |
| 2/1 | 548 | 548 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.7 | 1.4 | 0.0 | 1.4 |
| 2/2 | 458 | 458 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.0 | 0.6 | 0.0 | 0.6 |
| 3/1 | 825 | 825 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 335 | 335 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 43 | 43 | - | - | - | 0.3 | 0.1 | - | 0.4 | 31.3 | 0.6 | 0.1 | 0.7 |
| 4/2 | 99 | 99 | - | - | - | 0.6 | 0.3 | - | 1.0 | 35.0 | 1.5 | 0.3 | 1.8 |
| 5/1 | 825 | 825 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 335 | 335 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1095 | 1095 | - | - | - | 4.6 | 4.8 | - | 9.4 | 31.0 | 11.2 | 4.8 | 16.1 |
| 6/3 | 350 | 350 | - | - | - | 1.2 | 0.4 | - | 1.6 | 16.6 | 4.1 | 0.4 | 4.5 |
| 7/1 | 199 | 199 | 199 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 4.0 | 0.4 | 0.2 | 0.6 |
| 8/1 | 89 | 89 | - | - | - | 0.3 | 0.1 | - | 0.3 | 14.0 | 0.8 | 0.1 | 0.9 |
| 8/2 | 350 | 350 | - | - | - | 1.8 | 0.5 | - | 2.3 | 23.4 | 5.8 | 0.5 | 6.3 |
| 9/1 | 1271 | 1271 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 741 | 741 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 297 | 297 | - | - | - | 0.6 | 0.2 | - | 0.8 | 10.1 | 3.3 | 0.2 | 3.6 |
| 10/2 | 334 | 334 | - | - | - | 0.7 | 0.3 | - | 1.0 | 11.0 | 3.4 | 0.3 | 3.6 |
| 10/3+10/4 | 673 | 673 | - | - | - | 1.4 | 0.3 | - | 1.7 | 8.9 | 14.9 | 0.3 | 15.1 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 338 | 338 | - | - | - | 0.8 | 1.0 | - | 1.8 | 19.0 | 1.3 | 1.0 | 2.3 |
| 11/2 | 335 | 335 | - | - | - | 0.8 | 1.0 | - | 1.8 | 18.8 | 1.2 | 1.0 | 2.2 |
| 12/1 | 259 | 259 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.1 | 0.0 | 0.1 | 0.1 |
| 12/2 | 684 | 684 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/3 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 127 | 127 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 267 | 267 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 733 | 733 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 5.6 | 8.4 | 0.0 | 14.0 | - | - | - | - |
| 1/1 | 267 | 267 | - | - | - | 0.0 | 0.1 | - | 0.2 | 2.1 | 0.7 | 0.1 | 0.8 |
| 1/2 | 733 | 733 | - | - | - | 0.7 | 0.6 | - | 1.3 | 6.6 | 5.6 | 0.6 | 6.2 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 300 | 300 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 300 | 300 | - | - | - | 0.6 | 0.2 | - | 0.8 | 10.1 | 2.8 | 0.2 | 3.0 |
| 4/2+4/3 | 1264 | 1264 | - | - | - | 3.4 | 7.2 | - | 10.6 | 30.2 | 16.2 | 7.2 | 23.4 |
| 5/1 | 297 | 297 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 764 | 764 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 87 | 87 | - | - | - | 0.4 | 0.1 | - | 0.5 | 19.2 | 0.7 | 0.1 | 0.8 |
| 6/3 | 61 | 61 | - | - | - | 0.4 | 0.2 | - | 0.6 | 32.7 | 0.9 | 0.2 | 1.1 |
| 7/1 | 444 | 444 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 476 | 476 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 431 | 431 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 10.2 | 5.4 | 0.0 | 15.6 | - | - | - | - |
| 1/1 | 186 | 186 | - | - | - | 0.1 | 0.1 | - | 0.1 | 2.7 | 0.7 | 0.1 | 0.7 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 260 | 260 | - | - | - | 0.1 | 0.1 | - | 0.2 | 2.7 | 0.9 | 0.1 | 1.0 |
| 1/3 | 475 | 475 | - | - | - | 0.2 | 0.2 | - | 0.4 | 3.1 | 2.0 | 0.2 | 2.2 |
| 1/4+1/5 | 476 | 476 | - | - | - | 3.0 | 1.4 | - | 4.5 | 33.8 | 3.7 | 1.4 | 5.1 |
| 2/1 | 297 | 297 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 334 | 334 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 673 | 673 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 1038 | 1038 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 241 | 241 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 803 | 803 | - | - | - | 0.8 | 0.8 | - | 1.5 | 6.8 | 5.1 | 0.8 | 5.9 |
| 4/2 | 468 | 468 | - | - | - | 0.8 | 0.4 | - | 1.2 | 9.1 | 4.0 | 0.4 | 4.3 |
| 4/3 | 632 | 632 | - | - | - | 1.7 | 0.6 | - | 2.3 | 13.3 | 7.3 | 0.6 | 7.9 |
| 4/4 | 109 | 109 | - | - | - | 0.2 | 0.1 | - | 0.2 | 7.8 | 0.9 | 0.1 | 0.9 |
| 5/1 | 590 | 590 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 720 | 720 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 122 | 122 | - | - | - | 0.5 | 0.1 | - | 0.6 | 18.2 | 1.4 | 0.1 | 1.6 |
| 6/2 | 111 | 111 | - | - | - | 0.4 | 0.1 | - | 0.5 | 17.7 | 1.3 | 0.1 | 1.4 |
| 6/3 | 185 | 185 | - | - | - | 1.2 | 0.8 | - | 2.0 | 38.0 | 2.8 | 0.8 | 3.6 |
| 6/4 | 198 | 198 | - | - | - | 1.3 | 0.8 | - | 2.0 | 37.0 | 3.0 | 0.8 | 3.8 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 9.4 | 4.1 | 0.0 | 13.6 | - | - | - | - |
| 1/1 | 590 | 590 | - | - | - | 0.9 | 0.3 | - | 1.2 | 7.4 | 6.9 | 0.3 | 7.2 |
| 1/2 | 720 | 720 | - | - | - | 1.1 | 0.4 | - | 1.5 | 7.7 | 9.0 | 0.4 | 9.4 |
| 1/3 | 132 | 132 | - | - | - | 1.9 | 1.0 | - | 2.9 | 78.9 | 4.2 | 1.0 | 5.2 |
| 2/2+2/1 | 412 | 412 | - | - | - | 0.9 | 0.2 | - | 1.1 | 9.4 | 5.3 | 0.2 | 5.5 |
| 2/3 | 863 | 863 | - | - | - | 2.4 | 0.7 | - | 3.2 | 13.2 | 15.3 | 0.7 | 16.1 |
| 3/1 | 446 | 446 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 951 | 951 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 604 | 604 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 732 | 732 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 139 | 139 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 129 | 129 | - | - | - | 1.9 | 1.3 | - | 3.2 | 90.2 | 4.2 | 1.3 | 5.5 |
| 6/2 | 26 | 26 | - | - | - | 0.4 | 0.1 | - | 0.4 | 61.0 | 0.8 | 0.1 | 0.9 |
| J5: WendleBury Road | - | - | 95 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 95 | 95 | 95 | 0 | 0 | 0.0 | 0.1 | - | 0.2 | 6.3 | 0.5 | 0.1 | 0.6 |
| 2/1 | 604 | 604 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 732 | 732 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 247 | 247 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 452 | 452 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 732 | 732 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 412 | 412 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 863 | 863 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3276 | 0 | 0 | 0.0 | 1.1 | 0.0 | 1.1 | - | - | - | - |
| 1/1 | 216 | 216 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1184 | 1184 | 1184 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 0.9 | 0.0 | 0.3 | 0.3 |
| 3/1 | 1394 | 1394 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1262 | 1262 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 336 | 336 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 291 | 291 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1255 | 1255 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 426 | 426 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1275 | 1275 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1441 | 1441 | 1441 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.2 | 0.0 | 0.5 | 0.5 |
| 11/1 | 446 | 446 | 446 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 1.7 | 0.0 | 0.2 | 0.2 |
| 12/1 | 204 | 204 | 204 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 1.4 | 0.0 | 0.1 | 0.1 |
| 13/1 | 232 | 232 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 1 | 1 | 1 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 15/1 | 1545 | 1545 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 535 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 263 | 263 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 32 | 32 | 32 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 32 | 32 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 216 | 216 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 172 | 172 | 172 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 9/1 | 204 | 204 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 216 | 216 | 216 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.3 | 0.0 | 0.1 | 0.1 |
| 11/1 | 115 | 115 | 115 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| J8: Bicester Avenue | - | - | 95 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 95 | 95 | 95 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.0 | 0.0 | 0.1 | 0.1 |
| 2/1 | 247 | 247 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 115 | 115 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 95 | 95 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 115 | 115 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 115 | 115 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|-----|-----|-----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 2841 | 0 | 0 | 0.2 | 2.8 | 0.0 | 3.0 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1061 | 1061 | 1061 | 0 | 0 | 0.1 | 0.5 | - | 0.6 | 2.0 | 8.0 | 0.5 | 8.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 803 | 803 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 263 | 263 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1014 | 1014 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 856 | 856 | 856 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 5.2 | 0.0 | 1.2 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1564 | 1564 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 924 | 924 | 924 | 0 | 0 | 0.1 | 1.1 | - | 1.2 | 4.8 | 4.6 | 1.1 | 5.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 713 | 713 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>34.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.67</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-1.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.44</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>87.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.12</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-5.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.95</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>20.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.61</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.56</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-5.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>76.67</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 34.9 | Total Delay for Signalled Lanes (pcuHr): | 10.67 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.5 | Total Delay for Signalled Lanes (pcuHr): | 11.44 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 87.3 | Total Delay for Signalled Lanes (pcuHr): | 6.12 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -5.0 | Total Delay for Signalled Lanes (pcuHr): | 13.95 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 20.8 | Total Delay for Signalled Lanes (pcuHr): | 15.61 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 21.5 | Total Delay for Signalled Lanes (pcuHr): | 13.56 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -5.0 | Total Delay Over All Lanes(pcuHr): | 76.67 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 34.9 | Total Delay for Signalled Lanes (pcuHr): | 10.67 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.5 | Total Delay for Signalled Lanes (pcuHr): | 11.44 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 87.3 | Total Delay for Signalled Lanes (pcuHr): | 6.12 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -5.0 | Total Delay for Signalled Lanes (pcuHr): | 13.95 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 20.8 | Total Delay for Signalled Lanes (pcuHr): | 15.61 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 21.5 | Total Delay for Signalled Lanes (pcuHr): | 13.56 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -5.0 | Total Delay Over All Lanes(pcuHr): | 76.67 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 14: 'D26PM OP5A B1C' (FG24: 'D26PM OP5A', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 20 | 18 |
| Change Point | 0 | 12 | 37 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 30 | 20 |
| Change Point | 9 | 44 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 13 | 37 |
| Change Point | 55 | 13 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 38 | 47 | 59 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 23 | 7 | 19 |
| Change Point | 28 | 53 | 7 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 81 | 96 | 109 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 73 | 8 | 5 |
| Change Point | 81 | 49 | 65 |

LinSig V1 style report

| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 88.1% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 88.1% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 566 | 1900 | 665 | 85.1% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 492 | 1900 | 665 | 74.0% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 479 | 1900 | 665 | 72.0% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 30 | - | 542 | 1900 | 982 | 55.2% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 30 | - | 491 | 1900 | 982 | 50.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1112 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 519 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 39 | 1900 | 253 | 15.4% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 74 | 1900 | 253 | 29.2% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1112 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 519 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 20 | - | 1008 | 1900:1900 | 566+665 | 74.6 : 88.1% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 20 | - | 322 | 1900 | 665 | 48.4% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 181 | Inf | 499 | 36.3% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 13 | - | 221 | 1900 | 443 | 49.8% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 13 | - | 322 | 1900 | 443 | 72.6% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1128 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 692 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 37 | - | 611 | 1900 | 1203 | 50.8% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 37 | - | 574 | 1900 | 1203 | 47.7% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 37 | - | 1014 | 1900:1900 | 950+950 | 53.4 : 53.4% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 507 | 1900 | 602 | 84.3% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 507 | 1900 | 602 | 84.3% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 641 | 1900 | 1900 | 33.7% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 883 | 1900 | 1900 | 46.5% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 13 | 1900 | 1900 | 0.7% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 191 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 687 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 918 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 84.2% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 687 | 1900 | 1298 | 52.9% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 917 | 1900 | 1298 | 70.6% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 1 | 1900:1900 | 253+0 | 0.4 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 1 | 1900 | 538 | 0.2% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 311 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 310 | 1900 | 1077 | 28.8% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1123 | 1965:2105 | 915+418 | 84.2 : 84.2% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 737 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 967 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 414 | 1900:1900 | 507+297 | 51.5 : 51.5% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 100 | 1900 | 253 | 39.5% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 566 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 492 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|-----|------|-----------|--------------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | - | - | - | 479 | Inf | Inf | 0.0% | |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | - | - | - | - | - | - | 74.7% | |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 37 | - | 394 | 1940 | 1229 | 32.1% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 37 | - | 356 | 2080 | 1317 | 27.0% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 37 | - | 642 | 2080 | 1317 | 48.7% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 9 | - | 458 | 1805:1935 | 297+316 | 74.7 : 74.7% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 611 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 574 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 1014 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 844 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 236 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 44 | - | 622 | 1805 | 1354 | 45.9% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 506 | 1940 | 776 | 65.2% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 587 | 2080 | 832 | 70.6% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 105 | 2080 | 832 | 12.6% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 802 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 868 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 161 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 28 | 9 | 296 | 1764 | 853 | 34.7% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 28 | 9 | 337 | 1891 | 914 | 36.9% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 19 | - | 435 | 1830 | 610 | 71.3% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 19 | - | 372 | 1962 | 654 | 56.9% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 76.5% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 802 | 1980 | 1518 | 52.8% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 868 | 2120 | 1625 | 53.4% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 13 | - | 161 | 1805 | 211 | 76.5% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 82 | - | 739 | 1980:1720 | 1329+56 | 53.4 : 53.4% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 82 | - | 1036 | 2120 | 1466 | 70.7% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 750 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1100 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 813 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 877 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 191 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 105 | 1741 | 145 | 72.4% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 20 | 1807 | 151 | 13.3% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 31.8% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 115 | Inf | 362 | 31.8% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 813 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 877 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 295 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 633 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 877 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 739 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1036 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 68.2% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 70 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1510 | Inf | 3145 | 48.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|--|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 1844 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1606 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 685 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 819 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 1612 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 404 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1775 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | | - | - | - | 1805 | Inf | 2647 | 68.2% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | | - | - | - | 567 | Inf | 1313 | 43.2% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | | - | - | - | 447 | Inf | 1224 | 36.5% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 66 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | | - | - | - | 7 | Inf | 492 | 1.4% |
| 15/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 2424 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | | - | - | - | - | - | - | 26.4% |
| 1/1 | | U | N/A | N/A | - | | - | - | - | 30 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | | - | - | - | 260 | Inf | 984 | 26.4% |
| 3/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 49 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 260 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 70 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 49 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | | - | - | - | 187 | Inf | 914 | 20.5% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 447 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | | - | - | - | 70 | Inf | 1000 | 7.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 9 | Inf | 977 | 0.9% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.5% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 115 | Inf | 535 | 21.5% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 295 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 9 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 115 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 286 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 9 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 670 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 9 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 887 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 82.3% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1704 | Inf | 2072 | 82.3% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1223 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 617 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1223 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 867 | Inf | 1208 | 71.8% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 136 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1433 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 702 | Inf | 1037 | 67.7% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 702 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8546 | 0 | 0 | 56.9 | 43.8 | 0.0 | 100.7 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 181 | 0 | 0 | 19.9 | 17.8 | 0.0 | 37.7 | - | - | - | - |
| 1/1 | 566 | 566 | - | - | - | 2.4 | 2.7 | - | 5.1 | 32.4 | 8.1 | 2.7 | 10.8 |
| 1/2 | 492 | 492 | - | - | - | 1.9 | 1.4 | - | 3.3 | 24.3 | 6.4 | 1.4 | 7.8 |
| 1/3 | 479 | 479 | - | - | - | 1.9 | 1.3 | - | 3.1 | 23.5 | 6.6 | 1.3 | 7.9 |
| 2/1 | 542 | 542 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.5 | 0.8 | 0.0 | 0.8 |
| 2/2 | 491 | 491 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 |
| 3/1 | 1112 | 1112 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 519 | 519 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 39 | 39 | - | - | - | 0.3 | 0.1 | - | 0.3 | 31.5 | 0.6 | 0.1 | 0.7 |
| 4/2 | 74 | 74 | - | - | - | 0.5 | 0.2 | - | 0.7 | 32.9 | 1.1 | 0.2 | 1.3 |
| 5/1 | 1112 | 1112 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 519 | 519 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1008 | 1008 | - | - | - | 4.9 | 2.2 | - | 7.1 | 25.4 | 9.1 | 2.2 | 11.3 |
| 6/3 | 322 | 322 | - | - | - | 1.4 | 0.5 | - | 1.8 | 20.5 | 4.1 | 0.5 | 4.6 |
| 7/1 | 181 | 181 | 181 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 6.2 | 0.5 | 0.3 | 0.8 |
| 8/1 | 221 | 221 | - | - | - | 0.8 | 0.5 | - | 1.3 | 20.8 | 3.3 | 0.5 | 3.8 |
| 8/2 | 322 | 322 | - | - | - | 0.5 | 1.3 | - | 1.8 | 20.5 | 4.9 | 1.3 | 6.2 |
| 9/1 | 1128 | 1128 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 692 | 692 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 611 | 611 | - | - | - | 0.6 | 0.5 | - | 1.1 | 6.5 | 3.7 | 0.5 | 4.2 |
| 10/2 | 574 | 574 | - | - | - | 0.5 | 0.5 | - | 1.0 | 6.1 | 3.2 | 0.5 | 3.7 |
| 10/3+10/4 | 1014 | 1014 | - | - | - | 0.9 | 0.6 | - | 1.5 | 5.3 | 20.2 | 0.6 | 20.7 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 507 | 507 | - | - | - | 1.7 | 2.5 | - | 4.2 | 29.8 | 7.1 | 2.5 | 9.6 |
| 11/2 | 507 | 507 | - | - | - | 1.7 | 2.5 | - | 4.2 | 29.8 | 7.1 | 2.5 | 9.6 |
| 12/1 | 641 | 641 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.4 | 0.0 | 0.3 | 0.3 |
| 12/2 | 883 | 883 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| 12/3 | 13 | 13 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 191 | 191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 687 | 687 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 918 | 918 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.1 | 5.4 | 0.0 | 13.6 | - | - | - | - |
| 1/1 | 687 | 687 | - | - | - | 1.1 | 0.6 | - | 1.6 | 8.5 | 6.0 | 0.6 | 6.5 |
| 1/2 | 917 | 917 | - | - | - | 1.0 | 1.2 | - | 2.2 | 8.6 | 5.9 | 1.2 | 7.0 |
| 1/3+1/4 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 48.5 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 311 | 311 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 310 | 310 | - | - | - | 0.7 | 0.2 | - | 0.9 | 10.6 | 3.2 | 0.2 | 3.4 |
| 4/2+4/3 | 1123 | 1123 | - | - | - | 2.6 | 2.6 | - | 5.2 | 16.7 | 11.3 | 2.6 | 13.9 |
| 5/1 | 737 | 737 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 967 | 967 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 414 | 414 | - | - | - | 2.1 | 0.5 | - | 2.6 | 22.9 | 3.7 | 0.5 | 4.2 |
| 6/3 | 100 | 100 | - | - | - | 0.7 | 0.3 | - | 1.0 | 35.5 | 1.5 | 0.3 | 1.8 |
| 7/1 | 566 | 566 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 492 | 492 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 479 | 479 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 15.4 | 7.4 | 0.0 | 22.8 | - | - | - | - |
| 1/1 | 394 | 394 | - | - | - | 0.6 | 0.2 | - | 0.8 | 7.2 | 3.0 | 0.2 | 3.2 |

LinSig V1 style report

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|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 356 | 356 | - | - | - | 0.5 | 0.2 | - | 0.7 | 6.7 | 2.6 | 0.2 | 2.8 |
| 1/3 | 642 | 642 | - | - | - | 1.0 | 0.5 | - | 1.5 | 8.5 | 5.5 | 0.5 | 6.0 |
| 1/4+1/5 | 458 | 458 | - | - | - | 3.0 | 1.4 | - | 4.5 | 35.1 | 3.7 | 1.4 | 5.1 |
| 2/1 | 611 | 611 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 574 | 574 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 1014 | 1014 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 844 | 844 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 236 | 236 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 622 | 622 | - | - | - | 0.4 | 0.4 | - | 0.8 | 4.6 | 3.6 | 0.4 | 4.1 |
| 4/2 | 506 | 506 | - | - | - | 1.7 | 0.9 | - | 2.6 | 18.8 | 6.1 | 0.9 | 7.1 |
| 4/3 | 587 | 587 | - | - | - | 2.4 | 1.2 | - | 3.6 | 21.8 | 8.7 | 1.2 | 9.9 |
| 4/4 | 105 | 105 | - | - | - | 0.3 | 0.1 | - | 0.4 | 12.5 | 1.0 | 0.1 | 1.1 |
| 5/1 | 802 | 802 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 868 | 868 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 161 | 161 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 296 | 296 | - | - | - | 0.8 | 0.3 | - | 1.1 | 12.9 | 3.0 | 0.3 | 3.3 |
| 6/2 | 337 | 337 | - | - | - | 0.9 | 0.3 | - | 1.2 | 12.9 | 3.5 | 0.3 | 3.8 |
| 6/3 | 435 | 435 | - | - | - | 2.1 | 1.2 | - | 3.3 | 27.6 | 6.3 | 1.2 | 7.5 |
| 6/4 | 372 | 372 | - | - | - | 1.7 | 0.7 | - | 2.4 | 22.8 | 5.1 | 0.7 | 5.7 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 11.7 | 5.7 | 0.0 | 17.4 | - | - | - | - |
| 1/1 | 802 | 802 | - | - | - | 1.2 | 0.6 | - | 1.8 | 8.0 | 10.5 | 0.6 | 11.0 |
| 1/2 | 868 | 868 | - | - | - | 1.3 | 0.6 | - | 1.9 | 7.9 | 11.3 | 0.6 | 11.9 |
| 1/3 | 161 | 161 | - | - | - | 2.3 | 1.5 | - | 3.8 | 85.6 | 5.2 | 1.5 | 6.7 |
| 2/2+2/1 | 739 | 739 | - | - | - | 1.8 | 0.6 | - | 2.3 | 11.4 | 11.2 | 0.6 | 11.8 |
| 2/3 | 1036 | 1036 | - | - | - | 3.2 | 1.2 | - | 4.4 | 15.2 | 20.7 | 1.2 | 21.9 |
| 3/1 | 750 | 750 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1100 | 1100 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 813 | 813 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 877 | 877 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 191 | 191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 105 | 105 | - | - | - | 1.6 | 1.2 | - | 2.8 | 96.0 | 3.4 | 1.2 | 4.6 |
| 6/2 | 20 | 20 | - | - | - | 0.3 | 0.1 | - | 0.4 | 64.8 | 0.6 | 0.1 | 0.7 |
| J5: WendleBury Road | - | - | 115 | 0 | 0 | 0.1 | 0.2 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 115 | 115 | 115 | 0 | 0 | 0.1 | 0.2 | - | 0.3 | 9.5 | 0.9 | 0.2 | 1.2 |
| 2/1 | 813 | 813 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 877 | 877 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 295 | 295 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 633 | 633 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 877 | 877 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 739 | 739 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1036 | 1036 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4336 | 0 | 0 | 0.0 | 2.2 | 0.0 | 2.2 | - | - | - | - |
| 1/1 | 70 | 70 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1510 | 1510 | 1510 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.1 | 1.8 | 0.5 | 2.2 |
| 3/1 | 1844 | 1844 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1606 | 1606 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 685 | 685 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 819 | 819 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1612 | 1612 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 404 | 404 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1775 | 1775 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1805 | 1805 | 1805 | 0 | 0 | 0.0 | 1.1 | - | 1.1 | 2.1 | 0.0 | 1.1 | 1.1 |
| 11/1 | 567 | 567 | 567 | 0 | 0 | 0.0 | 0.4 | - | 0.4 | 2.4 | 0.0 | 0.4 | 0.4 |
| 12/1 | 447 | 447 | 447 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 2.5 | 2.0 | 0.3 | 2.3 |
| 13/1 | 66 | 66 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

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|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2424 | 2424 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 526 | 0 | 0 | 0.0 | 0.4 | 0.0 | 0.4 | - | - | - | - |
| 1/1 | 30 | 30 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 260 | 260 | 260 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 2.5 | 0.0 | 0.2 | 0.2 |
| 3/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 260 | 260 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 70 | 70 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 187 | 187 | 187 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.5 | 0.0 | 0.1 | 0.1 |
| 9/1 | 447 | 447 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 70 | 70 | 70 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 9 | 9 | 9 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 115 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 115 | 115 | 115 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.3 | 0.0 | 0.1 | 0.1 |
| 2/1 | 295 | 295 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 9 | 9 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 115 | 115 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 286 | 286 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 9 | 9 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 9 | 9 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|---|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|-----|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|-----|------------------------------------|--------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3273 | 0 | 0 | 1.7 | 4.6 | 0.0 | 6.3 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1704 | 1704 | 1704 | 0 | 0 | 1.7 | 2.3 | - | 4.0 | 8.4 | 26.0 | 2.3 | 28.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1223 | 1223 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 617 | 617 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1223 | 1223 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 867 | 867 | 867 | 0 | 0 | 0.0 | 1.3 | - | 1.3 | 5.2 | 0.0 | 1.3 | 1.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 136 | 136 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1433 | 1433 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 702 | 702 | 702 | 0 | 0 | 0.0 | 1.0 | - | 1.0 | 5.3 | 0.0 | 1.0 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 702 | 702 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>5.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.94</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>2.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.05</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>23.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.66</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.57</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>20.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.76</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.40</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>2.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>100.70</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 5.7 | Total Delay for Signalled Lanes (pcuHr): | 20.94 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 2.1 | Total Delay for Signalled Lanes (pcuHr): | 9.05 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 23.9 | Total Delay for Signalled Lanes (pcuHr): | 6.66 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 6.9 | Total Delay for Signalled Lanes (pcuHr): | 13.57 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 20.5 | Total Delay for Signalled Lanes (pcuHr): | 22.76 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 17.7 | Total Delay for Signalled Lanes (pcuHr): | 17.40 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | 2.1 | Total Delay Over All Lanes(pcuHr): | 100.70 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 5.7 | Total Delay for Signalled Lanes (pcuHr): | 20.94 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 2.1 | Total Delay for Signalled Lanes (pcuHr): | 9.05 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 23.9 | Total Delay for Signalled Lanes (pcuHr): | 6.66 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 6.9 | Total Delay for Signalled Lanes (pcuHr): | 13.57 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 20.5 | Total Delay for Signalled Lanes (pcuHr): | 22.76 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 17.7 | Total Delay for Signalled Lanes (pcuHr): | 17.40 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 2.1 | Total Delay Over All Lanes(pcuHr): | 100.70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 15: 'D31PM OP5A B1C' (FG25: 'D31AM OP5A', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 20 | 18 |
| Change Point | 0 | 12 | 37 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 22 | 28 |
| Change Point | 14 | 41 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 17 | 33 |
| Change Point | 58 | 20 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 21 | 30 | 42 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 26 | 14 | 9 |
| Change Point | 32 | 0 | 21 |

C4

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 0 | 15 | 28 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 74 | 6 | 6 |
| Change Point | 0 | 89 | 103 |

LinSig V1 style report

| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 102.3% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 92.7% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 508 | 1900 | 665 | 74.7% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 534 | 1900 | 665 | 78.6% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 484 | 1900 | 665 | 71.2% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 22 | - | 600 | 1900 | 728 | 80.8% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 22 | - | 523 | 1900 | 728 | 70.4% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1040 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 451 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 99 | 1900 | 253 | 39.1% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 123 | 1900 | 253 | 48.6% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1040 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 451 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 28 | - | 1322 | 1900:1900 | 508+918 | 92.7 : 92.7% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 28 | - | 316 | 1900 | 918 | 34.4% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 198 | Inf | 578 | 34.2% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 17 | - | 147 | 1900 | 570 | 25.6% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 17 | - | 316 | 1900 | 570 | 55.4% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1451 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 847 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 33 | - | 413 | 1900 | 1077 | 38.4% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 33 | - | 534 | 1900 | 1077 | 49.6% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|--------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 33 | - | 866 | 1900:1900 | 950+950 | 45.6 : 45.6% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 433 | 1900 | 602 | 72.0% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 433 | 1900 | 602 | 72.0% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 429 | 1900 | 1900 | 22.6% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 775 | 1900 | 1900 | 40.8% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 75 | 1900 | 1900 | 3.9% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 131 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 466 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 789 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 102.3% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 466 | 1900 | 1298 | 35.9% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 788 | 1900 | 1298 | 60.7% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 1 | 1900:1900 | 253+0 | 0.4 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 1 | 1900 | 538 | 0.2% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 403 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 402 | 1900 | 1077 | 37.3% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1367 | 1965:2105 | 913+423 | 102.3 : 102.3% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 518 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 842 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 159 | 1900:1900 | 507+268 | 20.5 : 20.5% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 508 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 534 | Inf | Inf | 0.0% |
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 484 | Inf | Inf | 0.0% |

LinSig V1 style report

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|--|----------------------|---|------------|-----|------|------|---|----|----|------|-----------|---------|--------------|
| J3: Tesco & Bicester 4 Access | - | - | N/A | - | - | - | - | - | - | - | - | - | 87.8% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 284 | 1940 | 1552 | 18.3% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 458 | 2080 | 1664 | 27.5% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 644 | 2080 | 1664 | 38.7% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 16 | - | 727 | 1805:1935 | 399+429 | 87.8 : 87.8% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 413 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 534 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 866 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1194 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 377 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 37 | - | 844 | 1805 | 1143 | 73.2% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 26 | - | 607 | 1940 | 873 | 69.1% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 26 | - | 723 | 2080 | 936 | 76.3% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 26 | - | 124 | 2080 | 936 | 13.1% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 752 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 863 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 153 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 25 | 16 | 145 | 1764 | 764 | 19.0% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 25 | 16 | 169 | 1891 | 819 | 20.6% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 205 | 1830 | 305 | 67.2% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 222 | 1962 | 327 | 67.9% |
| J4: Premier Inn | - | - | N/A | - | - | - | - | - | - | - | - | - | 86.4% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 752 | 1980 | 1501 | 49.8% |
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 863 | 2120 | 1608 | 53.2% |

LinSig V1 style report

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|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 11 | - | 153 | 1805 | 181 | 84.1% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 83 | - | 712 | 1980:1720 | 1375+22 | 51.0 : 51.0% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 83 | - | 1282 | 2120 | 1484 | 86.4% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 742 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1371 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 786 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 890 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 164 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 10 | - | 130 | 1741 | 160 | 81.5% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 10 | - | 61 | 1807 | 166 | 36.8% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 27.1% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 99 | Inf | 366 | 27.1% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 786 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 890 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 284 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 601 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 890 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 712 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1282 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 80.4% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 236 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1491 | Inf | 2870 | 51.6% |
| 3/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 2002 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1831 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 410 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 406 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1753 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 747 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1994 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1834 | Inf | 2854 | 64.3% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 988 | Inf | 1229 | 80.4% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 239 | Inf | 1132 | 21.1% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 96 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 11 | Inf | 630 | 1.7% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2148 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 23.5% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 263 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 32 | Inf | 983 | 3.3% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 50 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 32 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 236 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 50 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 207 | Inf | 989 | 20.9% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 239 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 236 | Inf | 1000 | 23.5% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 77 | Inf | 922 | 8.3% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 18.4% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 99 | Inf | 538 | 18.4% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 284 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 77 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 99 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 207 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 77 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 641 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 77 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 823 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 81.5% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1360 | Inf | 2171 | 62.7% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1036 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 328 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1080 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 880 | Inf | 1080 | 81.5% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 4 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1769 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | - | - | - | 937 | Inf | 1168 | 80.2% |
| 9/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 893 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8676 | 0 | 0 | 57.8 | 74.9 | 0.0 | 132.7 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 198 | 0 | 0 | 18.5 | 16.5 | 0.0 | 35.0 | - | - | - | - |
| 1/1 | 497 | 497 | - | - | - | 1.6 | 1.5 | - | 3.0 | 22.0 | 6.9 | 1.5 | 8.4 |
| 1/2 | 522 | 522 | - | - | - | 1.7 | 1.8 | - | 3.4 | 23.8 | 7.5 | 1.8 | 9.3 |
| 1/3 | 473 | 473 | - | - | - | 1.6 | 1.2 | - | 2.8 | 21.3 | 6.4 | 1.2 | 7.7 |
| 2/1 | 588 | 588 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.7 | 1.3 | 0.0 | 1.3 |
| 2/2 | 512 | 512 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.4 | 0.8 | 0.0 | 0.8 |
| 3/1 | 1029 | 1029 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 451 | 451 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 99 | 99 | - | - | - | 0.6 | 0.3 | - | 0.9 | 32.0 | 1.6 | 0.3 | 1.9 |
| 4/2 | 123 | 123 | - | - | - | 0.8 | 0.5 | - | 1.3 | 37.5 | 1.9 | 0.5 | 2.3 |
| 5/1 | 1029 | 1029 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 451 | 451 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1322 | 1322 | - | - | - | 4.8 | 5.7 | - | 10.5 | 28.7 | 13.2 | 5.7 | 18.9 |
| 6/3 | 316 | 316 | - | - | - | 0.8 | 0.3 | - | 1.1 | 12.6 | 3.2 | 0.3 | 3.5 |
| 7/1 | 198 | 198 | 198 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 5.0 | 0.4 | 0.3 | 0.7 |
| 8/1 | 146 | 146 | - | - | - | 0.6 | 0.2 | - | 0.8 | 18.6 | 2.1 | 0.2 | 2.2 |
| 8/2 | 316 | 316 | - | - | - | 0.8 | 0.6 | - | 1.4 | 16.0 | 4.5 | 0.6 | 5.1 |
| 9/1 | 1439 | 1439 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 838 | 838 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 413 | 413 | - | - | - | 0.5 | 0.3 | - | 0.8 | 7.3 | 2.4 | 0.3 | 2.7 |
| 10/2 | 534 | 534 | - | - | - | 1.0 | 0.5 | - | 1.4 | 9.7 | 4.3 | 0.5 | 4.8 |
| 10/3+10/4 | 866 | 866 | - | - | - | 1.2 | 0.4 | - | 1.6 | 6.8 | 17.5 | 0.4 | 17.9 |

LinSig V1 style report

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|---|------|------|----------|----------|----------|-------------|-------------|------------|-------------|------|------|------|------|
| 11/1 | 433 | 433 | - | - | - | 1.0 | 1.3 | - | 2.3 | 19.1 | 5.5 | 1.3 | 6.7 |
| 11/2 | 433 | 433 | - | - | - | 1.0 | 1.3 | - | 2.3 | 19.1 | 5.5 | 1.3 | 6.7 |
| 12/1 | 429 | 429 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.2 | 0.0 | 0.1 | 0.1 |
| 12/2 | 775 | 775 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.6 | 0.0 | 0.3 | 0.3 |
| 12/3 | 75 | 75 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 130 | 130 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 466 | 466 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 789 | 789 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.7 | 29.6 | 0.0 | 38.3 | - | - | - | - |
| 1/1 | 466 | 466 | - | - | - | 0.3 | 0.3 | - | 0.6 | 4.5 | 3.2 | 0.3 | 3.5 |
| 1/2 | 788 | 788 | - | - | - | 0.9 | 0.8 | - | 1.7 | 7.7 | 6.1 | 0.8 | 6.9 |
| 1/3+1/4 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 25.9 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 403 | 403 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 402 | 402 | - | - | - | 1.0 | 0.3 | - | 1.3 | 11.5 | 4.3 | 0.3 | 4.6 |
| 4/2+4/3 | 1367 | 1334 | - | - | - | 5.1 | 27.7 | - | 32.8 | 86.4 | 22.3 | 27.7 | 50.0 |
| 5/1 | 518 | 518 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 842 | 842 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 159 | 159 | - | - | - | 0.7 | 0.1 | - | 0.9 | 19.9 | 1.3 | 0.1 | 1.5 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 497 | 497 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 522 | 522 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 473 | 473 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 15.7 | 10.4 | 0.0 | 26.1 | - | - | - | - |
| 1/1 | 284 | 284 | - | - | - | 0.1 | 0.1 | - | 0.2 | 2.8 | 1.1 | 0.1 | 1.2 |

LinSig V1 style report

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|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|-------|------|-----|------|
| 1/2 | 458 | 458 | - | - | - | 0.2 | 0.2 | - | 0.4 | 3.0 | 1.9 | 0.2 | 2.1 |
| 1/3 | 644 | 644 | - | - | - | 0.3 | 0.3 | - | 0.6 | 3.5 | 3.0 | 0.3 | 3.4 |
| 1/4+1/5 | 727 | 727 | - | - | - | 3.9 | 3.4 | - | 7.3 | 35.9 | 6.4 | 3.4 | 9.8 |
| 2/1 | 413 | 413 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 534 | 534 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 866 | 866 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 1186 | 1186 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 377 | 377 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 836 | 836 | - | - | - | 1.8 | 1.4 | - | 3.2 | 13.6 | 9.6 | 1.4 | 10.9 |
| 4/2 | 603 | 603 | - | - | - | 1.9 | 1.1 | - | 3.0 | 18.1 | 7.8 | 1.1 | 8.9 |
| 4/3 | 715 | 715 | - | - | - | 3.4 | 1.6 | - | 5.0 | 25.1 | 10.9 | 1.6 | 12.5 |
| 4/4 | 123 | 123 | - | - | - | 0.3 | 0.1 | - | 0.4 | 12.1 | 1.3 | 0.1 | 1.4 |
| 5/1 | 748 | 748 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 855 | 855 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 152 | 152 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 145 | 145 | - | - | - | 0.4 | 0.1 | - | 0.5 | 13.4 | 1.5 | 0.1 | 1.6 |
| 6/2 | 169 | 169 | - | - | - | 0.5 | 0.1 | - | 0.6 | 13.4 | 1.7 | 0.1 | 1.9 |
| 6/3 | 205 | 205 | - | - | - | 1.3 | 1.0 | - | 2.3 | 41.1 | 3.2 | 1.0 | 4.2 |
| 6/4 | 222 | 222 | - | - | - | 1.4 | 1.0 | - | 2.5 | 40.3 | 3.5 | 1.0 | 4.5 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 14.1 | 9.2 | 0.0 | 23.3 | - | - | - | - |
| 1/1 | 748 | 748 | - | - | - | 1.2 | 0.5 | - | 1.7 | 8.0 | 9.6 | 0.5 | 10.1 |
| 1/2 | 855 | 855 | - | - | - | 1.4 | 0.6 | - | 2.0 | 8.3 | 11.4 | 0.6 | 12.0 |
| 1/3 | 152 | 152 | - | - | - | 2.2 | 2.3 | - | 4.5 | 107.3 | 4.9 | 2.3 | 7.2 |
| 2/2+2/1 | 712 | 712 | - | - | - | 1.6 | 0.5 | - | 2.2 | 10.9 | 10.7 | 0.5 | 11.2 |
| 2/3 | 1282 | 1282 | - | - | - | 4.8 | 3.1 | - | 7.9 | 22.2 | 32.4 | 3.1 | 35.5 |
| 3/1 | 742 | 742 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1371 | 1371 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 782 | 782 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|-------|-----|-----|------|
| 4/2 | 882 | 882 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 163 | 163 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 130 | 130 | - | - | - | 1.9 | 1.9 | - | 3.9 | 107.3 | 4.2 | 1.9 | 6.2 |
| 6/2 | 61 | 61 | - | - | - | 0.9 | 0.3 | - | 1.2 | 68.4 | 1.9 | 0.3 | 2.2 |
| J5: WendleBury Road | - | - | 99 | 0 | 0 | 0.1 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 99 | 99 | 99 | 0 | 0 | 0.1 | 0.2 | - | 0.2 | 8.7 | 0.7 | 0.2 | 0.9 |
| 2/1 | 782 | 782 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 882 | 882 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 282 | 282 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 599 | 599 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 882 | 882 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 712 | 712 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1282 | 1282 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4553 | 0 | 0 | 0.0 | 3.6 | 0.0 | 3.6 | - | - | - | - |
| 1/1 | 235 | 235 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1481 | 1481 | 1481 | 0 | 0 | 0.0 | 0.5 | - | 0.6 | 1.3 | 9.6 | 0.5 | 10.1 |
| 3/1 | 1993 | 1993 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1822 | 1822 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 409 | 409 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 405 | 405 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1753 | 1753 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 747 | 747 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1994 | 1994 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1834 | 1834 | 1834 | 0 | 0 | 0.0 | 0.9 | - | 0.9 | 1.8 | 0.0 | 0.9 | 0.9 |
| 11/1 | 988 | 988 | 988 | 0 | 0 | 0.0 | 2.0 | - | 2.0 | 7.3 | 0.0 | 2.0 | 2.0 |
| 12/1 | 239 | 239 | 239 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.0 | 0.0 | 0.1 | 0.1 |
| 13/1 | 96 | 96 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 11 | 11 | 11 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2147 | 2147 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 551 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 262 | 262 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 32 | 32 | 32 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 50 | 50 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 32 | 32 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 235 | 235 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 50 | 50 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 207 | 207 | 207 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.3 | 0.0 | 0.1 | 0.1 |
| 9/1 | 239 | 239 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 235 | 235 | 235 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 2.4 | 0.0 | 0.2 | 0.2 |
| 11/1 | 76 | 76 | 76 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 99 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 99 | 99 | 99 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.1 | 0.0 | 0.1 | 0.1 |
| 2/1 | 282 | 282 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 76 | 76 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 99 | 99 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 206 | 206 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 76 | 76 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 76 | 76 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|-------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|-----|--|-------|-----------------|-----|--|--|------------------------|-------|------------------------------------|--------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3177 | 0 | 0 | 0.7 | 5.0 | 0.0 | 5.7 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1360 | 1360 | 1360 | 0 | 0 | 0.4 | 0.8 | - | 1.3 | 3.3 | 13.0 | 0.8 | 13.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1036 | 1036 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 328 | 328 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1080 | 1080 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 880 | 880 | 880 | 0 | 0 | 0.0 | 2.1 | - | 2.2 | 8.8 | 1.5 | 2.1 | 3.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 4 | 4 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1769 | 1769 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 937 | 937 | 937 | 0 | 0 | 0.3 | 2.0 | - | 2.3 | 8.9 | 8.1 | 2.0 | 10.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 893 | 893 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>14.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>16.04</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-3.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.10</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>62.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.08</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-13.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>38.28</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>2.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>26.09</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>4.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>23.26</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-13.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>132.65</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 14.6 | Total Delay for Signalled Lanes (pcuHr): | 16.04 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -3.0 | Total Delay for Signalled Lanes (pcuHr): | 12.10 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 62.3 | Total Delay for Signalled Lanes (pcuHr): | 6.08 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -13.7 | Total Delay for Signalled Lanes (pcuHr): | 38.28 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 2.5 | Total Delay for Signalled Lanes (pcuHr): | 26.09 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 4.2 | Total Delay for Signalled Lanes (pcuHr): | 23.26 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -13.7 | Total Delay Over All Lanes(pcuHr): | 132.65 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 14.6 | Total Delay for Signalled Lanes (pcuHr): | 16.04 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -3.0 | Total Delay for Signalled Lanes (pcuHr): | 12.10 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 62.3 | Total Delay for Signalled Lanes (pcuHr): | 6.08 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -13.7 | Total Delay for Signalled Lanes (pcuHr): | 38.28 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 2.5 | Total Delay for Signalled Lanes (pcuHr): | 26.09 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 4.2 | Total Delay for Signalled Lanes (pcuHr): | 23.26 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -13.7 | Total Delay Over All Lanes(pcuHr): | 132.65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 16: 'D31PM OP5A B1C' (FG26: 'D31PM OP5A', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 21 | 17 |
| Change Point | 0 | 12 | 38 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 25 | 25 |
| Change Point | 15 | 45 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 15 | 35 |
| Change Point | 57 | 17 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 40 | 49 | 1 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 23 | 9 | 17 |
| Change Point | 30 | 55 | 11 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 69 | 84 | 97 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 72 | 9 | 5 |
| Change Point | 69 | 36 | 53 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 87.2% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 84.4% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 588 | 1900 | 697 | 84.4% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 558 | 1900 | 697 | 80.1% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 514 | 1900 | 697 | 73.8% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 25 | - | 596 | 1900 | 823 | 72.4% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 25 | - | 538 | 1900 | 823 | 65.3% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1125 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 500 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 70 | 1900 | 253 | 27.6% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 94 | 1900 | 253 | 37.1% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1125 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 500 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 25 | - | 1102 | 1900:1900 | 556+823 | 79.9 : 79.9% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 25 | - | 382 | 1900 | 823 | 46.4% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 167 | Inf | 436 | 38.3% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 15 | - | 251 | 1900 | 507 | 49.5% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 15 | - | 382 | 1900 | 507 | 75.4% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1254 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 731 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 35 | - | 628 | 1900 | 1140 | 55.1% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 35 | - | 656 | 1900 | 1140 | 57.5% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 35 | - | 935 | 1900:1900 | 949+951 | 49.2 : 49.2% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 17 | - | 467 | 1900 | 570 | 81.9% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 17 | - | 468 | 1900 | 570 | 82.1% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 710 | 1900 | 1900 | 37.4% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 971 | 1900 | 1900 | 51.1% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 67 | 1900 | 1900 | 3.5% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 169 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 748 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1003 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 83.9% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 748 | 1900 | 1298 | 57.6% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 975 | 1900 | 1298 | 75.1% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 28 | 1900:1900 | 253+0 | 11.1 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 28 | 1900 | 538 | 5.2% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 442 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 414 | 1900 | 1077 | 38.5% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1119 | 1965:2105 | 915+418 | 83.9 : 83.9% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 800 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1028 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 541 | 1900:1900 | 507+279 | 68.9 : 68.9% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 105 | 1900 | 253 | 41.4% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 588 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 558 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|----|-----|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 514 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 82.3% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 39 | - | 417 | 1940 | 1293 | 32.2% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 39 | - | 415 | 2080 | 1387 | 29.9% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 39 | - | 560 | 2080 | 1387 | 40.4% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 11 | - | 546 | 1805:1935 | 330+345 | 80.8 : 80.8% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 628 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 656 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 935 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 994 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 279 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 42 | - | 727 | 1805 | 1294 | 56.2% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 527 | 1940 | 776 | 67.9% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 623 | 2080 | 832 | 74.9% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 108 | 2080 | 832 | 13.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 864 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 938 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 170 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 28 | 11 | 337 | 1764 | 853 | 39.5% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 28 | 11 | 377 | 1891 | 914 | 41.2% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 17 | - | 452 | 1830 | 549 | 82.3% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 17 | - | 375 | 1962 | 589 | 63.7% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 75.3% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 864 | 1980 | 1518 | 56.9% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 938 | 2120 | 1625 | 57.7% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 14 | - | 170 | 1805 | 226 | 75.3% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 81 | - | 824 | 1980:1720 | 1313+55 | 60.2 : 60.2% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 81 | - | 1044 | 2120 | 1449 | 72.1% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 832 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1106 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 877 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 949 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 203 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 103 | 1741 | 145 | 71.0% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 24 | 1807 | 151 | 15.9% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 34.5% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 116 | Inf | 336 | 34.5% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 877 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 949 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 235 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 758 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 949 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 824 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1044 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 72.2% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 76 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1707 | Inf | 3137 | 54.4% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2044 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1783 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 752 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 851 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1646 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 413 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1868 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1874 | Inf | 2597 | 72.2% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 635 | Inf | 1293 | 49.1% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 491 | Inf | 1100 | 44.6% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 136 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 7 | Inf | 459 | 1.5% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2490 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 26.2% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 28 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 257 | Inf | 982 | 26.2% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 55 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 257 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 76 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 55 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 234 | Inf | 915 | 25.6% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 491 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 76 | Inf | 1000 | 7.6% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 7 | Inf | 975 | 0.7% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.2% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 116 | Inf | 548 | 21.2% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 235 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 7 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 116 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 228 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 7 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 670 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 7 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 888 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 87.2% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1828 | Inf | 2096 | 87.2% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1272 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 659 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1234 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 888 | Inf | 1178 | 75.4% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 103 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1533 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 710 | Inf | 1002 | 70.8% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 748 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 9113 | 0 | 0 | 63.4 | 50.2 | 0.0 | 113.6 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 167 | 0 | 0 | 20.2 | 18.1 | 0.0 | 38.3 | - | - | - | - |
| 1/1 | 588 | 588 | - | - | - | 2.5 | 2.6 | - | 5.0 | 30.8 | 8.5 | 2.6 | 11.1 |
| 1/2 | 558 | 558 | - | - | - | 2.2 | 2.0 | - | 4.1 | 26.7 | 7.6 | 2.0 | 9.6 |
| 1/3 | 514 | 514 | - | - | - | 1.9 | 1.4 | - | 3.3 | 23.2 | 7.2 | 1.4 | 8.6 |
| 2/1 | 596 | 596 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.7 | 0.7 | 0.0 | 0.7 |
| 2/2 | 538 | 538 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.5 | 0.4 | 0.0 | 0.4 |
| 3/1 | 1125 | 1125 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 500 | 500 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 70 | 70 | - | - | - | 0.4 | 0.2 | - | 0.6 | 29.3 | 1.1 | 0.2 | 1.3 |
| 4/2 | 94 | 94 | - | - | - | 0.6 | 0.3 | - | 0.9 | 33.5 | 1.4 | 0.3 | 1.7 |
| 5/1 | 1125 | 1125 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 500 | 500 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1102 | 1102 | - | - | - | 4.2 | 2.0 | - | 6.2 | 20.3 | 9.5 | 2.0 | 11.5 |
| 6/3 | 382 | 382 | - | - | - | 1.3 | 0.4 | - | 1.7 | 16.1 | 4.5 | 0.4 | 4.9 |
| 7/1 | 167 | 167 | 167 | 0 | 0 | 0.1 | 0.3 | - | 0.4 | 7.8 | 0.6 | 0.3 | 0.9 |
| 8/1 | 251 | 251 | - | - | - | 0.9 | 0.5 | - | 1.4 | 19.9 | 3.7 | 0.5 | 4.2 |
| 8/2 | 382 | 382 | - | - | - | 0.9 | 1.5 | - | 2.4 | 22.2 | 5.8 | 1.5 | 7.3 |
| 9/1 | 1254 | 1254 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 731 | 731 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 628 | 628 | - | - | - | 0.7 | 0.6 | - | 1.4 | 7.8 | 4.3 | 0.6 | 4.9 |
| 10/2 | 656 | 656 | - | - | - | 0.7 | 0.7 | - | 1.4 | 7.8 | 4.4 | 0.7 | 5.1 |
| 10/3+10/4 | 935 | 935 | - | - | - | 0.9 | 0.5 | - | 1.4 | 5.3 | 18.6 | 0.5 | 19.1 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 467 | 467 | - | - | - | 1.4 | 2.2 | - | 3.6 | 27.5 | 6.5 | 2.2 | 8.7 |
| 11/2 | 468 | 468 | - | - | - | 1.4 | 2.2 | - | 3.6 | 27.7 | 6.5 | 2.2 | 8.7 |
| 12/1 | 710 | 710 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/2 | 971 | 971 | - | - | - | 0.0 | 0.5 | - | 0.5 | 1.9 | 0.0 | 0.5 | 0.5 |
| 12/3 | 67 | 67 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 169 | 169 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 748 | 748 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 1003 | 1003 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 10.1 | 6.6 | 0.0 | 16.6 | - | - | - | - |
| 1/1 | 748 | 748 | - | - | - | 1.4 | 0.7 | - | 2.0 | 9.8 | 6.9 | 0.7 | 7.6 |
| 1/2 | 975 | 975 | - | - | - | 1.2 | 1.5 | - | 2.7 | 10.0 | 7.4 | 1.5 | 8.9 |
| 1/3+1/4 | 28 | 28 | - | - | - | 0.3 | 0.1 | - | 0.4 | 51.0 | 0.5 | 0.1 | 0.5 |
| 2/1 | 28 | 28 | - | - | - | 0.0 | 0.0 | - | 0.0 | 4.1 | 0.3 | 0.0 | 0.3 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 442 | 442 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 414 | 414 | - | - | - | 1.0 | 0.3 | - | 1.3 | 11.3 | 4.5 | 0.3 | 4.8 |
| 4/2+4/3 | 1119 | 1119 | - | - | - | 2.6 | 2.5 | - | 5.1 | 16.5 | 11.2 | 2.5 | 13.7 |
| 5/1 | 800 | 800 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1028 | 1028 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 541 | 541 | - | - | - | 2.9 | 1.1 | - | 4.0 | 26.4 | 5.1 | 1.1 | 6.2 |
| 6/3 | 105 | 105 | - | - | - | 0.7 | 0.4 | - | 1.0 | 35.9 | 1.6 | 0.4 | 2.0 |
| 7/1 | 588 | 588 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 558 | 558 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 514 | 514 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 17.4 | 9.8 | 0.0 | 27.2 | - | - | - | - |
| 1/1 | 417 | 417 | - | - | - | 0.5 | 0.2 | - | 0.7 | 6.3 | 2.9 | 0.2 | 3.1 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 415 | 415 | - | - | - | 0.5 | 0.2 | - | 0.7 | 6.0 | 2.8 | 0.2 | 3.0 |
| 1/3 | 560 | 560 | - | - | - | 0.7 | 0.3 | - | 1.0 | 6.7 | 4.2 | 0.3 | 4.5 |
| 1/4+1/5 | 546 | 546 | - | - | - | 3.4 | 2.0 | - | 5.5 | 35.9 | 4.3 | 2.0 | 6.4 |
| 2/1 | 628 | 628 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 656 | 656 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 935 | 935 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 994 | 994 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 279 | 279 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 727 | 727 | - | - | - | 0.8 | 0.6 | - | 1.4 | 7.1 | 6.2 | 0.6 | 6.8 |
| 4/2 | 527 | 527 | - | - | - | 1.9 | 1.0 | - | 2.9 | 20.0 | 6.7 | 1.0 | 7.7 |
| 4/3 | 623 | 623 | - | - | - | 3.0 | 1.5 | - | 4.5 | 25.8 | 9.6 | 1.5 | 11.1 |
| 4/4 | 108 | 108 | - | - | - | 0.3 | 0.1 | - | 0.4 | 13.6 | 1.1 | 0.1 | 1.2 |
| 5/1 | 864 | 864 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 938 | 938 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 170 | 170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 337 | 337 | - | - | - | 0.9 | 0.3 | - | 1.3 | 13.4 | 3.6 | 0.3 | 3.9 |
| 6/2 | 377 | 377 | - | - | - | 1.0 | 0.4 | - | 1.4 | 13.4 | 4.0 | 0.4 | 4.3 |
| 6/3 | 452 | 452 | - | - | - | 2.5 | 2.2 | - | 4.7 | 37.3 | 6.9 | 2.2 | 9.1 |
| 6/4 | 375 | 375 | - | - | - | 1.9 | 0.9 | - | 2.8 | 26.5 | 5.3 | 0.9 | 6.2 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 12.7 | 6.1 | 0.0 | 18.8 | - | - | - | - |
| 1/1 | 864 | 864 | - | - | - | 1.4 | 0.7 | - | 2.1 | 8.5 | 11.8 | 0.7 | 12.4 |
| 1/2 | 938 | 938 | - | - | - | 1.5 | 0.7 | - | 2.2 | 8.5 | 13.0 | 0.7 | 13.7 |
| 1/3 | 170 | 170 | - | - | - | 2.4 | 1.5 | - | 3.8 | 81.5 | 5.4 | 1.5 | 6.9 |
| 2/2+2/1 | 824 | 824 | - | - | - | 2.2 | 0.8 | - | 2.9 | 12.9 | 13.8 | 0.8 | 14.6 |
| 2/3 | 1044 | 1044 | - | - | - | 3.4 | 1.3 | - | 4.6 | 16.0 | 21.5 | 1.3 | 22.7 |
| 3/1 | 832 | 832 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1106 | 1106 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 877 | 877 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|------|-----|------|
| 4/2 | 949 | 949 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 203 | 203 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 103 | 103 | - | - | - | 1.5 | 1.2 | - | 2.7 | 94.1 | 3.3 | 1.2 | 4.5 |
| 6/2 | 24 | 24 | - | - | - | 0.3 | 0.1 | - | 0.4 | 65.4 | 0.7 | 0.1 | 0.8 |
| J5: WendleBury Road | - | - | 116 | 0 | 0 | 0.1 | 0.3 | 0.0 | 0.4 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.1 | 0.3 | - | 0.4 | 11.3 | 1.1 | 0.3 | 1.4 |
| 2/1 | 877 | 877 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 949 | 949 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 235 | 235 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 758 | 758 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 949 | 949 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 824 | 824 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1044 | 1044 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4714 | 0 | 0 | 0.2 | 2.8 | 0.0 | 3.0 | - | - | - | - |
| 1/1 | 76 | 76 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1707 | 1707 | 1707 | 0 | 0 | 0.0 | 0.6 | - | 0.6 | 1.3 | 13.1 | 0.6 | 13.7 |
| 3/1 | 2044 | 2044 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1783 | 1783 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 752 | 752 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 851 | 851 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1646 | 1646 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 413 | 413 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1868 | 1868 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1874 | 1874 | 1874 | 0 | 0 | 0.0 | 1.3 | - | 1.3 | 2.5 | 0.0 | 1.3 | 1.3 |
| 11/1 | 635 | 635 | 635 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 2.7 | 0.0 | 0.5 | 0.5 |
| 12/1 | 491 | 491 | 491 | 0 | 0 | 0.2 | 0.4 | - | 0.6 | 4.2 | 4.4 | 0.4 | 4.8 |
| 13/1 | 136 | 136 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2490 | 2490 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 574 | 0 | 0 | 0.0 | 0.4 | 0.0 | 0.4 | - | - | - | - |
| 1/1 | 28 | 28 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 257 | 257 | 257 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 2.5 | 0.0 | 0.2 | 0.2 |
| 3/1 | 55 | 55 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 257 | 257 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 76 | 76 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 55 | 55 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 234 | 234 | 234 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 2.6 | 0.0 | 0.2 | 0.2 |
| 9/1 | 491 | 491 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 76 | 76 | 76 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 116 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.2 | 0.0 | 0.1 | 0.1 |
| 2/1 | 235 | 235 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 7 | 7 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 228 | 228 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 7 | 7 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 7 | 7 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|---|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|------|------|-----|------|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|-----|------------------------------------|--------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3426 | 0 | 0 | 2.6 | 6.0 | 0.0 | 8.7 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1828 | 1828 | 1828 | 0 | 0 | 2.6 | 3.3 | - | 6.0 | 11.7 | 29.2 | 3.3 | 32.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1272 | 1272 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 659 | 659 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1234 | 1234 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 888 | 888 | 888 | 0 | 0 | 0.0 | 1.5 | - | 1.5 | 6.2 | 0.0 | 1.5 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 103 | 103 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1533 | 1533 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 710 | 710 | 710 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 6.1 | 0.0 | 1.2 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 748 | 748 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>6.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.10</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>12.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.12</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.91</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>7.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>16.63</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>9.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>27.24</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>18.82</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>3.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>113.58</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 21.10 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 12.6 | Total Delay for Signalled Lanes (pcuHr): | 8.12 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 19.4 | Total Delay for Signalled Lanes (pcuHr): | 7.91 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 7.3 | Total Delay for Signalled Lanes (pcuHr): | 16.63 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 9.3 | Total Delay for Signalled Lanes (pcuHr): | 27.24 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 19.4 | Total Delay for Signalled Lanes (pcuHr): | 18.82 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | 3.2 | Total Delay Over All Lanes(pcuHr): | 113.58 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 21.10 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 12.6 | Total Delay for Signalled Lanes (pcuHr): | 8.12 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 19.4 | Total Delay for Signalled Lanes (pcuHr): | 7.91 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 7.3 | Total Delay for Signalled Lanes (pcuHr): | 16.63 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 9.3 | Total Delay for Signalled Lanes (pcuHr): | 27.24 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 19.4 | Total Delay for Signalled Lanes (pcuHr): | 18.82 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 3.2 | Total Delay Over All Lanes(pcuHr): | 113.58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 17: 'D31AM SEPR OP5A B1C' (FG27: 'D31AM SEPR OP5A', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 24 | 14 |
| Change Point | 0 | 12 | 41 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 32 | 18 |
| Change Point | 14 | 51 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 23 | 27 |
| Change Point | 12 | 40 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 36 | 45 | 57 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 20 | 16 | 13 |
| Change Point | 51 | 13 | 36 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 72 | 87 | 100 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 73 | 7 | 6 |
| Change Point | 72 | 40 | 55 |

LinSig V1 style report

| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 100.6% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 78.9% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 24 | - | 478 | 1900 | 792 | 60.0% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 24 | - | 589 | 1900 | 792 | 73.9% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 24 | - | 401 | 1900 | 792 | 50.4% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 32 | - | 673 | 1900 | 1045 | 64.0% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 32 | - | 422 | 1900 | 1045 | 40.2% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 820 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 291 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 52 | 1900 | 253 | 20.5% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 105 | 1900 | 253 | 41.4% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 820 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 291 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 18 | - | 698 | 1900:1900 | 282+602 | 78.9 : 78.9% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 18 | - | 409 | 1900 | 602 | 68.0% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 199 | Inf | 597 | 33.3% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 23 | - | 82 | 1900 | 760 | 10.8% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 23 | - | 409 | 1900 | 760 | 53.8% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1148 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 563 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 27 | - | 486 | 1900 | 887 | 54.8% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 27 | - | 389 | 1900 | 887 | 43.9% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|--------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 27 | - | 581 | 1900:1900 | 886+887 | 32.7 : 32.8% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 14 | - | 290 | 1900 | 475 | 61.1% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 14 | - | 291 | 1900 | 475 | 61.3% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 436 | 1900 | 1900 | 22.9% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 788 | 1900 | 1900 | 41.5% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 10 | 1900 | 1900 | 0.5% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 132 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 467 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 809 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 100.6% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 467 | 1900 | 1298 | 36.0% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 809 | 1900 | 1298 | 62.3% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 401 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 401 | 1900 | 1077 | 37.2% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1309 | 1965:2105 | 947+354 | 100.6 : 100.6% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 519 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 863 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 159 | 1900:1900 | 507+261 | 20.7 : 20.7% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 478 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 589 | Inf | Inf | 0.0% |
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 401 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|----|------|-----------|---------|-----------------|
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | - | - | - | - | - | - | - | 83.4% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 43 | - | 351 | 1940 | 1423 | 24.7% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 43 | - | 269 | 2080 | 1525 | 17.6% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 43 | - | 408 | 2080 | 1525 | 26.7% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 18 | - | 743 | 1805:1935 | 438+453 | 83.4 : 83.4% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 486 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 389 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 581 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1201 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 378 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 35 | - | 836 | 1805 | 1083 | 76.9% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 20 | - | 312 | 1940 | 679 | 45.8% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 20 | - | 461 | 2080 | 728 | 63.1% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 20 | - | 102 | 2080 | 728 | 14.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 464 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 583 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 144 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 31 | 18 | 152 | 1764 | 941 | 16.2% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 31 | 18 | 164 | 1891 | 1009 | 16.3% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 13 | - | 255 | 1830 | 427 | 59.7% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 13 | - | 173 | 1962 | 458 | 37.8% |
| J4: Premier Inn | - | - | N/A | - | - | - | - | - | - | - | - | - | 73.5% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 464 | 1980 | 1501 | 30.8% |
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 583 | 2120 | 1608 | 36.2% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 144 | 1805 | 196 | 73.5% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 82 | - | 594 | 1980:1720 | 1353+28 | 43.0 : 43.0% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 82 | - | 1076 | 2120 | 1466 | 73.4% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 620 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1151 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 481 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 596 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 156 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 10 | - | 113 | 1741 | 160 | 70.8% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 10 | - | 30 | 1807 | 166 | 18.1% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 21.4% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 103 | Inf | 482 | 21.4% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 481 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 596 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 277 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 307 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 596 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 594 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1076 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 72.1% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 218 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 903 | Inf | 2825 | 31.9% |
| 3/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 1488 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1299 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 379 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 434 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1464 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 803 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1670 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1606 | Inf | 2877 | 55.8% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 1009 | Inf | 1400 | 72.1% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 190 | Inf | 1446 | 13.1% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 98 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 11 | Inf | 760 | 1.4% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1887 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 21.8% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 267 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 34 | Inf | 977 | 3.5% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 34 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 218 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 156 | Inf | 988 | 15.8% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 190 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 218 | Inf | 1000 | 21.8% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 117 | Inf | 928 | 12.6% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 19.1% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 103 | Inf | 539 | 19.1% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 277 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 117 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 103 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 160 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 117 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 632 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 117 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 809 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 79.2% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1382 | Inf | 2170 | 63.7% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1068 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 319 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1140 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 893 | Inf | 1128 | 79.2% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1710 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | - | - | - | 894 | Inf | 1145 | 78.1% |
| 9/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 822 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 7816 | 0 | 0 | 49.8 | 51.7 | 0.0 | 101.5 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 199 | 0 | 0 | 18.6 | 10.2 | 0.0 | 28.8 | - | - | - | - |
| 1/1 | 475 | 475 | - | - | - | 1.5 | 0.7 | - | 2.3 | 17.1 | 4.8 | 0.7 | 5.6 |
| 1/2 | 585 | 585 | - | - | - | 2.0 | 1.4 | - | 3.4 | 20.7 | 6.9 | 1.4 | 8.3 |
| 1/3 | 399 | 399 | - | - | - | 1.3 | 0.5 | - | 1.8 | 16.2 | 4.4 | 0.5 | 4.9 |
| 2/1 | 669 | 669 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.1 | 1.6 | 0.0 | 1.6 |
| 2/2 | 420 | 420 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 |
| 3/1 | 817 | 817 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 291 | 291 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 52 | 52 | - | - | - | 0.3 | 0.1 | - | 0.4 | 31.1 | 0.7 | 0.1 | 0.9 |
| 4/2 | 105 | 105 | - | - | - | 0.7 | 0.4 | - | 1.0 | 35.4 | 1.5 | 0.4 | 1.9 |
| 5/1 | 817 | 817 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 291 | 291 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 698 | 698 | - | - | - | 3.4 | 1.8 | - | 5.3 | 27.3 | 7.1 | 1.8 | 9.0 |
| 6/3 | 409 | 409 | - | - | - | 2.0 | 1.0 | - | 3.1 | 27.1 | 5.9 | 1.0 | 7.0 |
| 7/1 | 199 | 199 | 199 | 0 | 0 | 0.0 | 0.2 | - | 0.3 | 5.1 | 0.6 | 0.2 | 0.9 |
| 8/1 | 82 | 82 | - | - | - | 0.2 | 0.1 | - | 0.3 | 11.9 | 0.7 | 0.1 | 0.8 |
| 8/2 | 409 | 409 | - | - | - | 1.7 | 0.6 | - | 2.3 | 20.3 | 6.8 | 0.6 | 7.4 |
| 9/1 | 1144 | 1144 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 561 | 561 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 486 | 486 | - | - | - | 1.1 | 0.6 | - | 1.7 | 12.6 | 4.5 | 0.6 | 5.1 |
| 10/2 | 389 | 389 | - | - | - | 0.8 | 0.4 | - | 1.2 | 10.8 | 3.0 | 0.4 | 3.3 |
| 10/3+10/4 | 581 | 581 | - | - | - | 1.1 | 0.2 | - | 1.3 | 8.3 | 16.5 | 0.2 | 16.7 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|-------------|------------|-------------|------|------|------|------|
| 11/1 | 290 | 290 | - | - | - | 1.1 | 0.8 | - | 1.9 | 23.1 | 1.8 | 0.8 | 2.6 |
| 11/2 | 291 | 291 | - | - | - | 1.1 | 0.8 | - | 1.9 | 23.1 | 1.8 | 0.8 | 2.6 |
| 12/1 | 436 | 436 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.2 | 0.0 | 0.1 | 0.1 |
| 12/2 | 788 | 788 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.6 | 0.0 | 0.4 | 0.4 |
| 12/3 | 10 | 10 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 467 | 467 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 809 | 809 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 7.4 | 22.2 | 0.0 | 29.6 | - | - | - | - |
| 1/1 | 467 | 467 | - | - | - | 0.1 | 0.3 | - | 0.3 | 2.6 | 1.1 | 0.3 | 1.4 |
| 1/2 | 809 | 809 | - | - | - | 0.7 | 0.8 | - | 1.6 | 7.0 | 5.6 | 0.8 | 6.4 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 401 | 401 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 401 | 401 | - | - | - | 1.0 | 0.3 | - | 1.3 | 11.3 | 4.3 | 0.3 | 4.6 |
| 4/2+4/3 | 1309 | 1300 | - | - | - | 4.2 | 20.3 | - | 24.5 | 67.4 | 20.1 | 20.3 | 40.4 |
| 5/1 | 519 | 519 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 863 | 863 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 159 | 159 | - | - | - | 0.7 | 0.1 | - | 0.9 | 19.9 | 1.3 | 0.1 | 1.5 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 475 | 475 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 585 | 585 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 399 | 399 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 13.0 | 7.1 | 0.0 | 20.1 | - | - | - | - |
| 1/1 | 351 | 351 | - | - | - | 0.3 | 0.2 | - | 0.4 | 4.3 | 1.9 | 0.2 | 2.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 269 | 269 | - | - | - | 0.2 | 0.1 | - | 0.3 | 3.9 | 1.3 | 0.1 | 1.5 |
| 1/3 | 408 | 408 | - | - | - | 0.3 | 0.2 | - | 0.5 | 4.3 | 2.2 | 0.2 | 2.3 |
| 1/4+1/5 | 743 | 743 | - | - | - | 3.6 | 2.4 | - | 6.0 | 29.3 | 6.0 | 2.4 | 8.5 |
| 2/1 | 486 | 486 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 389 | 389 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 581 | 581 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 1198 | 1198 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 378 | 378 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 833 | 833 | - | - | - | 2.0 | 1.6 | - | 3.7 | 15.9 | 9.3 | 1.6 | 10.9 |
| 4/2 | 311 | 311 | - | - | - | 1.2 | 0.4 | - | 1.6 | 18.4 | 3.8 | 0.4 | 4.2 |
| 4/3 | 460 | 460 | - | - | - | 2.0 | 0.9 | - | 2.9 | 22.7 | 5.5 | 0.9 | 6.4 |
| 4/4 | 102 | 102 | - | - | - | 0.4 | 0.1 | - | 0.4 | 15.7 | 1.1 | 0.1 | 1.2 |
| 5/1 | 463 | 463 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 582 | 582 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 144 | 144 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 152 | 152 | - | - | - | 0.3 | 0.1 | - | 0.4 | 9.5 | 1.3 | 0.1 | 1.4 |
| 6/2 | 164 | 164 | - | - | - | 0.3 | 0.1 | - | 0.4 | 9.3 | 1.4 | 0.1 | 1.5 |
| 6/3 | 255 | 255 | - | - | - | 1.5 | 0.7 | - | 2.2 | 30.9 | 3.8 | 0.7 | 4.5 |
| 6/4 | 173 | 173 | - | - | - | 0.9 | 0.3 | - | 1.2 | 25.7 | 2.4 | 0.3 | 2.7 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 10.3 | 4.8 | 0.0 | 15.1 | - | - | - | - |
| 1/1 | 463 | 463 | - | - | - | 0.6 | 0.2 | - | 0.8 | 6.3 | 4.8 | 0.2 | 5.0 |
| 1/2 | 582 | 582 | - | - | - | 0.8 | 0.3 | - | 1.1 | 6.6 | 6.3 | 0.3 | 6.6 |
| 1/3 | 144 | 144 | - | - | - | 2.1 | 1.3 | - | 3.4 | 84.9 | 4.6 | 1.3 | 6.0 |
| 2/2+2/1 | 594 | 594 | - | - | - | 1.3 | 0.4 | - | 1.7 | 10.3 | 8.4 | 0.4 | 8.8 |
| 2/3 | 1076 | 1076 | - | - | - | 3.5 | 1.4 | - | 4.8 | 16.1 | 22.4 | 1.4 | 23.8 |
| 3/1 | 620 | 620 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1151 | 1151 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 480 | 480 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 595 | 595 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 156 | 156 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 113 | 113 | - | - | - | 1.7 | 1.2 | - | 2.8 | 89.8 | 3.6 | 1.2 | 4.8 |
| 6/2 | 30 | 30 | - | - | - | 0.4 | 0.1 | - | 0.5 | 63.6 | 0.9 | 0.1 | 1.0 |
| J5: WendleBury Road | - | - | 103 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 103 | 103 | 103 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 5.1 | 0.3 | 0.1 | 0.5 |
| 2/1 | 480 | 480 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 595 | 595 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 276 | 276 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 307 | 307 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 595 | 595 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 594 | 594 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1076 | 1076 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3718 | 0 | 0 | 0.0 | 2.2 | 0.0 | 2.2 | - | - | - | - |
| 1/1 | 218 | 218 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 902 | 902 | 902 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 0.9 | 0.0 | 0.2 | 0.2 |
| 3/1 | 1487 | 1487 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1298 | 1298 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 379 | 379 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 434 | 434 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1464 | 1464 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 803 | 803 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1670 | 1670 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1606 | 1606 | 1606 | 0 | 0 | 0.0 | 0.6 | - | 0.6 | 1.4 | 0.0 | 0.6 | 0.6 |
| 11/1 | 1009 | 1009 | 1009 | 0 | 0 | 0.0 | 1.3 | - | 1.3 | 4.6 | 0.0 | 1.3 | 1.3 |
| 12/1 | 190 | 190 | 190 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 1.4 | 0.0 | 0.1 | 0.1 |
| 13/1 | 98 | 98 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 11 | 11 | 11 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 |
| 15/1 | 1887 | 1887 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 524 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 266 | 266 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 34 | 34 | 34 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 34 | 34 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 218 | 218 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 156 | 156 | 156 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 9/1 | 190 | 190 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 218 | 218 | 218 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.3 | 0.0 | 0.1 | 0.1 |
| 11/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| J8: Bicester Avenue | - | - | 103 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 103 | 103 | 103 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.1 | 0.0 | 0.1 | 0.1 |
| 2/1 | 276 | 276 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 103 | 103 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 160 | 160 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|-------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|-------|------------------------------------|--------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3169 | 0 | 0 | 0.5 | 4.5 | 0.0 | 5.0 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1382 | 1382 | 1382 | 0 | 0 | 0.3 | 0.9 | - | 1.2 | 3.0 | 11.5 | 0.9 | 12.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1068 | 1068 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 319 | 319 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1140 | 1140 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 893 | 893 | 893 | 0 | 0 | 0.0 | 1.9 | - | 1.9 | 7.5 | 0.0 | 1.9 | 1.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1710 | 1710 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 894 | 894 | 894 | 0 | 0 | 0.2 | 1.8 | - | 2.0 | 8.0 | 7.2 | 1.8 | 9.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 822 | 822 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>21.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.62</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>14.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.61</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>64.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.78</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-11.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>29.62</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>7.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.08</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>22.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.14</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-11.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>101.47</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 21.8 | Total Delay for Signalled Lanes (pcuHr): | 12.62 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 14.0 | Total Delay for Signalled Lanes (pcuHr): | 8.61 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 64.2 | Total Delay for Signalled Lanes (pcuHr): | 6.78 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -11.8 | Total Delay for Signalled Lanes (pcuHr): | 29.62 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 7.9 | Total Delay for Signalled Lanes (pcuHr): | 20.08 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 22.4 | Total Delay for Signalled Lanes (pcuHr): | 15.14 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -11.8 | Total Delay Over All Lanes(pcuHr): | 101.47 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 21.8 | Total Delay for Signalled Lanes (pcuHr): | 12.62 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 14.0 | Total Delay for Signalled Lanes (pcuHr): | 8.61 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 64.2 | Total Delay for Signalled Lanes (pcuHr): | 6.78 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -11.8 | Total Delay for Signalled Lanes (pcuHr): | 29.62 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 7.9 | Total Delay for Signalled Lanes (pcuHr): | 20.08 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 22.4 | Total Delay for Signalled Lanes (pcuHr): | 15.14 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -11.8 | Total Delay Over All Lanes(pcuHr): | 101.47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 18: 'D31PM SEPR OP5A B1C' (FG28: 'D31PM SEPR OP5A', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 23 | 15 |
| Change Point | 0 | 12 | 40 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 37 | 13 |
| Change Point | 8 | 50 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 14 | 36 |
| Change Point | 54 | 13 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 41 | 50 | 2 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 17 | 10 | 22 |
| Change Point | 31 | 50 | 7 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 67 | 82 | 95 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 72 | 9 | 5 |
| Change Point | 67 | 34 | 51 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 91.6% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 91.6% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 555 | 1900 | 760 | 73.0% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 585 | 1900 | 760 | 77.0% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 459 | 1900 | 760 | 60.4% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 37 | - | 635 | 1900 | 1203 | 52.8% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 37 | - | 471 | 1900 | 1203 | 39.1% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 974 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 381 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 37 | 1900 | 253 | 14.6% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 62 | 1900 | 253 | 24.5% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 974 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 381 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 13 | - | 734 | 1900:1900 | 443+443 | 74.0 : 91.6% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 13 | - | 295 | 1900 | 443 | 66.5% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 168 | Inf | 470 | 35.7% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 14 | - | 298 | 1900 | 475 | 62.7% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 14 | - | 295 | 1900 | 475 | 62.1% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1041 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 501 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 36 | - | 551 | 1900 | 1172 | 47.0% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 36 | - | 650 | 1900 | 1172 | 55.5% |

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| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 36 | - | 763 | 1900:1900 | 951+949 | 40.2 : 40.2% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 382 | 1900 | 507 | 75.4% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 381 | 1900 | 507 | 75.2% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 679 | 1900 | 1900 | 35.7% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 943 | 1900 | 1900 | 49.6% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 2 | 1900 | 1900 | 0.1% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 170 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 707 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 986 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 80.9% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 707 | 1900 | 1298 | 54.5% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 959 | 1900 | 1298 | 73.9% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 27 | 1900:1900 | 253+0 | 10.7 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 27 | 1900 | 538 | 5.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 445 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 418 | 1900 | 1077 | 38.8% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1060 | 1965:2105 | 937+373 | 80.9 : 80.9% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 759 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1013 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 539 | 1900:1900 | 507+271 | 69.3 : 69.3% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 555 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 585 | Inf | Inf | 0.0% |

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| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|-----|-----|-----------|--------------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | - | - | - | 459 | Inf | Inf | 0.0% | |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | - | - | - | - | - | - | 76.9% | |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 34 | - | 361 | 1940 | 1132 | 31.9% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 34 | - | 336 | 2080 | 1213 | 27.7% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 34 | - | 443 | 2080 | 1213 | 36.5% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 12 | - | 544 | 1805:1935 | 346+361 | 76.9 : 76.9% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 551 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 650 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 763 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 991 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 278 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 41 | - | 725 | 1805 | 1263 | 57.4% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 17 | - | 316 | 1940 | 582 | 54.3% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 17 | - | 411 | 2080 | 624 | 65.9% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 17 | - | 90 | 2080 | 624 | 14.4% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 644 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 711 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 169 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 34 | 12 | 328 | 1764 | 1029 | 31.9% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 34 | 12 | 379 | 1891 | 1103 | 34.4% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 22 | - | 504 | 1830 | 701 | 71.8% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 22 | - | 320 | 1962 | 752 | 42.5% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 74.9% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 644 | 1980 | 1518 | 42.4% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 711 | 2120 | 1625 | 43.7% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 14 | - | 169 | 1805 | 226 | 74.9% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 81 | - | 693 | 1980:1720 | 1304+65 | 50.6 : 50.6% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 81 | - | 931 | 2120 | 1449 | 64.3% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 697 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 987 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 657 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 722 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 202 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 93 | 1741 | 145 | 64.1% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 24 | 1807 | 151 | 15.9% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 27.5% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 116 | Inf | 421 | 27.5% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 657 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 722 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 250 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 523 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 722 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 693 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 931 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 66.2% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 73 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1245 | Inf | 3123 | 39.9% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1603 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1293 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 769 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 917 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1436 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 431 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1624 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1711 | Inf | 2584 | 66.2% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 619 | Inf | 1416 | 43.7% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 459 | Inf | 1374 | 33.4% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 134 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 7 | Inf | 531 | 1.3% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2346 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 26.2% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 28 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 257 | Inf | 981 | 26.2% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 56 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 257 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 73 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 56 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 202 | Inf | 915 | 22.1% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 459 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 73 | Inf | 1000 | 7.3% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 11 | Inf | 976 | 1.1% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.3% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 116 | Inf | 545 | 21.3% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 250 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 11 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 116 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 239 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 11 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 669 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 11 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 886 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 85.3% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1772 | Inf | 2077 | 85.3% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1257 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 644 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1244 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 896 | Inf | 1202 | 74.5% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 129 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1478 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | - | - | - | 698 | Inf | 1013 | 68.9% |
| 9/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 711 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8350 | 0 | 0 | 53.5 | 39.7 | 0.0 | 93.2 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 168 | 0 | 0 | 17.4 | 14.4 | 0.0 | 31.8 | - | - | - | - |
| 1/1 | 555 | 555 | - | - | - | 1.9 | 1.3 | - | 3.3 | 21.3 | 6.9 | 1.3 | 8.2 |
| 1/2 | 585 | 585 | - | - | - | 2.0 | 1.6 | - | 3.6 | 22.3 | 7.5 | 1.6 | 9.1 |
| 1/3 | 459 | 459 | - | - | - | 1.4 | 0.8 | - | 2.2 | 17.1 | 6.0 | 0.8 | 6.7 |
| 2/1 | 635 | 635 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.2 | 0.7 | 0.0 | 0.7 |
| 2/2 | 471 | 471 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.1 | 0.2 | 0.0 | 0.2 |
| 3/1 | 974 | 974 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 381 | 381 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 37 | 37 | - | - | - | 0.2 | 0.1 | - | 0.3 | 30.7 | 0.5 | 0.1 | 0.6 |
| 4/2 | 62 | 62 | - | - | - | 0.4 | 0.2 | - | 0.6 | 32.2 | 0.9 | 0.2 | 1.1 |
| 5/1 | 974 | 974 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 381 | 381 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 734 | 734 | - | - | - | 4.5 | 2.3 | - | 6.8 | 33.4 | 6.5 | 2.3 | 8.9 |
| 6/3 | 295 | 295 | - | - | - | 1.7 | 1.0 | - | 2.7 | 32.9 | 4.4 | 1.0 | 5.4 |
| 7/1 | 168 | 168 | 168 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 6.6 | 0.5 | 0.3 | 0.7 |
| 8/1 | 298 | 298 | - | - | - | 0.6 | 0.8 | - | 1.4 | 16.9 | 2.3 | 0.8 | 3.1 |
| 8/2 | 295 | 295 | - | - | - | 0.1 | 0.8 | - | 0.9 | 10.7 | 0.1 | 0.8 | 0.9 |
| 9/1 | 1041 | 1041 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 501 | 501 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 551 | 551 | - | - | - | 0.6 | 0.4 | - | 1.0 | 6.8 | 3.3 | 0.4 | 3.7 |
| 10/2 | 650 | 650 | - | - | - | 0.6 | 0.6 | - | 1.2 | 6.6 | 3.8 | 0.6 | 4.4 |
| 10/3+10/4 | 763 | 763 | - | - | - | 0.6 | 0.3 | - | 1.0 | 4.6 | 18.1 | 0.3 | 18.5 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 382 | 382 | - | - | - | 1.4 | 1.5 | - | 2.9 | 27.3 | 4.9 | 1.5 | 6.4 |
| 11/2 | 381 | 381 | - | - | - | 1.4 | 1.5 | - | 2.9 | 27.2 | 4.9 | 1.5 | 6.4 |
| 12/1 | 679 | 679 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/2 | 943 | 943 | - | - | - | 0.0 | 0.5 | - | 0.5 | 1.9 | 0.0 | 0.5 | 0.5 |
| 12/3 | 2 | 2 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 |
| 13/1 | 170 | 170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 707 | 707 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 986 | 986 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.9 | 6.0 | 0.0 | 14.9 | - | - | - | - |
| 1/1 | 707 | 707 | - | - | - | 0.7 | 0.6 | - | 1.3 | 6.8 | 4.8 | 0.6 | 5.3 |
| 1/2 | 959 | 959 | - | - | - | 1.2 | 1.4 | - | 2.6 | 9.7 | 8.5 | 1.4 | 9.9 |
| 1/3+1/4 | 27 | 27 | - | - | - | 0.1 | 0.1 | - | 0.2 | 20.4 | 0.4 | 0.1 | 0.5 |
| 2/1 | 27 | 27 | - | - | - | 0.0 | 0.0 | - | 0.0 | 4.1 | 0.3 | 0.0 | 0.3 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 445 | 445 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 418 | 418 | - | - | - | 0.9 | 0.3 | - | 1.2 | 10.7 | 4.3 | 0.3 | 4.6 |
| 4/2+4/3 | 1060 | 1060 | - | - | - | 2.4 | 2.1 | - | 4.5 | 15.3 | 10.5 | 2.1 | 12.6 |
| 5/1 | 759 | 759 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1013 | 1013 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 539 | 539 | - | - | - | 2.9 | 1.1 | - | 4.0 | 26.6 | 5.2 | 1.1 | 6.3 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 555 | 555 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 585 | 585 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 459 | 459 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 14.7 | 6.8 | 0.0 | 21.5 | - | - | - | - |
| 1/1 | 361 | 361 | - | - | - | 0.6 | 0.2 | - | 0.9 | 8.7 | 3.0 | 0.2 | 3.2 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|-----|-----|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 336 | 336 | - | - | - | 0.6 | 0.2 | - | 0.8 | 8.3 | 2.7 | 0.2 | 2.9 |
| 1/3 | 443 | 443 | - | - | - | 0.8 | 0.3 | - | 1.1 | 9.0 | 3.8 | 0.3 | 4.1 |
| 1/4+1/5 | 544 | 544 | - | - | - | 3.3 | 1.6 | - | 4.9 | 32.4 | 4.2 | 1.6 | 5.8 |
| 2/1 | 551 | 551 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 650 | 650 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 763 | 763 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 991 | 991 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 278 | 278 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 725 | 725 | - | - | - | 0.7 | 0.7 | - | 1.4 | 7.0 | 6.6 | 0.7 | 7.3 |
| 4/2 | 316 | 316 | - | - | - | 1.4 | 0.6 | - | 2.0 | 22.9 | 3.8 | 0.6 | 4.4 |
| 4/3 | 411 | 411 | - | - | - | 2.2 | 1.0 | - | 3.2 | 27.8 | 6.4 | 1.0 | 7.3 |
| 4/4 | 90 | 90 | - | - | - | 0.4 | 0.1 | - | 0.5 | 18.6 | 1.1 | 0.1 | 1.2 |
| 5/1 | 644 | 644 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 711 | 711 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 169 | 169 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 328 | 328 | - | - | - | 0.6 | 0.2 | - | 0.8 | 9.0 | 2.7 | 0.2 | 3.0 |
| 6/2 | 379 | 379 | - | - | - | 0.7 | 0.3 | - | 0.9 | 9.0 | 3.3 | 0.3 | 3.5 |
| 6/3 | 504 | 504 | - | - | - | 2.2 | 1.3 | - | 3.5 | 24.7 | 7.1 | 1.3 | 8.4 |
| 6/4 | 320 | 320 | - | - | - | 1.2 | 0.4 | - | 1.6 | 17.8 | 3.9 | 0.4 | 4.3 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 10.4 | 4.5 | 0.0 | 14.9 | - | - | - | - |
| 1/1 | 644 | 644 | - | - | - | 0.9 | 0.4 | - | 1.2 | 6.9 | 7.3 | 0.4 | 7.7 |
| 1/2 | 711 | 711 | - | - | - | 1.0 | 0.4 | - | 1.4 | 6.9 | 8.3 | 0.4 | 8.7 |
| 1/3 | 169 | 169 | - | - | - | 2.4 | 1.4 | - | 3.8 | 81.0 | 5.4 | 1.4 | 6.8 |
| 2/2+2/1 | 693 | 693 | - | - | - | 1.7 | 0.5 | - | 2.2 | 11.5 | 10.3 | 0.5 | 10.8 |
| 2/3 | 931 | 931 | - | - | - | 2.8 | 0.9 | - | 3.7 | 14.2 | 17.3 | 0.9 | 18.2 |
| 3/1 | 697 | 697 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 987 | 987 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 657 | 657 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 722 | 722 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 202 | 202 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 93 | 93 | - | - | - | 1.4 | 0.9 | - | 2.2 | 86.7 | 3.0 | 0.9 | 3.9 |
| 6/2 | 24 | 24 | - | - | - | 0.3 | 0.1 | - | 0.4 | 65.4 | 0.7 | 0.1 | 0.8 |
| J5: WendleBury Road | - | - | 116 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 6.9 | 0.6 | 0.2 | 0.8 |
| 2/1 | 657 | 657 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 722 | 722 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 250 | 250 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 523 | 523 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 722 | 722 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 693 | 693 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 931 | 931 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4041 | 0 | 0 | 0.0 | 2.0 | 0.0 | 2.0 | - | - | - | - |
| 1/1 | 73 | 73 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1245 | 1245 | 1245 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 1.0 | 0.0 | 0.3 | 0.3 |
| 3/1 | 1603 | 1603 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1293 | 1293 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 769 | 769 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 917 | 917 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1436 | 1436 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 431 | 431 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1624 | 1624 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1711 | 1711 | 1711 | 0 | 0 | 0.0 | 1.0 | - | 1.0 | 2.1 | 0.0 | 1.0 | 1.0 |
| 11/1 | 619 | 619 | 619 | 0 | 0 | 0.0 | 0.4 | - | 0.4 | 2.3 | 0.0 | 0.4 | 0.4 |
| 12/1 | 459 | 459 | 459 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 2.0 | 0.5 | 0.3 | 0.8 |
| 13/1 | 134 | 134 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2346 | 2346 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 543 | 0 | 0 | 0.0 | 0.4 | 0.0 | 0.4 | - | - | - | - |
| 1/1 | 28 | 28 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 257 | 257 | 257 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 2.5 | 0.0 | 0.2 | 0.2 |
| 3/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 257 | 257 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 73 | 73 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 202 | 202 | 202 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.5 | 0.0 | 0.1 | 0.1 |
| 9/1 | 459 | 459 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 73 | 73 | 73 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 11 | 11 | 11 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 116 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.2 | 0.0 | 0.1 | 0.1 |
| 2/1 | 250 | 250 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 11 | 11 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 239 | 239 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 11 | 11 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 11 | 11 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3366 | 0 | 0 | 2.0 | 5.4 | 0.0 | 7.4 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1772 | 1772 | 1772 | 0 | 0 | 2.0 | 2.9 | - | 4.8 | 9.8 | 27.9 | 2.9 | 30.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1257 | 1257 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 644 | 644 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1244 | 1244 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 896 | 896 | 896 | 0 | 0 | 0.0 | 1.4 | - | 1.4 | 5.8 | 0.0 | 1.4 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 129 | 129 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1478 | 1478 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 698 | 698 | 698 | 0 | 0 | 0.0 | 1.1 | - | 1.1 | 5.7 | 0.0 | 1.1 | 1.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 711 | 711 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>16.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.71</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-1.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.55</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>43.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.48</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>11.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.88</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.51</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>20.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.95</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-1.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>93.22</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 16.9 | Total Delay for Signalled Lanes (pcuHr): | 15.71 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.8 | Total Delay for Signalled Lanes (pcuHr): | 9.55 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 43.5 | Total Delay for Signalled Lanes (pcuHr): | 5.48 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 11.3 | Total Delay for Signalled Lanes (pcuHr): | 14.88 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 17.0 | Total Delay for Signalled Lanes (pcuHr): | 21.51 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 20.2 | Total Delay for Signalled Lanes (pcuHr): | 14.95 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -1.8 | Total Delay Over All Lanes(pcuHr): | 93.22 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 16.9 | Total Delay for Signalled Lanes (pcuHr): | 15.71 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.8 | Total Delay for Signalled Lanes (pcuHr): | 9.55 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 43.5 | Total Delay for Signalled Lanes (pcuHr): | 5.48 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 11.3 | Total Delay for Signalled Lanes (pcuHr): | 14.88 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 17.0 | Total Delay for Signalled Lanes (pcuHr): | 21.51 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 20.2 | Total Delay for Signalled Lanes (pcuHr): | 14.95 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -1.8 | Total Delay Over All Lanes(pcuHr): | 93.22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 19: 'D26AM OP5B B1B' (FG29: 'D26AM OP5B B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 23 | 15 |
| Change Point | 0 | 12 | 40 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 29 | 21 |
| Change Point | 14 | 48 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 26 |
| Change Point | 10 | 39 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 33 | 42 | 54 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 31 | 8 | 10 |
| Change Point | 45 | 18 | 33 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 72 | 87 | 100 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 72 | 7 | 7 |
| Change Point | 72 | 39 | 54 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 94.3% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 91.0% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 444 | 1900 | 760 | 58.4% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 492 | 1900 | 760 | 64.7% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 398 | 1900 | 760 | 52.4% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 29 | - | 569 | 1900 | 950 | 59.9% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 29 | - | 420 | 1900 | 950 | 44.2% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 834 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 324 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 65 | 1900 | 253 | 25.7% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 99 | 1900 | 253 | 39.1% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 834 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 324 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 21 | - | 1083 | 1900:1900 | 536+697 | 83.8 : 91.0% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 21 | - | 350 | 1900 | 697 | 50.2% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 199 | Inf | 685 | 29.0% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 24 | - | 89 | 1900 | 792 | 11.2% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 24 | - | 350 | 1900 | 792 | 44.2% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1203 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 780 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 26 | - | 338 | 1900 | 855 | 39.5% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 26 | - | 313 | 1900 | 855 | 36.6% |

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| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-------------------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 26 | - | 649 | 1900:1900 | 855+855 | 38.0 : 37.9% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 325 | 1900 | 507 | 64.1% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 324 | 1900 | 507 | 63.9% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 300 | 1900 | 1900 | 15.8% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 641 | 1900 | 1900 | 33.7% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 22 | 1900 | 1900 | 1.2% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 127 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 319 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 679 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 94.3% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 319 | 1900 | 1298 | 24.6% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 679 | 1900 | 1298 | 52.3% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 300 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 300 | 1900 | 1077 | 27.9% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1247 | 1965:2105 | 925+398 | 94.3 : 94.3% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 349 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 710 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 87 | 1900:1900 | 507+267 | 11.3 : 11.3% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 61 | 1900 | 253 | 24.1% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 444 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 492 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|------|---|----|----|------|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 398 | Inf | Inf | 0.0% |
| J3: Tesco & Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 73.9% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 46 | - | 209 | 1940 | 1520 | 13.8% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 46 | - | 257 | 2080 | 1629 | 15.8% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 46 | - | 451 | 2080 | 1629 | 27.7% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 10 | - | 476 | 1805:1935 | 315+329 | 73.9 : 73.9% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 338 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 313 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 649 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1036 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 243 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 43 | - | 803 | 1805 | 1324 | 60.7% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 31 | - | 400 | 1940 | 1035 | 38.7% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 31 | - | 671 | 2080 | 1109 | 60.5% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 31 | - | 109 | 2080 | 1109 | 9.8% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 527 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 754 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 132 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 20 | 10 | 127 | 1764 | 617 | 20.6% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 20 | 10 | 106 | 1891 | 662 | 16.0% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 10 | - | 185 | 1830 | 335 | 55.1% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 10 | - | 198 | 1962 | 360 | 55.0% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 74.1% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 89 | - | 527 | 1980 | 1485 | 35.5% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 89 | - | 754 | 2120 | 1590 | 47.4% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 132 | 1805 | 196 | 67.5% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 81 | - | 432 | 1980:1720 | 1342+22 | 31.7 : 31.7% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 81 | - | 839 | 2120 | 1449 | 57.9% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 466 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 927 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 541 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 766 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 139 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 11 | - | 129 | 1741 | 174 | 74.1% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 11 | - | 26 | 1807 | 181 | 14.4% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 21.9% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 95 | Inf | 434 | 21.9% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 541 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 766 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 216 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 420 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 766 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 432 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 839 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 48.8% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 180 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1186 | Inf | 3157 | 37.6% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1394 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1260 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 330 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 289 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1232 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 388 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1271 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1422 | Inf | 2913 | 48.8% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 427 | Inf | 1537 | 27.8% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 196 | Inf | 1503 | 13.0% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 232 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 1 | Inf | 944 | 0.1% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1520 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | | - | N/A | - | - | - | - | - | - | - | - | 18.0% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 196 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 24 | Inf | 977 | 2.5% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 24 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 180 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 172 | Inf | 992 | 17.3% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 196 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 180 | Inf | 1000 | 18.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 84 | Inf | 940 | 8.9% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 17.2% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 95 | Inf | 552 | 17.2% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 216 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 84 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 95 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 132 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 84 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 640 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 84 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 821 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 70.0% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1059 | Inf | 2170 | 48.8% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 802 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 262 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1013 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 842 | Inf | 1203 | 70.0% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1547 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 921 | Inf | 1331 | 69.2% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 710 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 6903 | 0 | 0 | 42.3 | 31.9 | 0.0 | 74.2 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 199 | 0 | 0 | 17.7 | 10.3 | 0.0 | 28.0 | - | - | - | - |
| 1/1 | 444 | 444 | - | - | - | 1.1 | 0.7 | - | 1.8 | 14.6 | 4.3 | 0.7 | 5.0 |
| 1/2 | 492 | 492 | - | - | - | 1.3 | 0.9 | - | 2.2 | 15.9 | 5.0 | 0.9 | 5.9 |
| 1/3 | 398 | 398 | - | - | - | 1.0 | 0.5 | - | 1.6 | 14.1 | 4.0 | 0.5 | 4.5 |
| 2/1 | 569 | 569 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.2 | 1.3 | 0.0 | 1.3 |
| 2/2 | 420 | 420 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.5 | 0.4 | 0.0 | 0.4 |
| 3/1 | 834 | 834 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 324 | 324 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 65 | 65 | - | - | - | 0.4 | 0.2 | - | 0.5 | 29.3 | 0.9 | 0.2 | 1.1 |
| 4/2 | 99 | 99 | - | - | - | 0.6 | 0.3 | - | 1.0 | 35.2 | 1.5 | 0.3 | 1.8 |
| 5/1 | 834 | 834 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 324 | 324 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1083 | 1083 | - | - | - | 5.1 | 3.5 | - | 8.6 | 28.6 | 10.0 | 3.5 | 13.5 |
| 6/3 | 350 | 350 | - | - | - | 1.4 | 0.5 | - | 1.9 | 19.9 | 4.5 | 0.5 | 5.0 |
| 7/1 | 199 | 199 | 199 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 4.0 | 0.4 | 0.2 | 0.6 |
| 8/1 | 89 | 89 | - | - | - | 0.2 | 0.1 | - | 0.3 | 11.6 | 0.8 | 0.1 | 0.8 |
| 8/2 | 350 | 350 | - | - | - | 1.5 | 0.4 | - | 1.9 | 19.4 | 5.8 | 0.4 | 6.2 |
| 9/1 | 1203 | 1203 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 780 | 780 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 338 | 338 | - | - | - | 0.6 | 0.3 | - | 0.9 | 10.1 | 3.2 | 0.3 | 3.5 |
| 10/2 | 313 | 313 | - | - | - | 0.8 | 0.3 | - | 1.0 | 12.1 | 2.9 | 0.3 | 3.2 |
| 10/3+10/4 | 649 | 649 | - | - | - | 1.3 | 0.3 | - | 1.6 | 8.9 | 15.9 | 0.3 | 16.2 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 325 | 325 | - | - | - | 1.1 | 0.9 | - | 1.9 | 21.5 | 1.7 | 0.9 | 2.6 |
| 11/2 | 324 | 324 | - | - | - | 1.1 | 0.9 | - | 1.9 | 21.4 | 1.7 | 0.9 | 2.5 |
| 12/1 | 300 | 300 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.1 | 0.0 | 0.1 | 0.1 |
| 12/2 | 641 | 641 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.4 | 0.0 | 0.3 | 0.3 |
| 12/3 | 22 | 22 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 127 | 127 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 319 | 319 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 679 | 679 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 5.4 | 8.1 | 0.0 | 13.4 | - | - | - | - |
| 1/1 | 319 | 319 | - | - | - | 0.0 | 0.2 | - | 0.2 | 2.1 | 0.2 | 0.2 | 0.4 |
| 1/2 | 679 | 679 | - | - | - | 0.5 | 0.5 | - | 1.0 | 5.5 | 3.9 | 0.5 | 4.4 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 300 | 300 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 300 | 300 | - | - | - | 0.6 | 0.2 | - | 0.8 | 10.0 | 2.8 | 0.2 | 3.0 |
| 4/2+4/3 | 1247 | 1247 | - | - | - | 3.4 | 6.9 | - | 10.4 | 29.9 | 16.2 | 6.9 | 23.1 |
| 5/1 | 349 | 349 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 710 | 710 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 87 | 87 | - | - | - | 0.4 | 0.1 | - | 0.5 | 19.2 | 0.7 | 0.1 | 0.8 |
| 6/3 | 61 | 61 | - | - | - | 0.4 | 0.2 | - | 0.6 | 32.7 | 0.9 | 0.2 | 1.1 |
| 7/1 | 444 | 444 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 492 | 492 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 398 | 398 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 9.8 | 5.1 | 0.0 | 14.9 | - | - | - | - |
| 1/1 | 209 | 209 | - | - | - | 0.1 | 0.1 | - | 0.2 | 3.0 | 0.8 | 0.1 | 0.9 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 257 | 257 | - | - | - | 0.1 | 0.1 | - | 0.2 | 2.9 | 1.0 | 0.1 | 1.1 |
| 1/3 | 451 | 451 | - | - | - | 0.2 | 0.2 | - | 0.4 | 3.3 | 2.0 | 0.2 | 2.2 |
| 1/4+1/5 | 476 | 476 | - | - | - | 3.0 | 1.4 | - | 4.4 | 33.5 | 3.8 | 1.4 | 5.2 |
| 2/1 | 338 | 338 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 313 | 313 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 649 | 649 | - | - | - | 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 | 243 | 243 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 803 | 803 | - | - | - | 0.6 | 0.8 | - | 1.3 | 6.0 | 4.7 | 0.8 | 5.4 |
| 4/2 | 400 | 400 | - | - | - | 0.7 | 0.3 | - | 1.0 | 9.3 | 3.5 | 0.3 | 3.8 |
| 4/3 | 671 | 671 | - | - | - | 1.6 | 0.8 | - | 2.4 | 12.8 | 7.4 | 0.8 | 8.1 |
| 4/4 | 109 | 109 | - | - | - | 0.2 | 0.1 | - | 0.2 | 7.6 | 0.9 | 0.1 | 0.9 |
| 5/1 | 527 | 527 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 754 | 754 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 127 | 127 | - | - | - | 0.5 | 0.1 | - | 0.6 | 17.3 | 1.5 | 0.1 | 1.6 |
| 6/2 | 106 | 106 | - | - | - | 0.4 | 0.1 | - | 0.5 | 16.7 | 1.2 | 0.1 | 1.3 |
| 6/3 | 185 | 185 | - | - | - | 1.1 | 0.6 | - | 1.8 | 34.1 | 2.8 | 0.6 | 3.4 |
| 6/4 | 198 | 198 | - | - | - | 1.2 | 0.6 | - | 1.8 | 33.3 | 3.0 | 0.6 | 3.6 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 9.3 | 4.1 | 0.0 | 13.4 | - | - | - | - |
| 1/1 | 527 | 527 | - | - | - | 0.7 | 0.3 | - | 1.0 | 7.0 | 5.9 | 0.3 | 6.1 |
| 1/2 | 754 | 754 | - | - | - | 1.2 | 0.5 | - | 1.7 | 8.0 | 9.6 | 0.5 | 10.1 |
| 1/3 | 132 | 132 | - | - | - | 1.9 | 1.0 | - | 2.9 | 78.9 | 4.2 | 1.0 | 5.2 |
| 2/2+2/1 | 432 | 432 | - | - | - | 0.9 | 0.2 | - | 1.1 | 9.5 | 5.7 | 0.2 | 5.9 |
| 2/3 | 839 | 839 | - | - | - | 2.3 | 0.7 | - | 3.0 | 12.9 | 14.4 | 0.7 | 15.1 |
| 3/1 | 466 | 466 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 927 | 927 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 541 | 541 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 766 | 766 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 139 | 139 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 129 | 129 | - | - | - | 1.9 | 1.3 | - | 3.2 | 90.2 | 4.2 | 1.3 | 5.5 |
| 6/2 | 26 | 26 | - | - | - | 0.4 | 0.1 | - | 0.4 | 61.0 | 0.8 | 0.1 | 0.9 |
| J5: WendleBury Road | - | - | 95 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 95 | 95 | 95 | 0 | 0 | 0.0 | 0.1 | - | 0.2 | 6.2 | 0.5 | 0.1 | 0.6 |
| 2/1 | 541 | 541 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 766 | 766 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 216 | 216 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 420 | 420 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 766 | 766 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 432 | 432 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 839 | 839 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3232 | 0 | 0 | 0.0 | 1.0 | 0.0 | 1.0 | - | - | - | - |
| 1/1 | 180 | 180 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1186 | 1186 | 1186 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 0.9 | 0.0 | 0.3 | 0.3 |
| 3/1 | 1394 | 1394 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1260 | 1260 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 330 | 330 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 289 | 289 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1232 | 1232 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 388 | 388 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1271 | 1271 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1422 | 1422 | 1422 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.2 | 0.0 | 0.5 | 0.5 |
| 11/1 | 427 | 427 | 427 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 1.6 | 0.0 | 0.2 | 0.2 |
| 12/1 | 196 | 196 | 196 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 1.4 | 0.0 | 0.1 | 0.1 |
| 13/1 | 232 | 232 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 1 | 1 | 1 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 15/1 | 1520 | 1520 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 460 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 196 | 196 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 24 | 24 | 24 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 24 | 24 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 180 | 180 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 172 | 172 | 172 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 9/1 | 196 | 196 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 180 | 180 | 180 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 11/1 | 84 | 84 | 84 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 95 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 95 | 95 | 95 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 3.9 | 0.0 | 0.1 | 0.1 |
| 2/1 | 216 | 216 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 84 | 84 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 95 | 95 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 84 | 84 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 84 | 84 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|-----|-----|-----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|-------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 2822 | 0 | 0 | 0.1 | 2.8 | 0.0 | 2.8 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1059 | 1059 | 1059 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.7 | 5.4 | 0.5 | 5.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 802 | 802 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 262 | 262 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1013 | 1013 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 842 | 842 | 842 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 5.0 | 0.0 | 1.2 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1547 | 1547 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 921 | 921 | 921 | 0 | 0 | 0.1 | 1.1 | - | 1.2 | 4.6 | 3.8 | 1.1 | 5.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 710 | 710 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>39.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.90</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-1.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.79</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>103.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.77</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-4.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.45</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.89</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.41</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-4.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>74.21</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 39.0 | Total Delay for Signalled Lanes (pcuHr): | 10.90 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.1 | Total Delay for Signalled Lanes (pcuHr): | 10.79 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 103.6 | Total Delay for Signalled Lanes (pcuHr): | 5.77 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -4.7 | Total Delay for Signalled Lanes (pcuHr): | 13.45 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 21.8 | Total Delay for Signalled Lanes (pcuHr): | 14.89 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 21.5 | Total Delay for Signalled Lanes (pcuHr): | 13.41 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -4.7 | Total Delay Over All Lanes(pcuHr): | 74.21 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 39.0 | Total Delay for Signalled Lanes (pcuHr): | 10.90 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.1 | Total Delay for Signalled Lanes (pcuHr): | 10.79 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 103.6 | Total Delay for Signalled Lanes (pcuHr): | 5.77 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -4.7 | Total Delay for Signalled Lanes (pcuHr): | 13.45 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 21.8 | Total Delay for Signalled Lanes (pcuHr): | 14.89 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 21.5 | Total Delay for Signalled Lanes (pcuHr): | 13.41 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -4.7 | Total Delay Over All Lanes(pcuHr): | 74.21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 20: 'D26PM OP5B B1B' (FG30: 'D26PM OP5B B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 20 | 18 |
| Change Point | 0 | 12 | 37 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 30 | 20 |
| Change Point | 9 | 44 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 13 | 37 |
| Change Point | 55 | 13 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 37 | 46 | 58 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 23 | 7 | 19 |
| Change Point | 29 | 54 | 8 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 68 | 83 | 96 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 73 | 8 | 5 |
| Change Point | 68 | 36 | 52 |

LinSig V1 style report

| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 85.1% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 85.1% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 566 | 1900 | 665 | 85.1% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 502 | 1900 | 665 | 75.5% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 465 | 1900 | 665 | 69.9% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 30 | - | 551 | 1900 | 982 | 56.1% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 30 | - | 478 | 1900 | 982 | 48.7% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1104 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 501 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 44 | 1900 | 253 | 17.4% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 70 | 1900 | 253 | 27.6% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1104 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 501 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 20 | - | 1032 | 1900:1900 | 665+665 | 70.5 : 84.7% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 20 | - | 292 | 1900 | 665 | 43.9% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 181 | Inf | 508 | 35.6% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 13 | - | 251 | 1900 | 443 | 56.6% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 13 | - | 292 | 1900 | 443 | 65.9% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1114 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 696 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 37 | - | 548 | 1900 | 1203 | 45.5% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 37 | - | 605 | 1900 | 1203 | 50.3% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 37 | - | 987 | 1900:1900 | 951+949 | 51.9 : 51.9% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 494 | 1900 | 602 | 82.1% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 493 | 1900 | 602 | 81.9% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 608 | 1900 | 1900 | 32.0% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 883 | 1900 | 1900 | 46.5% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 14 | 1900 | 1900 | 0.7% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 191 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 641 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 931 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 84.4% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 641 | 1900 | 1298 | 49.4% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 922 | 1900 | 1298 | 71.0% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 9 | 1900:1900 | 253+253 | 2.4 : 1.2% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 6 | 1900 | 538 | 1.1% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 3 | 1900 | 538 | 0.6% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 308 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 3 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 302 | 1900 | 1077 | 28.0% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1119 | 1965:2105 | 922+404 | 84.4 : 84.4% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 691 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 972 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 414 | 1900:1900 | 507+297 | 51.5 : 51.5% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 100 | 1900 | 253 | 39.5% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 566 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 502 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|------|---|----|---|-----|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 465 | Inf | Inf | 0.0% |
| J3: Tesco & Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 75.0% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 37 | - | 391 | 1940 | 1229 | 31.8% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 37 | - | 334 | 2080 | 1317 | 25.4% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 37 | - | 608 | 2080 | 1317 | 46.2% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 9 | - | 458 | 1805:1935 | 300+311 | 75.0 : 75.0% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 548 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 605 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 987 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 847 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 233 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 44 | - | 622 | 1805 | 1354 | 45.9% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 492 | 1940 | 776 | 63.4% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 591 | 2080 | 832 | 71.0% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 23 | - | 105 | 2080 | 832 | 12.6% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 789 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 871 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 161 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 28 | 9 | 297 | 1764 | 853 | 34.8% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 28 | 9 | 336 | 1891 | 914 | 36.8% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 19 | - | 428 | 1830 | 610 | 70.2% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 19 | - | 379 | 1962 | 654 | 58.0% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 76.5% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 789 | 1980 | 1518 | 52.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 871 | 2120 | 1625 | 53.6% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 13 | - | 161 | 1805 | 211 | 76.5% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 82 | - | 714 | 1980:1720 | 1327+58 | 51.6 : 51.6% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 82 | - | 1002 | 2120 | 1466 | 68.3% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 725 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1066 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 800 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 880 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 191 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 105 | 1741 | 145 | 72.4% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 20 | 1807 | 151 | 13.3% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 31.7% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 115 | Inf | 363 | 31.7% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 800 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 880 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 288 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 627 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 880 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 714 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1002 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 66.1% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 54 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1507 | Inf | 3155 | 47.8% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|--|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 1844 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1568 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 591 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 784 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 1545 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 391 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1716 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | | - | - | - | 1797 | Inf | 2718 | 66.1% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | | - | - | - | 562 | Inf | 1352 | 41.6% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | | - | - | - | 315 | Inf | 1224 | 25.7% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 66 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | | - | - | - | 7 | Inf | 543 | 1.3% |
| 15/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 2322 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | | - | - | - | - | - | - | 19.5% |
| 1/1 | | U | N/A | N/A | - | | - | - | - | 7 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | | - | - | - | 128 | Inf | 984 | 13.0% |
| 3/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 49 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 128 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 54 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 49 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | | - | - | - | 187 | Inf | 957 | 19.5% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 315 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | | - | - | - | 54 | Inf | 1000 | 5.4% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 2 | Inf | 982 | 0.2% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.4% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 115 | Inf | 536 | 21.4% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 288 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 2 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 115 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 286 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 2 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 658 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 2 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 849 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 80.3% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1663 | Inf | 2072 | 80.3% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1189 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 610 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1197 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 864 | Inf | 1214 | 71.1% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 136 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1421 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 701 | Inf | 1061 | 66.1% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 693 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8198 | 0 | 0 | 55.7 | 41.2 | 0.0 | 96.9 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 181 | 0 | 0 | 19.5 | 16.2 | 0.0 | 35.7 | - | - | - | - |
| 1/1 | 566 | 566 | - | - | - | 2.4 | 2.7 | - | 5.1 | 32.2 | 8.1 | 2.7 | 10.8 |
| 1/2 | 502 | 502 | - | - | - | 1.9 | 1.5 | - | 3.5 | 24.8 | 6.6 | 1.5 | 8.1 |
| 1/3 | 465 | 465 | - | - | - | 1.8 | 1.1 | - | 2.9 | 22.7 | 6.4 | 1.1 | 7.5 |
| 2/1 | 551 | 551 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.5 | 0.8 | 0.0 | 0.8 |
| 2/2 | 478 | 478 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 |
| 3/1 | 1104 | 1104 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 501 | 501 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 44 | 44 | - | - | - | 0.3 | 0.1 | - | 0.4 | 30.9 | 0.7 | 0.1 | 0.8 |
| 4/2 | 70 | 70 | - | - | - | 0.4 | 0.2 | - | 0.6 | 32.6 | 1.1 | 0.2 | 1.2 |
| 5/1 | 1104 | 1104 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 501 | 501 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1032 | 1032 | - | - | - | 5.0 | 1.7 | - | 6.7 | 23.5 | 8.6 | 1.7 | 10.3 |
| 6/3 | 292 | 292 | - | - | - | 1.2 | 0.4 | - | 1.6 | 19.8 | 3.7 | 0.4 | 4.1 |
| 7/1 | 181 | 181 | 181 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 6.0 | 0.5 | 0.3 | 0.7 |
| 8/1 | 251 | 251 | - | - | - | 0.8 | 0.6 | - | 1.5 | 21.1 | 3.8 | 0.6 | 4.4 |
| 8/2 | 292 | 292 | - | - | - | 0.5 | 1.0 | - | 1.4 | 17.6 | 4.4 | 1.0 | 5.3 |
| 9/1 | 1114 | 1114 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 696 | 696 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 548 | 548 | - | - | - | 0.6 | 0.4 | - | 1.0 | 6.5 | 3.2 | 0.4 | 3.6 |
| 10/2 | 605 | 605 | - | - | - | 0.5 | 0.5 | - | 1.0 | 5.8 | 2.9 | 0.5 | 3.4 |
| 10/3+10/4 | 987 | 987 | - | - | - | 0.8 | 0.5 | - | 1.4 | 5.1 | 19.7 | 0.5 | 20.2 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 494 | 494 | - | - | - | 1.6 | 2.2 | - | 3.8 | 27.6 | 6.6 | 2.2 | 8.8 |
| 11/2 | 493 | 493 | - | - | - | 1.6 | 2.2 | - | 3.8 | 27.4 | 6.6 | 2.2 | 8.8 |
| 12/1 | 608 | 608 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| 12/2 | 883 | 883 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| 12/3 | 14 | 14 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 191 | 191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 641 | 641 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 931 | 931 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.1 | 5.4 | 0.0 | 13.5 | - | - | - | - |
| 1/1 | 641 | 641 | - | - | - | 0.8 | 0.5 | - | 1.3 | 7.2 | 5.2 | 0.5 | 5.6 |
| 1/2 | 922 | 922 | - | - | - | 1.2 | 1.2 | - | 2.4 | 9.5 | 6.5 | 1.2 | 7.7 |
| 1/3+1/4 | 9 | 9 | - | - | - | 0.0 | 0.0 | - | 0.0 | 12.2 | 0.1 | 0.0 | 0.1 |
| 2/1 | 6 | 6 | - | - | - | 0.0 | 0.0 | - | 0.0 | 4.0 | 0.1 | 0.0 | 0.1 |
| 2/2 | 3 | 3 | - | - | - | 0.0 | 0.0 | - | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 308 | 308 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 3 | 3 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 302 | 302 | - | - | - | 0.7 | 0.2 | - | 0.9 | 10.5 | 3.1 | 0.2 | 3.3 |
| 4/2+4/3 | 1119 | 1119 | - | - | - | 2.6 | 2.6 | - | 5.3 | 16.9 | 11.3 | 2.6 | 13.9 |
| 5/1 | 691 | 691 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 972 | 972 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 414 | 414 | - | - | - | 2.1 | 0.5 | - | 2.6 | 22.9 | 3.7 | 0.5 | 4.2 |
| 6/3 | 100 | 100 | - | - | - | 0.7 | 0.3 | - | 1.0 | 35.5 | 1.5 | 0.3 | 1.8 |
| 7/1 | 566 | 566 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 502 | 502 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 465 | 465 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 15.3 | 7.3 | 0.0 | 22.6 | - | - | - | - |
| 1/1 | 391 | 391 | - | - | - | 0.5 | 0.2 | - | 0.8 | 7.2 | 2.9 | 0.2 | 3.2 |

LinSig V1 style report

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|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 334 | 334 | - | - | - | 0.4 | 0.2 | - | 0.6 | 6.6 | 2.4 | 0.2 | 2.6 |
| 1/3 | 608 | 608 | - | - | - | 1.0 | 0.4 | - | 1.4 | 8.2 | 5.2 | 0.4 | 5.7 |
| 1/4+1/5 | 458 | 458 | - | - | - | 3.0 | 1.5 | - | 4.5 | 35.3 | 3.6 | 1.5 | 5.1 |
| 2/1 | 548 | 548 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 605 | 605 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 987 | 987 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 847 | 847 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 233 | 233 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 622 | 622 | - | - | - | 0.4 | 0.4 | - | 0.8 | 4.6 | 3.7 | 0.4 | 4.1 |
| 4/2 | 492 | 492 | - | - | - | 1.7 | 0.9 | - | 2.6 | 18.7 | 6.2 | 0.9 | 7.0 |
| 4/3 | 591 | 591 | - | - | - | 2.4 | 1.2 | - | 3.6 | 22.1 | 8.8 | 1.2 | 10.0 |
| 4/4 | 105 | 105 | - | - | - | 0.3 | 0.1 | - | 0.4 | 12.8 | 1.0 | 0.1 | 1.1 |
| 5/1 | 789 | 789 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 871 | 871 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 161 | 161 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 297 | 297 | - | - | - | 0.8 | 0.3 | - | 1.1 | 12.9 | 3.1 | 0.3 | 3.3 |
| 6/2 | 336 | 336 | - | - | - | 0.9 | 0.3 | - | 1.2 | 12.9 | 3.5 | 0.3 | 3.7 |
| 6/3 | 428 | 428 | - | - | - | 2.1 | 1.2 | - | 3.2 | 27.2 | 6.2 | 1.2 | 7.3 |
| 6/4 | 379 | 379 | - | - | - | 1.7 | 0.7 | - | 2.4 | 23.0 | 5.2 | 0.7 | 5.8 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 11.4 | 5.6 | 0.0 | 16.9 | - | - | - | - |
| 1/1 | 789 | 789 | - | - | - | 1.2 | 0.5 | - | 1.7 | 7.9 | 10.1 | 0.5 | 10.6 |
| 1/2 | 871 | 871 | - | - | - | 1.3 | 0.6 | - | 1.9 | 7.9 | 11.4 | 0.6 | 11.9 |
| 1/3 | 161 | 161 | - | - | - | 2.3 | 1.5 | - | 3.8 | 85.6 | 5.2 | 1.5 | 6.7 |
| 2/2+2/1 | 714 | 714 | - | - | - | 1.7 | 0.5 | - | 2.2 | 11.2 | 10.6 | 0.5 | 11.2 |
| 2/3 | 1002 | 1002 | - | - | - | 3.0 | 1.1 | - | 4.1 | 14.6 | 19.5 | 1.1 | 20.6 |
| 3/1 | 725 | 725 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1066 | 1066 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 800 | 800 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 880 | 880 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 191 | 191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 105 | 105 | - | - | - | 1.6 | 1.2 | - | 2.8 | 96.0 | 3.4 | 1.2 | 4.6 |
| 6/2 | 20 | 20 | - | - | - | 0.3 | 0.1 | - | 0.4 | 64.8 | 0.6 | 0.1 | 0.7 |
| J5: WendleBury Road | - | - | 115 | 0 | 0 | 0.1 | 0.2 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 115 | 115 | 115 | 0 | 0 | 0.1 | 0.2 | - | 0.3 | 9.5 | 0.9 | 0.2 | 1.2 |
| 2/1 | 800 | 800 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 880 | 880 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 288 | 288 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 627 | 627 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 880 | 880 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 714 | 714 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1002 | 1002 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4188 | 0 | 0 | 0.0 | 2.0 | 0.0 | 2.0 | - | - | - | - |
| 1/1 | 54 | 54 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1507 | 1507 | 1507 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.1 | 0.0 | 0.5 | 0.5 |
| 3/1 | 1844 | 1844 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1568 | 1568 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 591 | 591 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 784 | 784 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1545 | 1545 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 391 | 391 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1716 | 1716 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1797 | 1797 | 1797 | 0 | 0 | 0.0 | 1.0 | - | 1.0 | 2.0 | 0.0 | 1.0 | 1.0 |
| 11/1 | 562 | 562 | 562 | 0 | 0 | 0.0 | 0.4 | - | 0.4 | 2.3 | 0.0 | 0.4 | 0.4 |
| 12/1 | 315 | 315 | 315 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 2.0 | 0.8 | 0.2 | 1.0 |
| 13/1 | 66 | 66 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

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|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2322 | 2322 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 371 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 7 | 7 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 128 | 128 | 128 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.1 | 0.0 | 0.1 | 0.1 |
| 3/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 128 | 128 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 54 | 54 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 187 | 187 | 187 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.3 | 0.0 | 0.1 | 0.1 |
| 9/1 | 315 | 315 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 54 | 54 | 54 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 2 | 2 | 2 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 115 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 115 | 115 | 115 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.3 | 0.0 | 0.1 | 0.1 |
| 2/1 | 288 | 288 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 2 | 2 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 115 | 115 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 286 | 286 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 2 | 2 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 2 | 2 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|-----|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|-----|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3228 | 0 | 0 | 1.4 | 4.2 | 0.0 | 5.6 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1663 | 1663 | 1663 | 0 | 0 | 1.4 | 2.0 | - | 3.4 | 7.4 | 25.0 | 2.0 | 27.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1189 | 1189 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 610 | 610 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1197 | 1197 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 864 | 864 | 864 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 5.1 | 0.0 | 1.2 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 136 | 136 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1421 | 1421 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 701 | 701 | 701 | 0 | 0 | 0.0 | 1.0 | - | 1.0 | 5.0 | 0.0 | 1.0 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 693 | 693 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>5.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.00</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>6.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.43</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>36.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.26</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.50</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>20.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.56</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>16.92</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>5.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>96.90</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 5.7 | Total Delay for Signalled Lanes (pcuHr): | 20.00 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 6.3 | Total Delay for Signalled Lanes (pcuHr): | 8.43 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 36.6 | Total Delay for Signalled Lanes (pcuHr): | 6.26 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 6.7 | Total Delay for Signalled Lanes (pcuHr): | 13.50 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 20.0 | Total Delay for Signalled Lanes (pcuHr): | 22.56 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 17.7 | Total Delay for Signalled Lanes (pcuHr): | 16.92 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | 5.7 | Total Delay Over All Lanes(pcuHr): | 96.90 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 5.7 | Total Delay for Signalled Lanes (pcuHr): | 20.00 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 6.3 | Total Delay for Signalled Lanes (pcuHr): | 8.43 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 36.6 | Total Delay for Signalled Lanes (pcuHr): | 6.26 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 6.7 | Total Delay for Signalled Lanes (pcuHr): | 13.50 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 20.0 | Total Delay for Signalled Lanes (pcuHr): | 22.56 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 17.7 | Total Delay for Signalled Lanes (pcuHr): | 16.92 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 5.7 | Total Delay Over All Lanes(pcuHr): | 96.90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 21: 'D31PM OP5B B1B' (FG31: 'D31AM OP5B B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 20 | 18 |
| Change Point | 0 | 12 | 37 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 22 | 28 |
| Change Point | 14 | 41 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 22 | 28 |
| Change Point | 59 | 26 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 22 | 31 | 43 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 27 | 14 | 8 |
| Change Point | 36 | 5 | 26 |

C4

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 0 | 15 | 28 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 73 | 7 | 6 |
| Change Point | 0 | 88 | 103 |

LinSig V1 style report

| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 101.1% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 93.6% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 508 | 1900 | 665 | 75.5% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 524 | 1900 | 665 | 77.9% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 477 | 1900 | 665 | 70.9% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 22 | - | 590 | 1900 | 728 | 80.2% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 22 | - | 516 | 1900 | 728 | 70.1% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1040 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 449 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 121 | 1900 | 253 | 47.8% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 142 | 1900 | 253 | 56.1% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1040 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 449 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 28 | - | 1244 | 1900:1900 | 410+918 | 93.6 : 93.6% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 28 | - | 382 | 1900 | 918 | 41.6% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 198 | Inf | 575 | 34.4% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 81 | 1900 | 728 | 11.0% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 382 | 1900 | 728 | 52.4% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1450 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 819 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 514 | 1900 | 918 | 56.0% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 472 | 1900 | 918 | 51.4% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|--------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-------------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 28 | - | 823 | 1900:1900 | 905+907 | 45.4 : 45.4% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 411 | 1900 | 602 | 68.3% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 412 | 1900 | 602 | 68.5% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 464 | 1900 | 1900 | 24.4% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 738 | 1900 | 1900 | 38.8% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 116 | 1900 | 1900 | 6.1% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 131 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 474 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 779 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 101.1% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 474 | 1900 | 1298 | 36.5% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 779 | 1900 | 1298 | 60.0% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 403 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 403 | 1900 | 1077 | 37.4% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1350 | 1965:2105 | 914+421 | 101.1 : 101.1% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 526 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 833 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 159 | 1900:1900 | 507+268 | 20.5 : 20.5% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 508 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 524 | Inf | Inf | 0.0% |
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 477 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|------|---|----|----|------|-----------|---------|--------------|
| J3: Tesco & Bicester 4 Access | - | - | N/A | - | - | - | - | - | - | - | - | - | 87.8% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 48 | - | 399 | 1940 | 1584 | 25.2% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 48 | - | 382 | 2080 | 1699 | 22.5% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 48 | - | 601 | 2080 | 1699 | 35.4% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 16 | - | 727 | 1805:1935 | 399+429 | 87.8 : 87.8% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 514 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 472 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 823 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1194 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 377 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 37 | - | 844 | 1805 | 1143 | 73.5% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 27 | - | 606 | 1940 | 905 | 66.7% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 27 | - | 695 | 2080 | 971 | 71.2% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 27 | - | 124 | 2080 | 971 | 12.7% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 750 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 836 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 153 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 24 | 16 | 144 | 1764 | 735 | 19.6% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 24 | 16 | 170 | 1891 | 788 | 21.6% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 8 | - | 205 | 1830 | 275 | 74.7% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 8 | - | 222 | 1962 | 294 | 75.4% |
| J4: Premier Inn | - | - | N/A | - | - | - | - | - | - | - | - | - | 84.6% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 750 | 1980 | 1501 | 49.8% |
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 836 | 2120 | 1608 | 51.7% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 153 | 1805 | 196 | 77.9% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 82 | - | 750 | 1980:1720 | 1360+20 | 54.3 : 54.3% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 82 | - | 1240 | 2120 | 1466 | 84.6% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 781 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1328 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 784 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 863 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 164 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 10 | - | 130 | 1741 | 160 | 81.5% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 10 | - | 61 | 1807 | 166 | 36.8% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 26.7% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 99 | Inf | 370 | 26.7% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 784 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 863 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 266 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 617 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 863 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 750 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1240 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 78.0% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 187 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1480 | Inf | 2901 | 50.8% |
| 3/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 2002 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1829 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 404 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 404 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1730 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 709 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1990 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1815 | Inf | 2858 | 63.5% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 969 | Inf | 1243 | 78.0% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 231 | Inf | 1130 | 20.5% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 96 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 11 | Inf | 643 | 1.7% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2123 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 20.9% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 196 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 24 | Inf | 983 | 2.4% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 50 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 24 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 187 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 50 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 207 | Inf | 992 | 20.9% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 231 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 187 | Inf | 1000 | 18.7% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 59 | Inf | 938 | 6.3% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 18.3% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 99 | Inf | 541 | 18.3% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 266 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 59 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 99 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 207 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 59 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 645 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 59 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 829 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 80.1% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1359 | Inf | 2171 | 62.6% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1036 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 327 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1079 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 866 | Inf | 1082 | 80.1% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 4 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1753 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 934 | Inf | 1168 | 80.0% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 891 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8532 | 0 | 0 | 57.4 | 69.2 | 0.0 | 126.6 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 198 | 0 | 0 | 19.4 | 17.4 | 0.0 | 36.8 | - | - | - | - |
| 1/1 | 502 | 502 | - | - | - | 1.6 | 1.5 | - | 3.1 | 22.2 | 6.9 | 1.5 | 8.5 |
| 1/2 | 518 | 518 | - | - | - | 1.6 | 1.7 | - | 3.3 | 23.2 | 7.2 | 1.7 | 8.9 |
| 1/3 | 472 | 472 | - | - | - | 1.6 | 1.2 | - | 2.8 | 21.1 | 6.3 | 1.2 | 7.5 |
| 2/1 | 584 | 584 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.8 | 1.3 | 0.0 | 1.3 |
| 2/2 | 511 | 511 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.5 | 0.9 | 0.0 | 0.9 |
| 3/1 | 1034 | 1034 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 449 | 449 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 121 | 121 | - | - | - | 0.6 | 0.5 | - | 1.0 | 30.8 | 1.9 | 0.5 | 2.4 |
| 4/2 | 142 | 142 | - | - | - | 0.9 | 0.6 | - | 1.5 | 39.2 | 2.2 | 0.6 | 2.8 |
| 5/1 | 1034 | 1034 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 449 | 449 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1244 | 1244 | - | - | - | 4.6 | 6.4 | - | 11.0 | 31.7 | 13.4 | 6.4 | 19.8 |
| 6/3 | 382 | 382 | - | - | - | 1.1 | 0.4 | - | 1.4 | 13.4 | 4.0 | 0.4 | 4.4 |
| 7/1 | 198 | 198 | 198 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 5.5 | 0.7 | 0.3 | 0.9 |
| 8/1 | 80 | 80 | - | - | - | 0.4 | 0.1 | - | 0.5 | 22.6 | 1.2 | 0.1 | 1.2 |
| 8/2 | 382 | 382 | - | - | - | 1.0 | 0.5 | - | 1.6 | 15.0 | 5.7 | 0.5 | 6.2 |
| 9/1 | 1444 | 1444 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 814 | 814 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 514 | 514 | - | - | - | 1.1 | 0.6 | - | 1.8 | 12.5 | 4.4 | 0.6 | 5.0 |
| 10/2 | 472 | 472 | - | - | - | 1.1 | 0.5 | - | 1.6 | 12.3 | 4.0 | 0.5 | 4.6 |
| 10/3+10/4 | 823 | 823 | - | - | - | 1.6 | 0.4 | - | 2.0 | 8.8 | 17.0 | 0.4 | 17.4 |

LinSig V1 style report

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|---|------|------|----------|----------|----------|-------------|-------------|------------|-------------|------|------|------|------|
| 11/1 | 411 | 411 | - | - | - | 0.8 | 1.1 | - | 1.9 | 16.5 | 5.0 | 1.1 | 6.0 |
| 11/2 | 412 | 412 | - | - | - | 0.8 | 1.1 | - | 1.9 | 16.6 | 5.0 | 1.1 | 6.1 |
| 12/1 | 464 | 464 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| 12/2 | 738 | 738 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/3 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 130 | 130 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 474 | 474 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 779 | 779 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 7.7 | 24.3 | 0.0 | 32.0 | - | - | - | - |
| 1/1 | 474 | 474 | - | - | - | 0.0 | 0.3 | - | 0.3 | 2.4 | 0.7 | 0.3 | 1.0 |
| 1/2 | 779 | 779 | - | - | - | 0.7 | 0.7 | - | 1.5 | 6.9 | 5.4 | 0.7 | 6.1 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 403 | 403 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 403 | 403 | - | - | - | 1.0 | 0.3 | - | 1.3 | 11.6 | 4.3 | 0.3 | 4.6 |
| 4/2+4/3 | 1350 | 1333 | - | - | - | 4.5 | 22.4 | - | 26.9 | 71.8 | 20.7 | 22.4 | 43.1 |
| 5/1 | 526 | 526 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 833 | 833 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 159 | 159 | - | - | - | 0.7 | 0.1 | - | 0.9 | 19.9 | 1.3 | 0.1 | 1.5 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 502 | 502 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 518 | 518 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 472 | 472 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 15.5 | 10.8 | 0.0 | 26.3 | - | - | - | - |
| 1/1 | 399 | 399 | - | - | - | 0.1 | 0.2 | - | 0.3 | 2.8 | 1.4 | 0.2 | 1.6 |

LinSig V1 style report

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|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 382 | 382 | - | - | - | 0.1 | 0.1 | - | 0.3 | 2.6 | 1.4 | 0.1 | 1.5 |
| 1/3 | 601 | 601 | - | - | - | 0.2 | 0.3 | - | 0.5 | 3.1 | 2.5 | 0.3 | 2.8 |
| 1/4+1/5 | 727 | 727 | - | - | - | 3.9 | 3.4 | - | 7.3 | 35.9 | 6.4 | 3.4 | 9.8 |
| 2/1 | 514 | 514 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 472 | 472 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 823 | 823 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 1190 | 1190 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 377 | 377 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 840 | 840 | - | - | - | 1.9 | 1.4 | - | 3.3 | 13.9 | 10.1 | 1.4 | 11.4 |
| 4/2 | 604 | 604 | - | - | - | 1.8 | 1.0 | - | 2.8 | 16.8 | 7.8 | 1.0 | 8.8 |
| 4/3 | 691 | 691 | - | - | - | 3.2 | 1.2 | - | 4.4 | 23.1 | 9.9 | 1.2 | 11.1 |
| 4/4 | 123 | 123 | - | - | - | 0.3 | 0.1 | - | 0.4 | 12.2 | 1.3 | 0.1 | 1.4 |
| 5/1 | 748 | 748 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 832 | 832 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 152 | 152 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 144 | 144 | - | - | - | 0.4 | 0.1 | - | 0.6 | 14.2 | 1.5 | 0.1 | 1.6 |
| 6/2 | 170 | 170 | - | - | - | 0.5 | 0.1 | - | 0.7 | 14.1 | 1.8 | 0.1 | 1.9 |
| 6/3 | 205 | 205 | - | - | - | 1.4 | 1.4 | - | 2.8 | 49.3 | 3.2 | 1.4 | 4.7 |
| 6/4 | 222 | 222 | - | - | - | 1.5 | 1.5 | - | 3.0 | 48.4 | 3.5 | 1.5 | 5.0 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 14.1 | 8.2 | 0.0 | 22.3 | - | - | - | - |
| 1/1 | 748 | 748 | - | - | - | 1.2 | 0.5 | - | 1.7 | 8.0 | 9.6 | 0.5 | 10.1 |
| 1/2 | 832 | 832 | - | - | - | 1.3 | 0.5 | - | 1.9 | 8.1 | 10.9 | 0.5 | 11.4 |
| 1/3 | 152 | 152 | - | - | - | 2.2 | 1.6 | - | 3.8 | 90.9 | 4.9 | 1.6 | 6.6 |
| 2/2+2/1 | 750 | 750 | - | - | - | 1.9 | 0.6 | - | 2.5 | 11.9 | 12.1 | 0.6 | 12.7 |
| 2/3 | 1240 | 1240 | - | - | - | 4.7 | 2.7 | - | 7.4 | 21.5 | 30.7 | 2.7 | 33.3 |
| 3/1 | 781 | 781 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1328 | 1328 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 782 | 782 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|-------|-----|-----|-----|
| 4/2 | 859 | 859 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 163 | 163 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 130 | 130 | - | - | - | 1.9 | 1.9 | - | 3.9 | 107.3 | 4.2 | 1.9 | 6.2 |
| 6/2 | 61 | 61 | - | - | - | 0.9 | 0.3 | - | 1.2 | 68.4 | 1.9 | 0.3 | 2.2 |
| J5: WendleBury Road | - | - | 99 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 99 | 99 | 99 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 8.4 | 0.7 | 0.2 | 0.9 |
| 2/1 | 782 | 782 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 859 | 859 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 265 | 265 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 616 | 616 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 859 | 859 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 750 | 750 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1240 | 1240 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4501 | 0 | 0 | 0.0 | 3.3 | 0.0 | 3.3 | - | - | - | - |
| 1/1 | 187 | 187 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1475 | 1475 | 1475 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.3 | 8.9 | 0.5 | 9.5 |
| 3/1 | 1997 | 1997 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1824 | 1824 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 404 | 404 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 404 | 404 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1730 | 1730 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 709 | 709 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1990 | 1990 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1815 | 1815 | 1815 | 0 | 0 | 0.0 | 0.9 | - | 0.9 | 1.7 | 0.0 | 0.9 | 0.9 |
| 11/1 | 969 | 969 | 969 | 0 | 0 | 0.0 | 1.7 | - | 1.7 | 6.5 | 0.0 | 1.7 | 1.7 |
| 12/1 | 231 | 231 | 231 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.0 | 0.0 | 0.1 | 0.1 |
| 13/1 | 96 | 96 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 11 | 11 | 11 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2123 | 2123 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 476 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 195 | 195 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 24 | 24 | 24 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 50 | 50 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 24 | 24 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 187 | 187 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 50 | 50 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 207 | 207 | 207 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.3 | 0.0 | 0.1 | 0.1 |
| 9/1 | 231 | 231 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 187 | 187 | 187 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 11/1 | 59 | 59 | 59 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 99 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 99 | 99 | 99 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.1 | 0.0 | 0.1 | 0.1 |
| 2/1 | 265 | 265 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 59 | 59 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 99 | 99 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 206 | 206 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 59 | 59 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 59 | 59 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|-------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|-----|--|-------|-----------------|-----|--|--|------------------------|-------|------------------------------------|--------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3159 | 0 | 0 | 0.6 | 4.8 | 0.0 | 5.4 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1359 | 1359 | 1359 | 0 | 0 | 0.3 | 0.8 | - | 1.1 | 3.0 | 12.1 | 0.8 | 12.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1036 | 1036 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 327 | 327 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1079 | 1079 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 866 | 866 | 866 | 0 | 0 | 0.0 | 2.0 | - | 2.0 | 8.2 | 0.0 | 2.0 | 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 4 | 4 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1753 | 1753 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 934 | 934 | 934 | 0 | 0 | 0.3 | 2.0 | - | 2.3 | 8.7 | 8.0 | 2.0 | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 891 | 891 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>15.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.56</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-4.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.88</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>60.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.50</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-12.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>31.98</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>2.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>26.31</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.27</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-12.3</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>126.60</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 15.5 | Total Delay for Signalled Lanes (pcuHr): | 15.56 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -4.1 | Total Delay for Signalled Lanes (pcuHr): | 12.88 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 60.8 | Total Delay for Signalled Lanes (pcuHr): | 7.50 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -12.3 | Total Delay for Signalled Lanes (pcuHr): | 31.98 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 2.5 | Total Delay for Signalled Lanes (pcuHr): | 26.31 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 6.4 | Total Delay for Signalled Lanes (pcuHr): | 22.27 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -12.3 | Total Delay Over All Lanes(pcuHr): | 126.60 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 15.5 | Total Delay for Signalled Lanes (pcuHr): | 15.56 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -4.1 | Total Delay for Signalled Lanes (pcuHr): | 12.88 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 60.8 | Total Delay for Signalled Lanes (pcuHr): | 7.50 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -12.3 | Total Delay for Signalled Lanes (pcuHr): | 31.98 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 2.5 | Total Delay for Signalled Lanes (pcuHr): | 26.31 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 6.4 | Total Delay for Signalled Lanes (pcuHr): | 22.27 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -12.3 | Total Delay Over All Lanes(pcuHr): | 126.60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 22: 'D31PM OP5B B1B' (FG32: 'D31PM OP5B B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 21 | 17 |
| Change Point | 0 | 12 | 38 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 27 | 23 |
| Change Point | 15 | 47 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 22 | 28 |
| Change Point | 10 | 37 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 37 | 46 | 58 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 22 | 9 | 18 |
| Change Point | 50 | 14 | 30 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 73 | 88 | 101 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 72 | 9 | 5 |
| Change Point | 73 | 40 | 57 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 86.2% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 84.4% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 588 | 1900 | 697 | 84.4% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 546 | 1900 | 697 | 78.4% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 21 | - | 521 | 1900 | 697 | 74.8% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 27 | - | 594 | 1900 | 887 | 67.0% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 27 | - | 535 | 1900 | 887 | 60.3% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1113 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 489 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 59 | 1900 | 253 | 23.3% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 83 | 1900 | 253 | 32.8% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1113 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 489 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 23 | - | 967 | 1900:1900 | 387+760 | 84.3 : 84.3% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 23 | - | 513 | 1900 | 760 | 67.5% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 167 | Inf | 456 | 36.7% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 120 | 1900 | 728 | 16.5% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 513 | 1900 | 728 | 70.4% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1235 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 741 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 712 | 1900 | 918 | 77.5% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 516 | 1900 | 918 | 56.2% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 28 | - | 934 | 1900:1900 | 904+908 | 51.5 : 51.5% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 17 | - | 466 | 1900 | 570 | 81.8% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 17 | - | 468 | 1900 | 570 | 82.1% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 663 | 1900 | 1900 | 34.9% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 984 | 1900 | 1900 | 51.8% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 45 | 1900 | 1900 | 2.4% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 169 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 730 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 987 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 83.4% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 730 | 1900 | 1298 | 56.2% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 973 | 1900 | 1298 | 74.9% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 14 | 1900:1900 | 253+253 | 3.2 : 2.4% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 8 | 1900 | 538 | 1.5% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 6 | 1900 | 538 | 1.1% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 436 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 6 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 428 | 1900 | 1077 | 39.8% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1114 | 1965:2105 | 913+423 | 83.4 : 83.4% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 782 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1026 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 541 | 1900:1900 | 507+279 | 68.9 : 68.9% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 105 | 1900 | 253 | 41.4% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 588 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 546 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|----|------|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 521 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 82.7% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 38 | - | 450 | 1940 | 1261 | 35.7% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 38 | - | 326 | 2080 | 1352 | 24.1% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 38 | - | 559 | 2080 | 1352 | 41.3% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 11 | - | 546 | 1805:1935 | 331+329 | 82.7 : 82.7% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 712 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 516 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 934 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1001 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 272 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 42 | - | 727 | 1805 | 1294 | 56.2% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 22 | - | 508 | 1940 | 744 | 68.3% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 22 | - | 633 | 2080 | 797 | 79.4% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 22 | - | 108 | 2080 | 797 | 13.5% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 848 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 945 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 170 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 29 | 11 | 340 | 1764 | 882 | 38.5% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 29 | 11 | 374 | 1891 | 946 | 39.6% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 18 | - | 452 | 1830 | 579 | 78.0% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 18 | - | 375 | 1962 | 621 | 60.4% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 75.3% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 848 | 1980 | 1518 | 55.9% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 945 | 2120 | 1625 | 58.1% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 14 | - | 170 | 1805 | 226 | 75.3% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 81 | - | 769 | 1980:1720 | 1310+59 | 56.2 : 56.2% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 81 | - | 1042 | 2120 | 1449 | 71.9% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 776 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1105 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 861 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 956 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 203 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 103 | 1741 | 145 | 71.0% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 24 | 1807 | 151 | 15.9% |
| J5: Wendlebury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 34.4% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 116 | Inf | 337 | 34.4% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 861 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 956 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 230 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 747 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 956 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 769 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1042 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 70.1% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 60 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1703 | Inf | 3147 | 54.1% |

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| | | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|--|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 2044 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1747 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 659 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 815 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 1583 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 401 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1811 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | | - | - | - | 1868 | Inf | 2667 | 70.1% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | | - | - | - | 629 | Inf | 1330 | 47.3% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | | - | - | - | 362 | Inf | 1100 | 32.9% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 136 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | | - | - | - | 7 | Inf | 508 | 1.4% |
| 15/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 2391 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | | - | - | - | - | - | - | 24.4% |
| 1/1 | | U | N/A | N/A | - | | - | - | - | 7 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | | - | - | - | 128 | Inf | 982 | 13.0% |
| 3/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 55 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | | - | - | - | 128 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | | - | - | - | 60 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 55 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | | - | - | - | 234 | Inf | 957 | 24.4% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 362 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | | - | - | - | 60 | Inf | 1000 | 6.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 2 | Inf | 980 | 0.2% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.1% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 116 | Inf | 549 | 21.1% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 230 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 2 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 116 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 228 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 2 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 658 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 2 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 849 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 86.2% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1808 | Inf | 2096 | 86.2% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1259 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 652 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1207 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 884 | Inf | 1169 | 75.6% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 103 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1542 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 709 | Inf | 1012 | 70.1% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 761 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8793 | 0 | 0 | 65.3 | 50.5 | 0.0 | 115.9 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 167 | 0 | 0 | 23.8 | 19.5 | 0.0 | 43.3 | - | - | - | - |
| 1/1 | 588 | 588 | - | - | - | 2.4 | 2.6 | - | 4.9 | 30.3 | 8.6 | 2.6 | 11.2 |
| 1/2 | 546 | 546 | - | - | - | 2.0 | 1.8 | - | 3.8 | 25.1 | 7.6 | 1.8 | 9.4 |
| 1/3 | 521 | 521 | - | - | - | 2.0 | 1.5 | - | 3.4 | 23.6 | 7.4 | 1.5 | 8.9 |
| 2/1 | 594 | 594 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.7 | 0.8 | 0.0 | 0.8 |
| 2/2 | 535 | 535 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.3 | 0.2 | 0.0 | 0.2 |
| 3/1 | 1113 | 1113 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 489 | 489 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 59 | 59 | - | - | - | 0.4 | 0.2 | - | 0.5 | 31.4 | 0.8 | 0.2 | 0.9 |
| 4/2 | 83 | 83 | - | - | - | 0.5 | 0.2 | - | 0.8 | 33.0 | 1.1 | 0.2 | 1.3 |
| 5/1 | 1113 | 1113 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 489 | 489 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 967 | 967 | - | - | - | 4.1 | 2.6 | - | 6.7 | 24.9 | 9.6 | 2.6 | 12.2 |
| 6/3 | 513 | 513 | - | - | - | 2.1 | 1.0 | - | 3.1 | 22.0 | 7.0 | 1.0 | 8.0 |
| 7/1 | 167 | 167 | 167 | 0 | 0 | 0.1 | 0.3 | - | 0.4 | 7.8 | 0.7 | 0.3 | 1.0 |
| 8/1 | 120 | 120 | - | - | - | 0.4 | 0.1 | - | 0.5 | 15.2 | 1.2 | 0.1 | 1.3 |
| 8/2 | 513 | 513 | - | - | - | 2.4 | 1.2 | - | 3.6 | 25.2 | 8.5 | 1.2 | 9.7 |
| 9/1 | 1235 | 1235 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 741 | 741 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 712 | 712 | - | - | - | 1.7 | 1.7 | - | 3.4 | 17.2 | 8.0 | 1.7 | 9.7 |
| 10/2 | 516 | 516 | - | - | - | 1.0 | 0.6 | - | 1.6 | 11.4 | 4.4 | 0.6 | 5.0 |
| 10/3+10/4 | 934 | 934 | - | - | - | 2.4 | 0.5 | - | 2.9 | 11.1 | 18.7 | 0.5 | 19.2 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 466 | 466 | - | - | - | 1.1 | 2.2 | - | 3.3 | 25.5 | 2.2 | 2.2 | 4.4 |
| 11/2 | 468 | 468 | - | - | - | 1.2 | 2.2 | - | 3.3 | 25.8 | 2.2 | 2.2 | 4.4 |
| 12/1 | 663 | 663 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/2 | 984 | 984 | - | - | - | 0.0 | 0.5 | - | 0.5 | 2.0 | 0.0 | 0.5 | 0.5 |
| 12/3 | 45 | 45 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 169 | 169 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 730 | 730 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 987 | 987 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.8 | 6.4 | 0.0 | 15.1 | - | - | - | - |
| 1/1 | 730 | 730 | - | - | - | 0.4 | 0.6 | - | 1.1 | 5.4 | 8.0 | 0.6 | 8.7 |
| 1/2 | 973 | 973 | - | - | - | 1.1 | 1.5 | - | 2.6 | 9.7 | 7.2 | 1.5 | 8.6 |
| 1/3+1/4 | 14 | 14 | - | - | - | 0.1 | 0.0 | - | 0.1 | 24.1 | 0.1 | 0.0 | 0.1 |
| 2/1 | 8 | 8 | - | - | - | 0.0 | 0.0 | - | 0.0 | 4.0 | 0.1 | 0.0 | 0.1 |
| 2/2 | 6 | 6 | - | - | - | 0.0 | 0.0 | - | 0.0 | 4.0 | 0.1 | 0.0 | 0.1 |
| 3/1 | 436 | 436 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 6 | 6 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 428 | 428 | - | - | - | 1.0 | 0.3 | - | 1.3 | 11.0 | 4.5 | 0.3 | 4.8 |
| 4/2+4/3 | 1114 | 1114 | - | - | - | 2.6 | 2.5 | - | 5.0 | 16.2 | 11.1 | 2.5 | 13.5 |
| 5/1 | 782 | 782 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1026 | 1026 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 541 | 541 | - | - | - | 2.9 | 1.1 | - | 4.0 | 26.4 | 5.1 | 1.1 | 6.2 |
| 6/3 | 105 | 105 | - | - | - | 0.7 | 0.4 | - | 1.0 | 35.9 | 1.6 | 0.4 | 2.0 |
| 7/1 | 588 | 588 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 546 | 546 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 521 | 521 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 17.3 | 9.9 | 0.0 | 27.2 | - | - | - | - |
| 1/1 | 450 | 450 | - | - | - | 0.6 | 0.3 | - | 0.9 | 7.0 | 3.4 | 0.3 | 3.7 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 326 | 326 | - | - | - | 0.4 | 0.2 | - | 0.6 | 6.1 | 2.2 | 0.2 | 2.3 |
| 1/3 | 559 | 559 | - | - | - | 0.8 | 0.4 | - | 1.1 | 7.3 | 4.3 | 0.4 | 4.7 |
| 1/4+1/5 | 546 | 546 | - | - | - | 3.4 | 2.3 | - | 5.7 | 37.7 | 4.3 | 2.3 | 6.6 |
| 2/1 | 712 | 712 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 516 | 516 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 934 | 934 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 1001 | 1001 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 272 | 272 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 727 | 727 | - | - | - | 0.8 | 0.6 | - | 1.4 | 7.1 | 5.1 | 0.6 | 5.7 |
| 4/2 | 508 | 508 | - | - | - | 1.9 | 1.1 | - | 3.0 | 21.3 | 6.8 | 1.1 | 7.9 |
| 4/3 | 633 | 633 | - | - | - | 3.0 | 1.9 | - | 4.9 | 27.8 | 8.3 | 1.9 | 10.1 |
| 4/4 | 108 | 108 | - | - | - | 0.4 | 0.1 | - | 0.5 | 15.2 | 1.2 | 0.1 | 1.3 |
| 5/1 | 848 | 848 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 945 | 945 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 170 | 170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 340 | 340 | - | - | - | 0.9 | 0.3 | - | 1.2 | 12.6 | 3.5 | 0.3 | 3.8 |
| 6/2 | 374 | 374 | - | - | - | 1.0 | 0.3 | - | 1.3 | 12.5 | 3.8 | 0.3 | 4.2 |
| 6/3 | 452 | 452 | - | - | - | 2.3 | 1.7 | - | 4.1 | 32.4 | 6.8 | 1.7 | 8.5 |
| 6/4 | 375 | 375 | - | - | - | 1.8 | 0.8 | - | 2.6 | 24.6 | 5.2 | 0.8 | 6.0 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 12.5 | 5.9 | 0.0 | 18.5 | - | - | - | - |
| 1/1 | 848 | 848 | - | - | - | 1.3 | 0.6 | - | 2.0 | 8.4 | 11.3 | 0.6 | 11.9 |
| 1/2 | 945 | 945 | - | - | - | 1.5 | 0.7 | - | 2.2 | 8.5 | 13.1 | 0.7 | 13.8 |
| 1/3 | 170 | 170 | - | - | - | 2.4 | 1.5 | - | 3.8 | 81.5 | 5.4 | 1.5 | 6.9 |
| 2/2+2/1 | 769 | 769 | - | - | - | 2.0 | 0.6 | - | 2.6 | 12.2 | 12.2 | 0.6 | 12.9 |
| 2/3 | 1042 | 1042 | - | - | - | 3.4 | 1.3 | - | 4.6 | 16.1 | 21.4 | 1.3 | 22.7 |
| 3/1 | 776 | 776 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1105 | 1105 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 861 | 861 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|------|-----|------|
| 4/2 | 956 | 956 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 203 | 203 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 103 | 103 | - | - | - | 1.5 | 1.2 | - | 2.7 | 94.1 | 3.3 | 1.2 | 4.5 |
| 6/2 | 24 | 24 | - | - | - | 0.3 | 0.1 | - | 0.4 | 65.4 | 0.7 | 0.1 | 0.8 |
| J5: WendleBury Road | - | - | 116 | 0 | 0 | 0.1 | 0.3 | 0.0 | 0.4 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.1 | 0.3 | - | 0.4 | 11.2 | 1.1 | 0.3 | 1.4 |
| 2/1 | 861 | 861 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 956 | 956 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 230 | 230 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 747 | 747 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 956 | 956 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 769 | 769 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1042 | 1042 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4569 | 0 | 0 | 0.1 | 2.5 | 0.0 | 2.5 | - | - | - | - |
| 1/1 | 60 | 60 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1703 | 1703 | 1703 | 0 | 0 | 0.0 | 0.6 | - | 0.6 | 1.3 | 12.3 | 0.6 | 12.9 |
| 3/1 | 2044 | 2044 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1747 | 1747 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 659 | 659 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 815 | 815 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1583 | 1583 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 401 | 401 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1811 | 1811 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1868 | 1868 | 1868 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 2.2 | 0.0 | 1.2 | 1.2 |
| 11/1 | 629 | 629 | 629 | 0 | 0 | 0.0 | 0.4 | - | 0.4 | 2.6 | 0.0 | 0.4 | 0.4 |
| 12/1 | 362 | 362 | 362 | 0 | 0 | 0.1 | 0.2 | - | 0.3 | 3.0 | 2.2 | 0.2 | 2.5 |
| 13/1 | 136 | 136 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2391 | 2391 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 424 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 7 | 7 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 128 | 128 | 128 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.1 | 0.0 | 0.1 | 0.1 |
| 3/1 | 55 | 55 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 128 | 128 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 60 | 60 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 55 | 55 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 234 | 234 | 234 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 2.5 | 0.0 | 0.2 | 0.2 |
| 9/1 | 362 | 362 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 60 | 60 | 60 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 2 | 2 | 2 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 116 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.2 | 0.0 | 0.1 | 0.1 |
| 2/1 | 230 | 230 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 2 | 2 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 228 | 228 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 2 | 2 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 2 | 2 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|------|------|-----|------|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|-----|------------------------------------|--------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3401 | 0 | 0 | 2.7 | 5.8 | 0.0 | 8.5 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1808 | 1808 | 1808 | 0 | 0 | 2.7 | 3.1 | - | 5.8 | 11.5 | 28.7 | 3.1 | 31.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1259 | 1259 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 652 | 652 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1207 | 1207 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 884 | 884 | 884 | 0 | 0 | 0.0 | 1.5 | - | 1.5 | 6.3 | 0.0 | 1.5 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 103 | 103 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1542 | 1542 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 709 | 709 | 709 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 5.9 | 0.0 | 1.2 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 761 | 761 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>6.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.08</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>6.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.00</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>16.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.02</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>8.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.14</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>8.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>27.18</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>18.46</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>4.4</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>115.86</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 20.08 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 6.7 | Total Delay for Signalled Lanes (pcuHr): | 10.00 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 16.1 | Total Delay for Signalled Lanes (pcuHr): | 12.02 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 8.0 | Total Delay for Signalled Lanes (pcuHr): | 15.14 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 8.8 | Total Delay for Signalled Lanes (pcuHr): | 27.18 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 19.4 | Total Delay for Signalled Lanes (pcuHr): | 18.46 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | 4.4 | Total Delay Over All Lanes(pcuHr): | 115.86 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 20.08 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 6.7 | Total Delay for Signalled Lanes (pcuHr): | 10.00 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 16.1 | Total Delay for Signalled Lanes (pcuHr): | 12.02 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 8.0 | Total Delay for Signalled Lanes (pcuHr): | 15.14 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 8.8 | Total Delay for Signalled Lanes (pcuHr): | 27.18 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 19.4 | Total Delay for Signalled Lanes (pcuHr): | 18.46 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 4.4 | Total Delay Over All Lanes(pcuHr): | 115.86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 23: 'D31AM SEPR OP5B B1B' (FG33: 'D31AM SEPR OP5B B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 23 | 15 |
| Change Point | 0 | 12 | 40 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 31 | 19 |
| Change Point | 14 | 50 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 22 | 28 |
| Change Point | 12 | 39 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 34 | 43 | 55 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 20 | 16 | 13 |
| Change Point | 51 | 13 | 36 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 72 | 87 | 100 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 73 | 7 | 6 |
| Change Point | 72 | 40 | 55 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 99.4% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 81.2% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 478 | 1900 | 760 | 62.9% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 578 | 1900 | 760 | 76.1% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 396 | 1900 | 760 | 52.1% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 31 | - | 652 | 1900 | 1013 | 64.3% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 31 | - | 427 | 1900 | 1013 | 42.1% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 817 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 290 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 51 | 1900 | 253 | 20.1% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 105 | 1900 | 253 | 41.4% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 817 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 290 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 19 | - | 735 | 1900:1900 | 272+633 | 81.2 : 81.2% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 19 | - | 356 | 1900 | 633 | 56.2% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 199 | Inf | 599 | 33.2% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 135 | 1900 | 728 | 18.5% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 356 | 1900 | 728 | 48.9% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1166 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 513 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 447 | 1900 | 918 | 48.7% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 426 | 1900 | 918 | 46.4% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 28 | - | 578 | 1900:1900 | 902+908 | 31.9 : 31.9% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 288 | 1900 | 507 | 56.8% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 290 | 1900 | 507 | 57.2% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 450 | 1900 | 1900 | 23.7% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 773 | 1900 | 1900 | 40.7% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 9 | 1900 | 1900 | 0.5% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 132 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 481 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 794 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 99.4% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 481 | 1900 | 1298 | 37.0% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 794 | 1900 | 1298 | 61.2% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 401 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 401 | 1900 | 1077 | 37.2% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1293 | 1965:2105 | 947+354 | 99.4 : 99.4% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 533 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 848 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 159 | 1900:1900 | 507+261 | 20.7 : 20.7% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 478 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 578 | Inf | Inf | 0.0% |

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| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|----|------|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 396 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 83.7% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 43 | - | 315 | 1940 | 1423 | 22.1% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 43 | - | 303 | 2080 | 1525 | 19.9% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 43 | - | 405 | 2080 | 1525 | 26.6% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 18 | - | 743 | 1805:1935 | 425+462 | 83.7 : 83.7% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 447 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 426 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 578 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1192 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 387 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 35 | - | 836 | 1805 | 1083 | 77.2% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 20 | - | 330 | 1940 | 679 | 48.6% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 20 | - | 411 | 2080 | 728 | 56.5% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 20 | - | 102 | 2080 | 728 | 14.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 470 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 544 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 144 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 31 | 18 | 140 | 1764 | 941 | 14.9% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 31 | 18 | 175 | 1891 | 1009 | 17.4% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 13 | - | 255 | 1830 | 427 | 59.7% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 13 | - | 173 | 1962 | 458 | 37.8% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 73.6% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 470 | 1980 | 1501 | 31.3% |

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| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 90 | - | 544 | 2120 | 1608 | 33.8% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 144 | 1805 | 196 | 73.6% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 82 | - | 592 | 1980:1720 | 1353+28 | 42.9 : 42.9% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 82 | - | 1073 | 2120 | 1466 | 73.2% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 618 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1148 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 487 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 557 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 156 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 10 | - | 113 | 1741 | 160 | 70.8% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 10 | - | 30 | 1807 | 166 | 18.1% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 21.1% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 103 | Inf | 489 | 21.1% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 487 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 557 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 245 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 345 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 557 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 592 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1073 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 70.0% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 179 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 902 | Inf | 2857 | 31.6% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1487 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1295 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 372 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 433 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1438 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 764 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1665 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1585 | Inf | 2882 | 55.0% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 991 | Inf | 1415 | 70.0% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 180 | Inf | 1446 | 12.5% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 97 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 11 | Inf | 774 | 1.4% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1860 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 17.9% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 196 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 24 | Inf | 977 | 2.5% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 24 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 179 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 156 | Inf | 992 | 15.7% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 180 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 179 | Inf | 1000 | 17.9% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 85 | Inf | 941 | 9.0% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 18.9% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 103 | Inf | 546 | 18.9% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 245 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 85 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 103 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 160 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 85 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 639 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 85 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 820 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 77.9% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1381 | Inf | 2170 | 63.6% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1067 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 319 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1139 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 880 | Inf | 1130 | 77.9% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1694 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 891 | Inf | 1146 | 77.8% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 819 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 7670 | 0 | 0 | 48.7 | 46.7 | 0.0 | 95.4 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 199 | 0 | 0 | 18.0 | 10.0 | 0.0 | 28.0 | - | - | - | - |
| 1/1 | 478 | 478 | - | - | - | 1.5 | 0.8 | - | 2.4 | 18.0 | 5.3 | 0.8 | 6.1 |
| 1/2 | 578 | 578 | - | - | - | 2.0 | 1.6 | - | 3.5 | 22.0 | 7.1 | 1.6 | 8.7 |
| 1/3 | 396 | 396 | - | - | - | 1.3 | 0.5 | - | 1.8 | 16.5 | 4.4 | 0.5 | 4.9 |
| 2/1 | 652 | 652 | - | - | - | 0.2 | 0.0 | - | 0.2 | 0.9 | 1.2 | 0.0 | 1.2 |
| 2/2 | 427 | 427 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.6 | 0.5 | 0.0 | 0.5 |
| 3/1 | 817 | 817 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 290 | 290 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 51 | 51 | - | - | - | 0.3 | 0.1 | - | 0.4 | 31.3 | 0.7 | 0.1 | 0.9 |
| 4/2 | 105 | 105 | - | - | - | 0.7 | 0.4 | - | 1.0 | 35.5 | 1.6 | 0.4 | 2.0 |
| 5/1 | 817 | 817 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 290 | 290 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 735 | 735 | - | - | - | 3.5 | 2.1 | - | 5.6 | 27.6 | 7.7 | 2.1 | 9.8 |
| 6/3 | 356 | 356 | - | - | - | 1.6 | 0.6 | - | 2.3 | 22.9 | 4.8 | 0.6 | 5.5 |
| 7/1 | 199 | 199 | 199 | 0 | 0 | 0.0 | 0.2 | - | 0.3 | 5.0 | 0.6 | 0.2 | 0.8 |
| 8/1 | 135 | 135 | - | - | - | 0.4 | 0.1 | - | 0.5 | 14.4 | 1.6 | 0.1 | 1.7 |
| 8/2 | 356 | 356 | - | - | - | 1.6 | 0.5 | - | 2.0 | 20.6 | 5.9 | 0.5 | 6.4 |
| 9/1 | 1166 | 1166 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 513 | 513 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 447 | 447 | - | - | - | 0.9 | 0.5 | - | 1.4 | 11.0 | 3.5 | 0.5 | 3.9 |
| 10/2 | 426 | 426 | - | - | - | 0.8 | 0.4 | - | 1.3 | 10.8 | 3.3 | 0.4 | 3.7 |
| 10/3+10/4 | 578 | 578 | - | - | - | 1.0 | 0.2 | - | 1.3 | 7.8 | 16.4 | 0.2 | 16.7 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|-------------|------------|-------------|------|------|------|------|
| 11/1 | 288 | 288 | - | - | - | 1.0 | 0.7 | - | 1.7 | 21.2 | 1.8 | 0.7 | 2.4 |
| 11/2 | 290 | 290 | - | - | - | 1.1 | 0.7 | - | 1.7 | 21.3 | 1.8 | 0.7 | 2.5 |
| 12/1 | 450 | 450 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.2 | 0.0 | 0.2 | 0.2 |
| 12/2 | 773 | 773 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.6 | 0.0 | 0.3 | 0.3 |
| 12/3 | 9 | 9 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 481 | 481 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 794 | 794 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 7.1 | 18.0 | 0.0 | 25.1 | - | - | - | - |
| 1/1 | 481 | 481 | - | - | - | 0.1 | 0.3 | - | 0.4 | 2.8 | 0.8 | 0.3 | 1.0 |
| 1/2 | 794 | 794 | - | - | - | 0.7 | 0.8 | - | 1.5 | 7.0 | 5.9 | 0.8 | 6.7 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 401 | 401 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 401 | 401 | - | - | - | 1.0 | 0.3 | - | 1.3 | 11.3 | 4.3 | 0.3 | 4.5 |
| 4/2+4/3 | 1293 | 1293 | - | - | - | 3.9 | 16.1 | - | 20.0 | 55.7 | 19.0 | 16.1 | 35.1 |
| 5/1 | 533 | 533 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 848 | 848 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 159 | 159 | - | - | - | 0.7 | 0.1 | - | 0.9 | 19.9 | 1.3 | 0.1 | 1.5 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 478 | 478 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 578 | 578 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 396 | 396 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 12.9 | 7.0 | 0.0 | 19.9 | - | - | - | - |
| 1/1 | 315 | 315 | - | - | - | 0.2 | 0.1 | - | 0.4 | 4.2 | 1.7 | 0.1 | 1.8 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 303 | 303 | - | - | - | 0.2 | 0.1 | - | 0.3 | 4.0 | 1.5 | 0.1 | 1.6 |
| 1/3 | 405 | 405 | - | - | - | 0.3 | 0.2 | - | 0.5 | 4.3 | 2.1 | 0.2 | 2.3 |
| 1/4+1/5 | 743 | 743 | - | - | - | 3.6 | 2.5 | - | 6.1 | 29.6 | 6.2 | 2.5 | 8.7 |
| 2/1 | 447 | 447 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 426 | 426 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 578 | 578 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 1192 | 1192 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 387 | 387 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 836 | 836 | - | - | - | 2.1 | 1.7 | - | 3.7 | 16.1 | 9.3 | 1.7 | 11.0 |
| 4/2 | 330 | 330 | - | - | - | 1.2 | 0.5 | - | 1.7 | 18.5 | 4.2 | 0.5 | 4.7 |
| 4/3 | 411 | 411 | - | - | - | 1.8 | 0.6 | - | 2.5 | 21.7 | 4.6 | 0.6 | 5.3 |
| 4/4 | 102 | 102 | - | - | - | 0.4 | 0.1 | - | 0.5 | 16.0 | 1.1 | 0.1 | 1.2 |
| 5/1 | 470 | 470 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 544 | 544 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 144 | 144 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 140 | 140 | - | - | - | 0.3 | 0.1 | - | 0.4 | 9.4 | 1.2 | 0.1 | 1.3 |
| 6/2 | 175 | 175 | - | - | - | 0.4 | 0.1 | - | 0.5 | 9.4 | 1.5 | 0.1 | 1.6 |
| 6/3 | 255 | 255 | - | - | - | 1.5 | 0.7 | - | 2.2 | 30.9 | 3.8 | 0.7 | 4.5 |
| 6/4 | 173 | 173 | - | - | - | 0.9 | 0.3 | - | 1.2 | 25.7 | 2.4 | 0.3 | 2.7 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 10.2 | 4.8 | 0.0 | 15.0 | - | - | - | - |
| 1/1 | 470 | 470 | - | - | - | 0.6 | 0.2 | - | 0.8 | 6.3 | 5.0 | 0.2 | 5.2 |
| 1/2 | 544 | 544 | - | - | - | 0.7 | 0.3 | - | 1.0 | 6.4 | 5.9 | 0.3 | 6.1 |
| 1/3 | 144 | 144 | - | - | - | 2.1 | 1.3 | - | 3.4 | 85.1 | 4.6 | 1.3 | 6.0 |
| 2/2+2/1 | 592 | 592 | - | - | - | 1.3 | 0.4 | - | 1.7 | 10.3 | 8.4 | 0.4 | 8.8 |
| 2/3 | 1073 | 1073 | - | - | - | 3.4 | 1.4 | - | 4.8 | 16.1 | 22.1 | 1.4 | 23.4 |
| 3/1 | 618 | 618 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1148 | 1148 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 487 | 487 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 557 | 557 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 156 | 156 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 113 | 113 | - | - | - | 1.7 | 1.2 | - | 2.8 | 89.8 | 3.6 | 1.2 | 4.8 |
| 6/2 | 30 | 30 | - | - | - | 0.4 | 0.1 | - | 0.5 | 63.6 | 0.9 | 0.1 | 1.0 |
| J5: WendleBury Road | - | - | 103 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 103 | 103 | 103 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 5.0 | 0.3 | 0.1 | 0.4 |
| 2/1 | 487 | 487 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 557 | 557 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 245 | 245 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 345 | 345 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 557 | 557 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 592 | 592 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1073 | 1073 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3669 | 0 | 0 | 0.0 | 2.1 | 0.0 | 2.1 | - | - | - | - |
| 1/1 | 179 | 179 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 902 | 902 | 902 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 0.9 | 0.0 | 0.2 | 0.2 |
| 3/1 | 1487 | 1487 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1295 | 1295 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 372 | 372 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 433 | 433 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1438 | 1438 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 764 | 764 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1665 | 1665 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1585 | 1585 | 1585 | 0 | 0 | 0.0 | 0.6 | - | 0.6 | 1.4 | 0.0 | 0.6 | 0.6 |
| 11/1 | 991 | 991 | 991 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 4.2 | 0.0 | 1.2 | 1.2 |
| 12/1 | 180 | 180 | 180 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 1.4 | 0.0 | 0.1 | 0.1 |
| 13/1 | 97 | 97 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 11 | 11 | 11 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 |
| 15/1 | 1860 | 1860 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 444 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 196 | 196 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 24 | 24 | 24 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 24 | 24 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 179 | 179 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 156 | 156 | 156 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 9/1 | 180 | 180 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 179 | 179 | 179 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 11/1 | 85 | 85 | 85 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 103 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 103 | 103 | 103 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.1 | 0.0 | 0.1 | 0.1 |
| 2/1 | 245 | 245 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 85 | 85 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 103 | 103 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 160 | 160 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 85 | 85 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 85 | 85 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|---|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|-------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|-------|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3152 | 0 | 0 | 0.4 | 4.3 | 0.0 | 4.8 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1381 | 1381 | 1381 | 0 | 0 | 0.2 | 0.9 | - | 1.1 | 2.9 | 10.4 | 0.9 | 11.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1067 | 1067 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 319 | 319 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1139 | 1139 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 880 | 880 | 880 | 0 | 0 | 0.0 | 1.7 | - | 1.7 | 7.1 | 0.0 | 1.7 | 1.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1694 | 1694 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 891 | 891 | 891 | 0 | 0 | 0.2 | 1.7 | - | 1.9 | 7.8 | 6.7 | 1.7 | 8.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 819 | 819 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>18.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.63</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>10.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.14</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>84.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.47</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-10.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>25.12</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>7.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>19.89</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>22.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.03</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-10.4</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>95.41</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 18.3 | Total Delay for Signalled Lanes (pcuHr): | 12.63 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 10.9 | Total Delay for Signalled Lanes (pcuHr): | 8.14 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 84.1 | Total Delay for Signalled Lanes (pcuHr): | 6.47 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -10.4 | Total Delay for Signalled Lanes (pcuHr): | 25.12 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 7.5 | Total Delay for Signalled Lanes (pcuHr): | 19.89 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 22.2 | Total Delay for Signalled Lanes (pcuHr): | 15.03 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -10.4 | Total Delay Over All Lanes(pcuHr): | 95.41 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 18.3 | Total Delay for Signalled Lanes (pcuHr): | 12.63 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 10.9 | Total Delay for Signalled Lanes (pcuHr): | 8.14 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 84.1 | Total Delay for Signalled Lanes (pcuHr): | 6.47 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -10.4 | Total Delay for Signalled Lanes (pcuHr): | 25.12 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 7.5 | Total Delay for Signalled Lanes (pcuHr): | 19.89 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 22.2 | Total Delay for Signalled Lanes (pcuHr): | 15.03 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -10.4 | Total Delay Over All Lanes(pcuHr): | 95.41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 24: 'D31PM SEPR OP5B B1B' (FG34: 'D31PM SEPR OP5B B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 23 | 15 |
| Change Point | 0 | 12 | 40 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 35 | 15 |
| Change Point | 11 | 51 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 16 | 34 |
| Change Point | 54 | 15 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 43 | 52 | 4 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 17 | 11 | 21 |
| Change Point | 32 | 51 | 9 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 67 | 82 | 95 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 71 | 10 | 5 |
| Change Point | 67 | 33 | 51 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 83.7% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 80.5% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 555 | 1900 | 760 | 73.0% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 580 | 1900 | 760 | 76.3% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 459 | 1900 | 760 | 60.4% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 35 | - | 629 | 1900 | 1140 | 55.2% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 35 | - | 472 | 1900 | 1140 | 41.4% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 963 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 369 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 36 | 1900 | 253 | 14.2% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 62 | 1900 | 253 | 24.5% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 963 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 369 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 15 | - | 741 | 1900:1900 | 507+507 | 65.7 : 80.5% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 15 | - | 284 | 1900 | 507 | 56.1% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 168 | Inf | 484 | 34.7% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 16 | - | 309 | 1900 | 538 | 57.4% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 16 | - | 284 | 1900 | 538 | 52.8% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1037 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 496 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 34 | - | 535 | 1900 | 1108 | 48.3% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 34 | - | 631 | 1900 | 1108 | 56.9% |

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| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 34 | - | 741 | 1900:1900 | 954+946 | 39.0 : 39.0% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 372 | 1900 | 507 | 73.4% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 369 | 1900 | 507 | 72.8% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 674 | 1900 | 1900 | 35.5% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 914 | 1900 | 1900 | 48.1% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 1 | 1900 | 1900 | 0.1% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 170 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 701 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 958 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 80.4% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 701 | 1900 | 1298 | 54.0% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 932 | 1900 | 1298 | 71.8% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 26 | 1900:1900 | 10+253 | 9.9 : 9.9% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 1 | 1900 | 538 | 0.2% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 25 | 1900 | 538 | 4.6% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 420 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 25 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 419 | 1900 | 1077 | 38.9% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1055 | 1965:2105 | 936+375 | 80.4 : 80.4% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 753 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 986 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 539 | 1900:1900 | 507+271 | 69.3 : 69.3% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 106 | 1900 | 253 | 41.8% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 555 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 580 | Inf | Inf | 0.0% |

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| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|----|-----|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 459 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 75.1% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 35 | - | 382 | 1940 | 1164 | 32.8% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 35 | - | 280 | 2080 | 1248 | 22.4% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 35 | - | 421 | 2080 | 1248 | 33.7% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 13 | - | 544 | 1805:1935 | 358+380 | 73.6 : 73.6% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 535 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 631 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 741 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 989 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 280 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 40 | - | 725 | 1805 | 1233 | 58.8% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 17 | - | 312 | 1940 | 582 | 53.6% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 17 | - | 406 | 2080 | 624 | 65.1% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 17 | - | 90 | 2080 | 624 | 14.4% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 640 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 706 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 169 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 34 | 13 | 328 | 1764 | 1029 | 31.9% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 34 | 13 | 379 | 1891 | 1103 | 34.4% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 21 | - | 504 | 1830 | 671 | 75.1% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 21 | - | 320 | 1962 | 719 | 44.5% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 70.2% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 640 | 1980 | 1518 | 42.2% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 706 | 2120 | 1625 | 43.4% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 15 | - | 169 | 1805 | 241 | 70.2% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 80 | - | 658 | 1980:1720 | 1286+68 | 48.6 : 48.6% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 80 | - | 909 | 2120 | 1431 | 63.5% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 662 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 965 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 653 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 717 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 202 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 93 | 1741 | 145 | 64.1% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 24 | 1807 | 151 | 15.9% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 27.4% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 116 | Inf | 423 | 27.4% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 653 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 717 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 242 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 527 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 717 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 658 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 909 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 64.2% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 60 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1244 | Inf | 3133 | 39.7% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1603 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1257 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 676 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 881 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1373 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 419 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1567 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1705 | Inf | 2654 | 64.2% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 613 | Inf | 1454 | 42.2% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 330 | Inf | 1374 | 24.0% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 134 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 7 | Inf | 580 | 1.2% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2247 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 21.1% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 7 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 128 | Inf | 981 | 13.0% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 56 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 128 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 60 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 56 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 202 | Inf | 957 | 21.1% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 330 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 60 | Inf | 1000 | 6.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 3 | Inf | 980 | 0.3% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.2% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 116 | Inf | 547 | 21.2% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 242 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 3 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 116 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 239 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 3 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 658 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 3 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 849 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 83.7% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1739 | Inf | 2077 | 83.7% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1231 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 637 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1217 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 892 | Inf | 1202 | 74.2% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 129 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1474 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 697 | Inf | 1031 | 67.6% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 711 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8020 | 0 | 0 | 52.8 | 36.2 | 0.0 | 89.0 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 168 | 0 | 0 | 17.0 | 12.2 | 0.0 | 29.3 | - | - | - | - |
| 1/1 | 555 | 555 | - | - | - | 2.0 | 1.3 | - | 3.3 | 21.6 | 6.5 | 1.3 | 7.9 |
| 1/2 | 580 | 580 | - | - | - | 2.0 | 1.6 | - | 3.6 | 22.4 | 7.0 | 1.6 | 8.6 |
| 1/3 | 459 | 459 | - | - | - | 1.4 | 0.8 | - | 2.2 | 17.0 | 5.8 | 0.8 | 6.6 |
| 2/1 | 629 | 629 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.4 | 0.8 | 0.0 | 0.8 |
| 2/2 | 472 | 472 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.1 | 0.2 | 0.0 | 0.2 |
| 3/1 | 963 | 963 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 369 | 369 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 36 | 36 | - | - | - | 0.2 | 0.1 | - | 0.3 | 30.6 | 0.5 | 0.1 | 0.6 |
| 4/2 | 62 | 62 | - | - | - | 0.4 | 0.2 | - | 0.6 | 32.2 | 0.9 | 0.2 | 1.1 |
| 5/1 | 963 | 963 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 369 | 369 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 741 | 741 | - | - | - | 4.1 | 1.3 | - | 5.5 | 26.7 | 6.3 | 1.3 | 7.7 |
| 6/3 | 284 | 284 | - | - | - | 1.5 | 0.6 | - | 2.1 | 27.0 | 4.0 | 0.6 | 4.7 |
| 7/1 | 168 | 168 | 168 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 6.3 | 0.5 | 0.3 | 0.7 |
| 8/1 | 309 | 309 | - | - | - | 0.6 | 0.7 | - | 1.2 | 14.4 | 1.7 | 0.7 | 2.4 |
| 8/2 | 284 | 284 | - | - | - | 0.1 | 0.6 | - | 0.6 | 8.1 | 0.1 | 0.6 | 0.7 |
| 9/1 | 1037 | 1037 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 496 | 496 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 535 | 535 | - | - | - | 0.8 | 0.5 | - | 1.2 | 8.3 | 3.5 | 0.5 | 4.0 |
| 10/2 | 631 | 631 | - | - | - | 0.5 | 0.7 | - | 1.2 | 6.8 | 3.4 | 0.7 | 4.0 |
| 10/3+10/4 | 741 | 741 | - | - | - | 0.7 | 0.3 | - | 1.0 | 5.1 | 17.6 | 0.3 | 18.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 372 | 372 | - | - | - | 1.3 | 1.4 | - | 2.6 | 25.5 | 4.8 | 1.4 | 6.1 |
| 11/2 | 369 | 369 | - | - | - | 1.3 | 1.3 | - | 2.6 | 25.2 | 4.6 | 1.3 | 5.9 |
| 12/1 | 674 | 674 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/2 | 914 | 914 | - | - | - | 0.0 | 0.5 | - | 0.5 | 1.8 | 0.0 | 0.5 | 0.5 |
| 12/3 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 |
| 13/1 | 170 | 170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 701 | 701 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 958 | 958 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.9 | 5.7 | 0.0 | 14.6 | - | - | - | - |
| 1/1 | 701 | 701 | - | - | - | 0.7 | 0.6 | - | 1.3 | 6.6 | 4.5 | 0.6 | 5.1 |
| 1/2 | 932 | 932 | - | - | - | 1.2 | 1.3 | - | 2.4 | 9.5 | 8.0 | 1.3 | 9.2 |
| 1/3+1/4 | 26 | 26 | - | - | - | 0.1 | 0.1 | - | 0.2 | 21.1 | 0.4 | 0.1 | 0.5 |
| 2/1 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 |
| 2/2 | 25 | 25 | - | - | - | 0.0 | 0.0 | - | 0.0 | 4.1 | 0.2 | 0.0 | 0.3 |
| 3/1 | 420 | 420 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 25 | 25 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 419 | 419 | - | - | - | 0.9 | 0.3 | - | 1.3 | 10.8 | 4.4 | 0.3 | 4.7 |
| 4/2+4/3 | 1055 | 1055 | - | - | - | 2.4 | 2.0 | - | 4.4 | 15.0 | 10.2 | 2.0 | 12.2 |
| 5/1 | 753 | 753 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 986 | 986 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 539 | 539 | - | - | - | 2.9 | 1.1 | - | 4.0 | 26.6 | 5.2 | 1.1 | 6.3 |
| 6/3 | 106 | 106 | - | - | - | 0.7 | 0.4 | - | 1.1 | 36.0 | 1.6 | 0.4 | 2.0 |
| 7/1 | 555 | 555 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 580 | 580 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 459 | 459 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 14.8 | 6.7 | 0.0 | 21.5 | - | - | - | - |
| 1/1 | 382 | 382 | - | - | - | 0.6 | 0.2 | - | 0.9 | 8.3 | 3.1 | 0.2 | 3.3 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|-----|-----|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 280 | 280 | - | - | - | 0.4 | 0.1 | - | 0.6 | 7.4 | 2.1 | 0.1 | 2.2 |
| 1/3 | 421 | 421 | - | - | - | 0.7 | 0.3 | - | 1.0 | 8.2 | 3.5 | 0.3 | 3.8 |
| 1/4+1/5 | 544 | 544 | - | - | - | 3.1 | 1.4 | - | 4.5 | 29.8 | 4.1 | 1.4 | 5.5 |
| 2/1 | 535 | 535 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 631 | 631 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 741 | 741 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 989 | 989 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 280 | 280 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 725 | 725 | - | - | - | 0.9 | 0.7 | - | 1.7 | 8.2 | 7.5 | 0.7 | 8.3 |
| 4/2 | 312 | 312 | - | - | - | 1.4 | 0.6 | - | 2.0 | 23.1 | 3.8 | 0.6 | 4.4 |
| 4/3 | 406 | 406 | - | - | - | 2.3 | 0.9 | - | 3.2 | 28.5 | 6.3 | 0.9 | 7.2 |
| 4/4 | 90 | 90 | - | - | - | 0.4 | 0.1 | - | 0.5 | 19.3 | 1.1 | 0.1 | 1.2 |
| 5/1 | 640 | 640 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 706 | 706 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 169 | 169 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 328 | 328 | - | - | - | 0.6 | 0.2 | - | 0.8 | 9.0 | 2.7 | 0.2 | 3.0 |
| 6/2 | 379 | 379 | - | - | - | 0.7 | 0.3 | - | 0.9 | 9.0 | 3.3 | 0.3 | 3.5 |
| 6/3 | 504 | 504 | - | - | - | 2.3 | 1.5 | - | 3.8 | 27.2 | 7.3 | 1.5 | 8.8 |
| 6/4 | 320 | 320 | - | - | - | 1.3 | 0.4 | - | 1.7 | 18.9 | 4.0 | 0.4 | 4.4 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 10.3 | 4.2 | 0.0 | 14.5 | - | - | - | - |
| 1/1 | 640 | 640 | - | - | - | 0.9 | 0.4 | - | 1.2 | 6.9 | 7.3 | 0.4 | 7.7 |
| 1/2 | 706 | 706 | - | - | - | 1.0 | 0.4 | - | 1.3 | 6.9 | 8.0 | 0.4 | 8.4 |
| 1/3 | 169 | 169 | - | - | - | 2.3 | 1.1 | - | 3.5 | 74.1 | 5.4 | 1.1 | 6.5 |
| 2/2+2/1 | 658 | 658 | - | - | - | 1.7 | 0.5 | - | 2.1 | 11.7 | 9.7 | 0.5 | 10.2 |
| 2/3 | 909 | 909 | - | - | - | 2.8 | 0.9 | - | 3.7 | 14.5 | 17.2 | 0.9 | 18.0 |
| 3/1 | 662 | 662 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 965 | 965 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 653 | 653 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 717 | 717 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 202 | 202 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 93 | 93 | - | - | - | 1.4 | 0.9 | - | 2.2 | 86.7 | 3.0 | 0.9 | 3.9 |
| 6/2 | 24 | 24 | - | - | - | 0.3 | 0.1 | - | 0.4 | 65.4 | 0.7 | 0.1 | 0.8 |
| J5: WendleBury Road | - | - | 116 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 6.8 | 0.6 | 0.2 | 0.8 |
| 2/1 | 653 | 653 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 717 | 717 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 242 | 242 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 527 | 527 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 717 | 717 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 658 | 658 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 909 | 909 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3899 | 0 | 0 | 0.0 | 1.8 | 0.0 | 1.8 | - | - | - | - |
| 1/1 | 60 | 60 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1244 | 1244 | 1244 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 1.0 | 0.0 | 0.3 | 0.3 |
| 3/1 | 1603 | 1603 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1257 | 1257 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 676 | 676 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 881 | 881 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1373 | 1373 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 419 | 419 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1567 | 1567 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1705 | 1705 | 1705 | 0 | 0 | 0.0 | 0.9 | - | 0.9 | 1.9 | 0.0 | 0.9 | 0.9 |
| 11/1 | 613 | 613 | 613 | 0 | 0 | 0.0 | 0.4 | - | 0.4 | 2.1 | 0.0 | 0.4 | 0.4 |
| 12/1 | 330 | 330 | 330 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 1.7 | 0.0 | 0.2 | 0.2 |
| 13/1 | 134 | 134 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2247 | 2247 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 393 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 7 | 7 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 128 | 128 | 128 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.1 | 0.0 | 0.1 | 0.1 |
| 3/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 128 | 128 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 60 | 60 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 202 | 202 | 202 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.4 | 0.0 | 0.1 | 0.1 |
| 9/1 | 330 | 330 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 60 | 60 | 60 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 3 | 3 | 3 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 116 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 116 | 116 | 116 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.2 | 0.0 | 0.1 | 0.1 |
| 2/1 | 242 | 242 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 3 | 3 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 116 | 116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 239 | 239 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 3 | 3 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 3 | 3 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|---|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|-----|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3328 | 0 | 0 | 1.7 | 5.0 | 0.0 | 6.7 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1739 | 1739 | 1739 | 0 | 0 | 1.7 | 2.5 | - | 4.2 | 8.7 | 26.7 | 2.5 | 29.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1231 | 1231 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 637 | 637 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1217 | 1217 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 892 | 892 | 892 | 0 | 0 | 0.0 | 1.4 | - | 1.4 | 5.7 | 0.0 | 1.4 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 129 | 129 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1474 | 1474 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 697 | 697 | 697 | 0 | 0 | 0.0 | 1.0 | - | 1.0 | 5.4 | 0.0 | 1.0 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 711 | 711 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>17.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.19</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>11.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.71</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>56.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.35</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>11.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.63</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.52</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>28.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.51</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>7.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>88.97</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 17.9 | Total Delay for Signalled Lanes (pcuHr): | 15.19 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 11.8 | Total Delay for Signalled Lanes (pcuHr): | 7.71 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 56.8 | Total Delay for Signalled Lanes (pcuHr): | 5.35 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 11.9 | Total Delay for Signalled Lanes (pcuHr): | 14.63 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 19.8 | Total Delay for Signalled Lanes (pcuHr): | 21.52 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 28.2 | Total Delay for Signalled Lanes (pcuHr): | 14.51 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | 7.5 | Total Delay Over All Lanes(pcuHr): | 88.97 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 17.9 | Total Delay for Signalled Lanes (pcuHr): | 15.19 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 11.8 | Total Delay for Signalled Lanes (pcuHr): | 7.71 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 56.8 | Total Delay for Signalled Lanes (pcuHr): | 5.35 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 11.9 | Total Delay for Signalled Lanes (pcuHr): | 14.63 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 19.8 | Total Delay for Signalled Lanes (pcuHr): | 21.52 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 28.2 | Total Delay for Signalled Lanes (pcuHr): | 14.51 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 7.5 | Total Delay Over All Lanes(pcuHr): | 88.97 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 25: 'D26AM OP5A B1B' (FG35: 'D26AM OP5A B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 23 | 15 |
| Change Point | 0 | 12 | 40 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 26 | 24 |
| Change Point | 14 | 45 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 22 | 28 |
| Change Point | 11 | 38 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 34 | 43 | 55 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 33 | 7 | 9 |
| Change Point | 36 | 11 | 25 |

C4

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 0 | 5 | 81 |
| Change Point | 72 | 87 | 100 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 72 | 7 | 7 |
| Change Point | 72 | 39 | 54 |

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| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 95.3% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 91.5% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 444 | 1900 | 760 | 58.4% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 491 | 1900 | 760 | 64.6% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 23 | - | 421 | 1900 | 760 | 55.4% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 26 | - | 561 | 1900 | 855 | 65.6% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 26 | - | 450 | 1900 | 855 | 52.6% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 829 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 331 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 53 | 1900 | 253 | 20.9% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 99 | 1900 | 253 | 39.1% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 829 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 331 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 24 | - | 1112 | 1900:1900 | 424+792 | 91.5 : 91.5% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 24 | - | 337 | 1900 | 792 | 42.6% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 199 | Inf | 690 | 28.8% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 102 | 1900 | 728 | 14.0% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 22 | - | 337 | 1900 | 728 | 46.3% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1285 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 736 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 308 | 1900 | 918 | 33.5% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 28 | - | 334 | 1900 | 918 | 36.4% |

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| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-------------------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 28 | - | 663 | 1900:1900 | 908+905 | 36.6 : 36.6% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 332 | 1900 | 507 | 65.5% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 15 | - | 331 | 1900 | 507 | 65.3% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 283 | 1900 | 1900 | 14.9% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 661 | 1900 | 1900 | 34.8% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 10 | 1900 | 1900 | 0.5% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 127 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 296 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 705 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 95.3% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 296 | 1900 | 1298 | 22.8% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 705 | 1900 | 1298 | 54.3% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 0 | 1900:1900 | 253+253 | 0.0 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 300 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 300 | 1900 | 1077 | 27.9% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1269 | 1965:2105 | 917+414 | 95.3 : 95.3% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 326 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 736 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 87 | 1900:1900 | 507+267 | 11.3 : 11.3% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 61 | 1900 | 253 | 24.1% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 444 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 491 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|----------------------|---|------------|-----|------|------|---|----|---|------|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 421 | Inf | Inf | 0.0% |
| J3: Tesco && Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 78.1% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 203 | 1940 | 1552 | 13.1% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 254 | 2080 | 1664 | 15.3% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 47 | - | 465 | 2080 | 1664 | 27.9% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 9 | - | 476 | 1805:1935 | 293+316 | 78.1 : 78.1% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 308 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 334 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 663 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1032 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 247 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 44 | - | 803 | 1805 | 1354 | 59.3% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 33 | - | 482 | 1940 | 1099 | 43.8% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 33 | - | 627 | 2080 | 1179 | 53.2% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 33 | - | 109 | 2080 | 1179 | 9.2% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 610 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 709 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 132 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 18 | 9 | 128 | 1764 | 559 | 22.9% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 18 | 9 | 105 | 1891 | 599 | 17.5% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 185 | 1830 | 305 | 60.7% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 9 | - | 198 | 1962 | 327 | 60.6% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 74.1% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 89 | - | 610 | 1980 | 1485 | 41.1% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 89 | - | 709 | 2120 | 1590 | 44.6% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 12 | - | 132 | 1805 | 196 | 67.5% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 81 | - | 423 | 1980:1720 | 1342+23 | 31.0 : 31.0% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 81 | - | 853 | 2120 | 1449 | 58.9% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 457 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 941 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 624 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 721 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 139 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 11 | - | 129 | 1741 | 174 | 74.1% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 11 | - | 26 | 1807 | 181 | 14.4% |
| J5: Wendlebury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 22.1% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 95 | Inf | 429 | 22.1% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 624 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 721 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 256 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 463 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 721 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 423 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 853 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 49.7% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 226 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1184 | Inf | 3119 | 38.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1394 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1263 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 338 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 292 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1261 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 436 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1276 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1446 | Inf | 2907 | 49.7% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 451 | Inf | 1520 | 29.7% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 207 | Inf | 1503 | 13.8% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 232 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 1 | Inf | 928 | 0.1% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1552 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 22.6% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 282 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 35 | Inf | 977 | 3.6% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 35 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 226 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 68 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 172 | Inf | 988 | 17.4% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 207 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 226 | Inf | 1000 | 22.6% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 124 | Inf | 925 | 13.4% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 17.5% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 95 | Inf | 543 | 17.5% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 256 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 124 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 95 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 132 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 124 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 631 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 124 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 807 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 71.6% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1062 | Inf | 2170 | 48.9% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 804 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 263 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1015 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 860 | Inf | 1200 | 71.6% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 5 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1569 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|--|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | | - | - | - | 925 | Inf | 1330 | 69.5% |
| 9/1 | Right Right2 | U | N/A | N/A | - | | - | - | - | 714 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 7082 | 0 | 0 | 42.6 | 35.2 | 0.0 | 77.8 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 199 | 0 | 0 | 17.2 | 11.7 | 0.0 | 28.9 | - | - | - | - |
| 1/1 | 444 | 444 | - | - | - | 1.2 | 0.7 | - | 1.9 | 15.4 | 4.3 | 0.7 | 5.0 |
| 1/2 | 491 | 491 | - | - | - | 1.4 | 0.9 | - | 2.3 | 16.6 | 4.9 | 0.9 | 5.9 |
| 1/3 | 421 | 421 | - | - | - | 1.2 | 0.6 | - | 1.8 | 15.3 | 4.4 | 0.6 | 5.1 |
| 2/1 | 561 | 561 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.6 | 1.3 | 0.0 | 1.3 |
| 2/2 | 450 | 450 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.1 | 0.6 | 0.0 | 0.6 |
| 3/1 | 829 | 829 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 331 | 331 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 53 | 53 | - | - | - | 0.3 | 0.1 | - | 0.4 | 30.1 | 0.8 | 0.1 | 0.9 |
| 4/2 | 99 | 99 | - | - | - | 0.6 | 0.3 | - | 1.0 | 35.0 | 1.5 | 0.3 | 1.8 |
| 5/1 | 829 | 829 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 331 | 331 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1112 | 1112 | - | - | - | 4.7 | 4.9 | - | 9.6 | 31.0 | 11.3 | 4.9 | 16.2 |
| 6/3 | 337 | 337 | - | - | - | 1.2 | 0.4 | - | 1.5 | 16.4 | 3.9 | 0.4 | 4.3 |
| 7/1 | 199 | 199 | 199 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 4.0 | 0.4 | 0.2 | 0.6 |
| 8/1 | 102 | 102 | - | - | - | 0.3 | 0.1 | - | 0.4 | 14.3 | 1.0 | 0.1 | 1.1 |
| 8/2 | 337 | 337 | - | - | - | 1.7 | 0.4 | - | 2.2 | 23.1 | 5.6 | 0.4 | 6.0 |
| 9/1 | 1285 | 1285 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 736 | 736 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 308 | 308 | - | - | - | 0.6 | 0.3 | - | 0.9 | 10.3 | 3.4 | 0.3 | 3.6 |
| 10/2 | 334 | 334 | - | - | - | 0.7 | 0.3 | - | 1.0 | 10.9 | 3.4 | 0.3 | 3.7 |
| 10/3+10/4 | 663 | 663 | - | - | - | 1.3 | 0.3 | - | 1.6 | 8.8 | 14.9 | 0.3 | 15.1 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 332 | 332 | - | - | - | 0.8 | 0.9 | - | 1.7 | 18.6 | 1.2 | 0.9 | 2.2 |
| 11/2 | 331 | 331 | - | - | - | 0.8 | 0.9 | - | 1.7 | 18.5 | 1.2 | 0.9 | 2.2 |
| 12/1 | 283 | 283 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.1 | 0.0 | 0.1 | 0.1 |
| 12/2 | 661 | 661 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.5 | 0.0 | 0.3 | 0.3 |
| 12/3 | 10 | 10 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 127 | 127 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 296 | 296 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 705 | 705 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 5.6 | 9.2 | 0.0 | 14.8 | - | - | - | - |
| 1/1 | 296 | 296 | - | - | - | 0.0 | 0.1 | - | 0.2 | 2.2 | 0.7 | 0.1 | 0.9 |
| 1/2 | 705 | 705 | - | - | - | 0.6 | 0.6 | - | 1.2 | 6.2 | 5.4 | 0.6 | 5.9 |
| 1/3+1/4 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 300 | 300 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 300 | 300 | - | - | - | 0.6 | 0.2 | - | 0.8 | 10.0 | 2.8 | 0.2 | 3.0 |
| 4/2+4/3 | 1269 | 1269 | - | - | - | 3.5 | 8.1 | - | 11.6 | 32.9 | 16.7 | 8.1 | 24.8 |
| 5/1 | 326 | 326 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 736 | 736 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 87 | 87 | - | - | - | 0.4 | 0.1 | - | 0.5 | 19.2 | 0.7 | 0.1 | 0.8 |
| 6/3 | 61 | 61 | - | - | - | 0.4 | 0.2 | - | 0.6 | 32.7 | 0.9 | 0.2 | 1.1 |
| 7/1 | 444 | 444 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 491 | 491 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 421 | 421 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 10.1 | 5.6 | 0.0 | 15.7 | - | - | - | - |
| 1/1 | 203 | 203 | - | - | - | 0.1 | 0.1 | - | 0.2 | 2.7 | 0.7 | 0.1 | 0.8 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|------------------------|------|------|----------|----------|----------|------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 254 | 254 | - | - | - | 0.1 | 0.1 | - | 0.2 | 2.7 | 0.9 | 0.1 | 1.0 |
| 1/3 | 465 | 465 | - | - | - | 0.2 | 0.2 | - | 0.4 | 3.1 | 1.9 | 0.2 | 2.1 |
| 1/4+1/5 | 476 | 476 | - | - | - | 3.2 | 1.7 | - | 4.9 | 37.0 | 3.9 | 1.7 | 5.7 |
| 2/1 | 308 | 308 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 334 | 334 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 663 | 663 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 1032 | 1032 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 247 | 247 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 803 | 803 | - | - | - | 0.6 | 0.7 | - | 1.4 | 6.2 | 4.7 | 0.7 | 5.4 |
| 4/2 | 482 | 482 | - | - | - | 0.8 | 0.4 | - | 1.2 | 8.7 | 4.0 | 0.4 | 4.4 |
| 4/3 | 627 | 627 | - | - | - | 1.5 | 0.6 | - | 2.1 | 12.0 | 7.0 | 0.6 | 7.5 |
| 4/4 | 109 | 109 | - | - | - | 0.2 | 0.1 | - | 0.2 | 7.2 | 0.8 | 0.1 | 0.9 |
| 5/1 | 610 | 610 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 709 | 709 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 128 | 128 | - | - | - | 0.5 | 0.1 | - | 0.7 | 19.3 | 1.6 | 0.1 | 1.7 |
| 6/2 | 105 | 105 | - | - | - | 0.4 | 0.1 | - | 0.5 | 18.5 | 1.3 | 0.1 | 1.4 |
| 6/3 | 185 | 185 | - | - | - | 1.2 | 0.8 | - | 2.0 | 38.0 | 2.8 | 0.8 | 3.6 |
| 6/4 | 198 | 198 | - | - | - | 1.3 | 0.8 | - | 2.0 | 37.0 | 3.0 | 0.8 | 3.8 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 9.4 | 4.1 | 0.0 | 13.6 | - | - | - | - |
| 1/1 | 610 | 610 | - | - | - | 0.9 | 0.3 | - | 1.3 | 7.5 | 7.3 | 0.3 | 7.6 |
| 1/2 | 709 | 709 | - | - | - | 1.1 | 0.4 | - | 1.5 | 7.7 | 8.9 | 0.4 | 9.3 |
| 1/3 | 132 | 132 | - | - | - | 1.9 | 1.0 | - | 2.9 | 78.9 | 4.2 | 1.0 | 5.2 |
| 2/2+2/1 | 423 | 423 | - | - | - | 0.9 | 0.2 | - | 1.1 | 9.5 | 5.5 | 0.2 | 5.8 |
| 2/3 | 853 | 853 | - | - | - | 2.4 | 0.7 | - | 3.1 | 13.1 | 14.9 | 0.7 | 15.6 |
| 3/1 | 457 | 457 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 941 | 941 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 624 | 624 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 721 | 721 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 139 | 139 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 129 | 129 | - | - | - | 1.9 | 1.3 | - | 3.2 | 90.2 | 4.2 | 1.3 | 5.5 |
| 6/2 | 26 | 26 | - | - | - | 0.4 | 0.1 | - | 0.4 | 61.0 | 0.8 | 0.1 | 0.9 |
| J5: WendleBury Road | - | - | 95 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.2 | - | - | - | - |
| 1/1 | 95 | 95 | 95 | 0 | 0 | 0.0 | 0.1 | - | 0.2 | 6.3 | 0.5 | 0.1 | 0.6 |
| 2/1 | 624 | 624 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 721 | 721 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 256 | 256 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 463 | 463 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 721 | 721 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 423 | 423 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 853 | 853 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 3289 | 0 | 0 | 0.0 | 1.1 | 0.0 | 1.1 | - | - | - | - |
| 1/1 | 226 | 226 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1184 | 1184 | 1184 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 0.9 | 0.0 | 0.3 | 0.3 |
| 3/1 | 1394 | 1394 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1263 | 1263 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 338 | 338 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 292 | 292 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1261 | 1261 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 436 | 436 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1276 | 1276 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1446 | 1446 | 1446 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.2 | 0.0 | 0.5 | 0.5 |
| 11/1 | 451 | 451 | 451 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 1.7 | 0.0 | 0.2 | 0.2 |
| 12/1 | 207 | 207 | 207 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 1.4 | 0.0 | 0.1 | 0.1 |
| 13/1 | 232 | 232 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 1 | 1 | 1 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 15/1 | 1552 | 1552 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 557 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 282 | 282 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 35 | 35 | 35 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 3/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 35 | 35 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 226 | 226 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 68 | 68 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 172 | 172 | 172 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 9/1 | 207 | 207 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 226 | 226 | 226 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.3 | 0.0 | 0.1 | 0.1 |
| 11/1 | 124 | 124 | 124 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| J8: Bicester Avenue | - | - | 95 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 95 | 95 | 95 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.0 | 0.0 | 0.1 | 0.1 |
| 2/1 | 256 | 256 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 124 | 124 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 95 | 95 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 132 | 132 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 124 | 124 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 124 | 124 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|-----|-----|-----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 2847 | 0 | 0 | 0.2 | 2.9 | 0.0 | 3.1 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1062 | 1062 | 1062 | 0 | 0 | 0.1 | 0.5 | - | 0.6 | 2.0 | 7.9 | 0.5 | 8.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 804 | 804 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 263 | 263 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1015 | 1015 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 860 | 860 | 860 | 0 | 0 | 0.0 | 1.3 | - | 1.3 | 5.3 | 0.0 | 1.3 | 1.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 5 | 5 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1569 | 1569 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 925 | 925 | 925 | 0 | 0 | 0.1 | 1.1 | - | 1.2 | 4.8 | 4.6 | 1.1 | 5.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 714 | 714 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>37.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.77</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-1.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.51</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>94.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.08</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-5.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.83</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>15.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.69</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.55</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-5.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>77.80</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 37.3 | Total Delay for Signalled Lanes (pcuHr): | 10.77 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.6 | Total Delay for Signalled Lanes (pcuHr): | 11.51 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 94.5 | Total Delay for Signalled Lanes (pcuHr): | 6.08 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | -5.9 | Total Delay for Signalled Lanes (pcuHr): | 14.83 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 15.2 | Total Delay for Signalled Lanes (pcuHr): | 15.69 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 21.5 | Total Delay for Signalled Lanes (pcuHr): | 13.55 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -5.9 | Total Delay Over All Lanes(pcuHr): | 77.80 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 37.3 | Total Delay for Signalled Lanes (pcuHr): | 10.77 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -1.6 | Total Delay for Signalled Lanes (pcuHr): | 11.51 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 94.5 | Total Delay for Signalled Lanes (pcuHr): | 6.08 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | -5.9 | Total Delay for Signalled Lanes (pcuHr): | 14.83 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 15.2 | Total Delay for Signalled Lanes (pcuHr): | 15.69 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 21.5 | Total Delay for Signalled Lanes (pcuHr): | 13.55 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -5.9 | Total Delay Over All Lanes(pcuHr): | 77.80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 26: 'D26PM OP5A B1B' (FG36: 'D26PM OP5A B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 20 | 18 |
| Change Point | 0 | 12 | 37 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 31 | 19 |
| Change Point | 9 | 45 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 14 | 36 |
| Change Point | 55 | 14 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 35 | 44 | 56 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 22 | 7 | 20 |
| Change Point | 29 | 53 | 7 |

C4

| Stage | 1 | 2 | 3 |
|--------------|-----|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 116 | 11 | 24 |

C5

| Stage | 1 | 2 | 3 |
|--------------|-----|----|-----|
| Duration | 73 | 8 | 5 |
| Change Point | 116 | 84 | 100 |

LinSig V1 style report

| 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: A41 Corridor | - | - | N/A | - | - | | - | - | - | - | - | - | 90.2% |
| J1: JCT 8: A41/Oxford Road/Services | - | - | N/A | - | - | | - | - | - | - | - | - | 90.2% |
| 1/1 | Left | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 566 | 1900 | 665 | 85.1% |
| 1/2 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 494 | 1900 | 665 | 74.3% |
| 1/3 | Ahead | U | 1:1 | N/A | C1:A | | 1 | 20 | - | 474 | 1900 | 665 | 71.3% |
| 2/1 | Ahead | U | 1:2 | N/A | C1:E | | 1 | 31 | - | 542 | 1900 | 1013 | 53.5% |
| 2/2 | Right Ahead | U | 1:2 | N/A | C1:E | | 1 | 31 | - | 488 | 1900 | 1013 | 48.2% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1109 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 506 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 46 | 1900 | 253 | 18.2% |
| 4/2 | Right Ahead | U | 1:1 | N/A | C1:B | | 1 | 7 | - | 69 | 1900 | 253 | 27.2% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1109 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 506 | Inf | Inf | 0.0% |
| 6/2+6/1 | A41 East Ahead Left | U | 1:2 | N/A | C1:D | | 1 | 19 | - | 1003 | 1900:1900 | 633+633 | 68.2 : 90.2% |
| 6/3 | A41 East Ahead | U | 1:2 | N/A | C1:D | | 1 | 19 | - | 322 | 1900 | 633 | 50.8% |
| 7/1 | Services Ahead Left | O | N/A | N/A | - | | - | - | - | 181 | Inf | 506 | 35.8% |
| 8/1 | Right Ahead | U | 1:3 | N/A | C1:G | | 1 | 14 | - | 221 | 1900 | 475 | 46.5% |
| 8/2 | Right | U | 1:3 | N/A | C1:G | | 1 | 14 | - | 322 | 1900 | 475 | 67.8% |
| 9/1 | Ahead | U | N/A | N/A | - | | - | - | - | 1113 | Inf | Inf | 0.0% |
| 9/2 | Ahead | U | N/A | N/A | - | | - | - | - | 699 | Inf | Inf | 0.0% |
| 10/1 | A41 South Ahead Left | U | 1:3 | N/A | C1:H | | 1 | 36 | - | 610 | 1900 | 1172 | 52.1% |
| 10/2 | A41 South Ahead | U | 1:3 | N/A | C1:H | | 1 | 36 | - | 559 | 1900 | 1172 | 47.7% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|-----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|-----------------|
| 10/3+10/4 | A41 South Right | U | 1:3 | N/A | C1:F | | 1 | 36 | - | 996 | 1900:1900 | 948+952 | 52.4 : 52.4% |
| 11/1 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 497 | 1900 | 602 | 82.6% |
| 11/2 | Ahead | U | 1:1 | N/A | C1:C | | 1 | 18 | - | 499 | 1900 | 602 | 82.9% |
| 12/1 | Ahead | U | N/A | N/A | - | | - | - | - | 640 | 1900 | 1900 | 33.7% |
| 12/2 | Ahead | U | N/A | N/A | - | | - | - | - | 866 | 1900 | 1900 | 45.6% |
| 12/3 | Right | U | N/A | N/A | - | | - | - | - | 15 | 1900 | 1900 | 0.8% |
| 13/1 | | U | N/A | N/A | - | | - | - | - | 191 | Inf | Inf | 0.0% |
| 14/1 | Ahead | U | N/A | N/A | - | | - | - | - | 688 | Inf | Inf | 0.0% |
| 14/2 | Ahead | U | N/A | N/A | - | | - | - | - | 899 | Inf | Inf | 0.0% |
| J2: Pringle Drive (Bicester Village) | - | - | N/A | - | - | | - | - | - | - | - | - | 84.4% |
| 1/1 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 688 | 1900 | 1298 | 53.0% |
| 1/2 | Ahead | U | N/A | N/A | C2:A | | 1 | 40 | - | 898 | 1900 | 1298 | 69.2% |
| 1/3+1/4 | Ahead | U | N/A | N/A | C2:B | | 1 | 7 | - | 1 | 1900:1900 | 253+0 | 0.4 : 0.0% |
| 2/1 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 1 | 1900 | 538 | 0.2% |
| 2/2 | Right | U | N/A | N/A | C2:C | | 1 | 16 | - | 0 | 1900 | 538 | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 311 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 0 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | C2:G | | 1 | 33 | - | 310 | 1900 | 1077 | 28.8% |
| 4/2+4/3 | Ahead | U | N/A | N/A | C2:F | | 1 | 34 | - | 1120 | 1965:2105 | 922+405 | 84.4 : 84.4% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 738 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 948 | Inf | Inf | 0.0% |
| 6/2+6/1 | Pingle Drive Left | U | N/A | N/A | C2:D | | 1 | 15 | - | 414 | 1900:1900 | 507+297 | 51.5 : 51.5% |
| 6/3 | Pingle Drive Right | U | N/A | N/A | C2:E | | 1 | 7 | - | 100 | 1900 | 253 | 39.5% |
| 7/1 | Ahead | U | N/A | N/A | - | | - | - | - | 566 | Inf | Inf | 0.0% |
| 7/2 | Ahead | U | N/A | N/A | - | | - | - | - | 494 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|------|---|----|---|-----|-----------|---------|-----------------|
| 7/3 | Ahead | U | N/A | N/A | - | | - | - | - | 474 | Inf | Inf | 0.0% |
| J3: Tesco & Bicester 4 Access | - | - | N/A | - | - | | - | - | - | - | - | - | 74.7% |
| 1/1 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 36 | - | 391 | 1940 | 1196 | 32.7% |
| 1/2 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 36 | - | 350 | 2080 | 1283 | 27.3% |
| 1/3 | A41S Ahead | U | N/A | N/A | C3:A | | 1 | 36 | - | 617 | 2080 | 1283 | 48.1% |
| 1/4+1/5 | A41S Right | U | N/A | N/A | C3:B | | 1 | 9 | - | 458 | 1805:1935 | 297+316 | 74.7 : 74.7% |
| 2/1 | Ahead | U | N/A | N/A | - | | - | - | - | 610 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 559 | Inf | Inf | 0.0% |
| 2/3 | Ahead | U | N/A | N/A | - | | - | - | - | 996 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 844 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 236 | Inf | Inf | 0.0% |
| 4/1 | A41N Left | U | N/A | N/A | C3:D | | 1 | 44 | - | 622 | 1805 | 1354 | 45.9% |
| 4/2 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 22 | - | 491 | 1940 | 744 | 66.0% |
| 4/3 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 22 | - | 594 | 2080 | 797 | 74.5% |
| 4/4 | A41N Ahead | U | N/A | N/A | C3:C | | 1 | 22 | - | 105 | 2080 | 797 | 13.2% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 794 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 868 | Inf | Inf | 0.0% |
| 5/3 | Ahead | U | N/A | N/A | - | | - | - | - | 161 | Inf | Inf | 0.0% |
| 6/1 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 29 | 9 | 303 | 1764 | 882 | 34.4% |
| 6/2 | Tesco/B4 entry Left | U | N/A | N/A | C3:E | C3:F | 1 | 29 | 9 | 330 | 1891 | 946 | 34.9% |
| 6/3 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 20 | - | 428 | 1830 | 641 | 66.8% |
| 6/4 | Tesco/B4 entry Right | U | N/A | N/A | C3:E | | 1 | 20 | - | 379 | 1962 | 687 | 55.2% |
| J4: Premier Inn | - | - | N/A | - | - | | - | - | - | - | - | - | 76.5% |
| 1/1 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 794 | 1980 | 1518 | 52.3% |

LinSig V1 style report

| | | | | | | | | | | | | | |
|--|----------------------|---|------------|-----|------|--|---|----|---|------|-----------|---------|--------------|
| 1/2 | A41 North Ahead | U | N/A | N/A | C5:C | | 1 | 91 | - | 868 | 2120 | 1625 | 53.4% |
| 1/3 | A41 North Right | U | N/A | N/A | C5:D | | 1 | 13 | - | 161 | 1805 | 211 | 76.5% |
| 2/2+2/1 | A41 South Ahead Left | U | N/A | N/A | C5:A | | 1 | 82 | - | 730 | 1980:1720 | 1328+57 | 52.7 : 52.7% |
| 2/3 | A41 South Ahead | U | N/A | N/A | C5:A | | 1 | 82 | - | 1011 | 2120 | 1466 | 68.9% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 741 | Inf | Inf | 0.0% |
| 3/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1075 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 805 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 877 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 191 | Inf | Inf | 0.0% |
| 6/1 | Haydock Road Left | U | N/A | N/A | C5:B | | 1 | 9 | - | 105 | 1741 | 145 | 72.4% |
| 6/2 | Haydock Road Right | U | N/A | N/A | C5:B | | 1 | 9 | - | 20 | 1807 | 151 | 13.3% |
| J5: WendleBury Road | - | - | N/A | - | - | | - | - | - | - | - | - | 31.7% |
| 1/1 | Wendlebury Road Left | O | N/A | N/A | - | | - | - | - | 115 | Inf | 363 | 31.7% |
| 2/1 | Left Ahead | U | N/A | N/A | - | | - | - | - | 805 | Inf | Inf | 0.0% |
| 2/2 | Ahead | U | N/A | N/A | - | | - | - | - | 877 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | | - | - | - | 290 | Inf | Inf | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | | - | - | - | 630 | Inf | Inf | 0.0% |
| 4/2 | Ahead | U | N/A | N/A | - | | - | - | - | 877 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | | - | - | - | 730 | Inf | Inf | 0.0% |
| 5/2 | Ahead | U | N/A | N/A | - | | - | - | - | 1011 | Inf | Inf | 0.0% |
| J6: A41 - Vendee Drive Roundabout | - | - | N/A | - | - | | - | - | - | - | - | - | 66.9% |
| 1/1 | Ahead | U | N/A | N/A | - | | - | - | - | 56 | Inf | Inf | 0.0% |
| 2/1 | A41 North Left Ahead | O | N/A | N/A | - | | - | - | - | 1507 | Inf | 3153 | 47.8% |

LinSig V1 style report

| | | | | | | | | | | | | |
|------------------------|----------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 3/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1844 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1583 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 631 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 799 | Inf | Inf | 0.0% |
| 7/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 1571 | Inf | Inf | 0.0% |
| 8/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 393 | Inf | Inf | 0.0% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 1741 | Inf | Inf | 0.0% |
| 10/1 | A41 South Left Ahead | O | N/A | N/A | - | - | - | - | 1798 | Inf | 2688 | 66.9% |
| 11/1 | Vendee Drive Ahead Left | O | N/A | N/A | - | - | - | - | 563 | Inf | 1337 | 42.1% |
| 12/1 | Un-named Road Left Ahead | O | N/A | N/A | - | - | - | - | 370 | Inf | 1224 | 30.2% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 66 | Inf | Inf | 0.0% |
| 14/1 | Park and Ride Left Ahead | O | N/A | N/A | - | - | - | - | 7 | Inf | 522 | 1.3% |
| 15/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 2363 | Inf | Inf | 0.0% |
| 16/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J7: Site Access | - | - | N/A | - | - | - | - | - | - | - | - | 19.9% |
| 1/1 | | U | N/A | N/A | - | - | - | - | 11 | Inf | Inf | 0.0% |
| 2/1 | Bicester Catalyst Ahead | O | N/A | N/A | - | - | - | - | 183 | Inf | 984 | 18.6% |
| 3/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 49 | Inf | Inf | 0.0% |
| 4/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 183 | Inf | Inf | 0.0% |
| 5/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 6/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 56 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | - | - | - | 49 | Inf | Inf | 0.0% |
| 8/1 | Wendlebury Road South Ahead Left | O | N/A | N/A | - | - | - | - | 187 | Inf | 939 | 19.9% |
| 9/1 | Ahead | U | N/A | N/A | - | - | - | - | 370 | Inf | Inf | 0.0% |
| 10/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 56 | Inf | 1000 | 5.6% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------------|---|------------|-----|---|---|---|---|------|-----|------|--------------|
| 11/1 | Wendlebury Road North Ahead Ahead2 | O | N/A | N/A | - | - | - | - | 4 | Inf | 981 | 0.4% |
| J8: Bicester Avenue | - | - | N/A | - | - | - | - | - | - | - | - | 21.5% |
| 1/1 | Left Ahead | O | N/A | N/A | - | - | - | - | 115 | Inf | 536 | 21.5% |
| 2/1 | Right Ahead | U | N/A | N/A | - | - | - | - | 290 | Inf | Inf | 0.0% |
| 3/1 | Ahead | U | N/A | N/A | - | - | - | - | 4 | Inf | Inf | 0.0% |
| 4/1 | Left | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 5/1 | Ahead | U | N/A | N/A | - | - | - | - | 115 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | - | - | - | 286 | Inf | Inf | 0.0% |
| J9: David Lloyd Access | - | - | N/A | - | - | - | - | - | - | - | - | 0.0% |
| 1/1 | Left Ahead | U | N/A | N/A | - | - | - | - | 4 | Inf | Inf | 0.0% |
| 2/1 | | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| 3/1 | David Lloyd Left Right | O | N/A | N/A | - | - | - | - | 0 | Inf | 657 | 0.0% |
| 4/1 | Ahead | U | N/A | N/A | - | - | - | - | 4 | Inf | Inf | 0.0% |
| 5/1 | Right Ahead | O | N/A | N/A | - | - | - | - | 0 | Inf | 849 | 0.0% |
| 6/1 | Ahead | U | N/A | N/A | - | - | - | - | 0 | Inf | Inf | 0.0% |
| J10: Middleton Stoney Road | - | - | N/A | - | - | - | - | - | - | - | - | 81.4% |
| 1/1 | Ahead Left | O | N/A | N/A | - | - | - | - | 1686 | Inf | 2072 | 81.4% |
| 2/1 | Ahead Right | U | N/A | N/A | - | - | - | - | 1209 | Inf | Inf | 0.0% |
| 3/1 | | U | N/A | N/A | - | - | - | - | 613 | Inf | Inf | 0.0% |
| 4/1 | | U | N/A | N/A | - | - | - | - | 1209 | Inf | Inf | 0.0% |
| 5/1 | King's End Right Ahead | O | N/A | N/A | - | - | - | - | 864 | Inf | 1208 | 71.5% |
| 6/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 136 | Inf | Inf | 0.0% |
| 7/1 | Ahead | U | N/A | N/A | - | - | - | - | 1430 | Inf | Inf | 0.0% |

LinSig V1 style report

| | | | | | | | | | | | | |
|-----|--|---|-----|-----|---|---|---|---|-----|-----|------|-------|
| 8/1 | Middleton Stoney Road Left Ahead | O | N/A | N/A | - | - | - | - | 702 | Inf | 1047 | 67.1% |
| 9/1 | Right Right2 | U | N/A | N/A | - | - | - | - | 702 | Inf | Inf | 0.0% |

LinSig V1 style report

| 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: A41 Corridor | - | - | 8338 | 0 | 0 | 57.1 | 42.1 | 0.0 | 99.2 | - | - | - | - |
| J1: JCT 8: A41/Oxford Road/Services | - | - | 181 | 0 | 0 | 19.9 | 16.6 | 0.0 | 36.5 | - | - | - | - |
| 1/1 | 566 | 566 | - | - | - | 2.3 | 2.7 | - | 5.0 | 31.9 | 8.2 | 2.7 | 10.9 |
| 1/2 | 494 | 494 | - | - | - | 1.8 | 1.4 | - | 3.3 | 23.8 | 6.6 | 1.4 | 8.0 |
| 1/3 | 474 | 474 | - | - | - | 1.8 | 1.2 | - | 3.1 | 23.2 | 6.6 | 1.2 | 7.8 |
| 2/1 | 542 | 542 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.4 | 0.7 | 0.0 | 0.7 |
| 2/2 | 488 | 488 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 |
| 3/1 | 1109 | 1109 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 506 | 506 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 46 | 46 | - | - | - | 0.3 | 0.1 | - | 0.4 | 30.7 | 0.7 | 0.1 | 0.8 |
| 4/2 | 69 | 69 | - | - | - | 0.4 | 0.2 | - | 0.6 | 32.2 | 1.0 | 0.2 | 1.2 |
| 5/1 | 1109 | 1109 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 506 | 506 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 1003 | 1003 | - | - | - | 5.1 | 1.9 | - | 7.0 | 25.0 | 9.0 | 1.9 | 10.9 |
| 6/3 | 322 | 322 | - | - | - | 1.4 | 0.5 | - | 2.0 | 21.8 | 4.3 | 0.5 | 4.8 |
| 7/1 | 181 | 181 | 181 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 6.2 | 0.6 | 0.3 | 0.8 |
| 8/1 | 221 | 221 | - | - | - | 0.7 | 0.4 | - | 1.2 | 18.9 | 3.2 | 0.4 | 3.6 |
| 8/2 | 322 | 322 | - | - | - | 0.4 | 1.0 | - | 1.5 | 16.3 | 4.9 | 1.0 | 5.9 |
| 9/1 | 1113 | 1113 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 699 | 699 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 610 | 610 | - | - | - | 0.7 | 0.5 | - | 1.2 | 7.1 | 4.2 | 0.5 | 4.8 |
| 10/2 | 559 | 559 | - | - | - | 0.6 | 0.5 | - | 1.0 | 6.6 | 3.4 | 0.5 | 3.9 |
| 10/3+10/4 | 996 | 996 | - | - | - | 1.0 | 0.6 | - | 1.5 | 5.5 | 20.1 | 0.6 | 20.7 |

LinSig V1 style report

| | | | | | | | | | | | | | |
|---|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 11/1 | 497 | 497 | - | - | - | 1.6 | 2.3 | - | 3.9 | 28.1 | 6.6 | 2.3 | 8.8 |
| 11/2 | 499 | 499 | - | - | - | 1.6 | 2.3 | - | 3.9 | 28.4 | 6.6 | 2.3 | 8.9 |
| 12/1 | 640 | 640 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.4 | 0.0 | 0.3 | 0.3 |
| 12/2 | 866 | 866 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.7 | 0.0 | 0.4 | 0.4 |
| 12/3 | 15 | 15 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 191 | 191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 688 | 688 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 899 | 899 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J2: Pringle Drive (Bicester Village) | - | - | 0 | 0 | 0 | 8.5 | 5.4 | 0.0 | 13.9 | - | - | - | - |
| 1/1 | 688 | 688 | - | - | - | 1.3 | 0.6 | - | 1.9 | 9.7 | 7.0 | 0.6 | 7.6 |
| 1/2 | 898 | 898 | - | - | - | 1.1 | 1.1 | - | 2.2 | 8.7 | 5.9 | 1.1 | 7.1 |
| 1/3+1/4 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 49.2 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 |
| 2/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 311 | 311 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 310 | 310 | - | - | - | 0.7 | 0.2 | - | 0.9 | 10.7 | 3.3 | 0.2 | 3.5 |
| 4/2+4/3 | 1120 | 1120 | - | - | - | 2.6 | 2.6 | - | 5.3 | 16.9 | 11.3 | 2.6 | 14.0 |
| 5/1 | 738 | 738 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 948 | 948 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/2+6/1 | 414 | 414 | - | - | - | 2.1 | 0.5 | - | 2.6 | 22.9 | 3.7 | 0.5 | 4.2 |
| 6/3 | 100 | 100 | - | - | - | 0.7 | 0.3 | - | 1.0 | 35.5 | 1.5 | 0.3 | 1.8 |
| 7/1 | 566 | 566 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 494 | 494 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 474 | 474 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Tesco && Bicester 4 Access | - | - | 0 | 0 | 0 | 15.4 | 7.4 | 0.0 | 22.8 | - | - | - | - |
| 1/1 | 391 | 391 | - | - | - | 0.6 | 0.2 | - | 0.8 | 7.8 | 3.0 | 0.2 | 3.3 |

LinSig V1 style report

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|------------------------|------|------|----------|----------|----------|-------------|------------|------------|-------------|------|------|-----|------|
| 1/2 | 350 | 350 | - | - | - | 0.5 | 0.2 | - | 0.7 | 7.2 | 2.6 | 0.2 | 2.8 |
| 1/3 | 617 | 617 | - | - | - | 1.1 | 0.5 | - | 1.5 | 9.0 | 5.5 | 0.5 | 5.9 |
| 1/4+1/5 | 458 | 458 | - | - | - | 3.0 | 1.4 | - | 4.5 | 35.1 | 3.7 | 1.4 | 5.1 |
| 2/1 | 610 | 610 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 559 | 559 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/3 | 996 | 996 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 844 | 844 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 236 | 236 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 622 | 622 | - | - | - | 0.4 | 0.4 | - | 0.8 | 4.6 | 3.7 | 0.4 | 4.1 |
| 4/2 | 491 | 491 | - | - | - | 1.8 | 1.0 | - | 2.7 | 20.1 | 6.1 | 1.0 | 7.1 |
| 4/3 | 594 | 594 | - | - | - | 2.5 | 1.4 | - | 4.0 | 24.1 | 8.9 | 1.4 | 10.3 |
| 4/4 | 105 | 105 | - | - | - | 0.3 | 0.1 | - | 0.4 | 13.3 | 1.0 | 0.1 | 1.1 |
| 5/1 | 794 | 794 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 868 | 868 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/3 | 161 | 161 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 303 | 303 | - | - | - | 0.8 | 0.3 | - | 1.0 | 12.2 | 3.0 | 0.3 | 3.3 |
| 6/2 | 330 | 330 | - | - | - | 0.8 | 0.3 | - | 1.1 | 12.0 | 3.3 | 0.3 | 3.6 |
| 6/3 | 428 | 428 | - | - | - | 2.0 | 1.0 | - | 3.0 | 24.9 | 5.9 | 1.0 | 6.9 |
| 6/4 | 379 | 379 | - | - | - | 1.7 | 0.6 | - | 2.3 | 21.5 | 5.1 | 0.6 | 5.7 |
| J4: Premier Inn | - | - | 0 | 0 | 0 | 11.5 | 5.6 | 0.0 | 17.1 | - | - | - | - |
| 1/1 | 794 | 794 | - | - | - | 1.2 | 0.5 | - | 1.8 | 7.9 | 10.1 | 0.5 | 10.7 |
| 1/2 | 868 | 868 | - | - | - | 1.3 | 0.6 | - | 1.9 | 7.9 | 11.3 | 0.6 | 11.9 |
| 1/3 | 161 | 161 | - | - | - | 2.3 | 1.5 | - | 3.8 | 85.6 | 5.2 | 1.5 | 6.7 |
| 2/2+2/1 | 730 | 730 | - | - | - | 1.7 | 0.6 | - | 2.3 | 11.4 | 11.1 | 0.6 | 11.6 |
| 2/3 | 1011 | 1011 | - | - | - | 3.0 | 1.1 | - | 4.1 | 14.7 | 19.7 | 1.1 | 20.8 |
| 3/1 | 741 | 741 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/2 | 1075 | 1075 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 805 | 805 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|------|------|-------------|----------|----------|------------|------------|------------|------------|------|-----|-----|-----|
| 4/2 | 877 | 877 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 191 | 191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 105 | 105 | - | - | - | 1.6 | 1.2 | - | 2.8 | 96.0 | 3.4 | 1.2 | 4.6 |
| 6/2 | 20 | 20 | - | - | - | 0.3 | 0.1 | - | 0.4 | 64.8 | 0.6 | 0.1 | 0.7 |
| J5: WendleBury Road | - | - | 115 | 0 | 0 | 0.1 | 0.2 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 115 | 115 | 115 | 0 | 0 | 0.1 | 0.2 | - | 0.3 | 9.5 | 0.9 | 0.2 | 1.2 |
| 2/1 | 805 | 805 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/2 | 877 | 877 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 290 | 290 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 630 | 630 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 877 | 877 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 730 | 730 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 1011 | 1011 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J6: A41 - Vendee Drive Roundabout | - | - | 4245 | 0 | 0 | 0.0 | 2.1 | 0.0 | 2.1 | - | - | - | - |
| 1/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 1507 | 1507 | 1507 | 0 | 0 | 0.0 | 0.5 | - | 0.5 | 1.1 | 0.0 | 0.5 | 0.5 |
| 3/1 | 1844 | 1844 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1583 | 1583 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 631 | 631 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 799 | 799 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 1571 | 1571 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 393 | 393 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1741 | 1741 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 1798 | 1798 | 1798 | 0 | 0 | 0.0 | 1.0 | - | 1.0 | 2.0 | 0.0 | 1.0 | 1.0 |
| 11/1 | 563 | 563 | 563 | 0 | 0 | 0.0 | 0.4 | - | 0.4 | 2.3 | 0.0 | 0.4 | 0.4 |
| 12/1 | 370 | 370 | 370 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 2.2 | 1.2 | 0.2 | 1.4 |
| 13/1 | 66 | 66 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|-------------------------------|------|------|------------|----------|----------|------------|------------|------------|------------|-----|-----|-----|-----|
| 14/1 | 7 | 7 | 7 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 |
| 15/1 | 2363 | 2363 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 16/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J7: Site Access | - | - | 430 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | - | - | - | - |
| 1/1 | 11 | 11 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 183 | 183 | 183 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.2 | 0.0 | 0.1 | 0.1 |
| 3/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 183 | 183 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 56 | 56 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 49 | 49 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 187 | 187 | 187 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 2.4 | 0.0 | 0.1 | 0.1 |
| 9/1 | 370 | 370 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/1 | 56 | 56 | 56 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| 11/1 | 4 | 4 | 4 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| J8: Bicester Avenue | - | - | 115 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | - | - | - | - |
| 1/1 | 115 | 115 | 115 | 0 | 0 | 0.0 | 0.1 | - | 0.1 | 4.3 | 0.0 | 0.1 | 0.1 |
| 2/1 | 290 | 290 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 4 | 4 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 115 | 115 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 286 | 286 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J9: David Lloyd Access | - | - | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - |
| 1/1 | 4 | 4 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 4 | 4 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LinSig V1 style report

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|--|-----------|-----------------------------|-------------|--|----------|-----------------|------------|------------|------------|-----|------|-----|------|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|--|-----------------------------|-----|--|-------|-----------------|----|----|--|-----------------------------|------|--|-------|-----------------|----|----|--|-----------------------------|-----|--|------|-----------------|-----|----|--|-----------------------------|------|--|-------|-----------------|-----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 5/1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 0 | 0 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J10: Middleton Stoney Road | - | - | 3252 | 0 | 0 | 1.8 | 4.4 | 0.0 | 6.2 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 1686 | 1686 | 1686 | 0 | 0 | 1.8 | 2.2 | - | 3.9 | 8.4 | 25.4 | 2.2 | 27.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 1209 | 1209 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 613 | 613 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1209 | 1209 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5/1 | 864 | 864 | 864 | 0 | 0 | 0.0 | 1.2 | - | 1.2 | 5.2 | 0.0 | 1.2 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6/1 | 136 | 136 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7/1 | 1430 | 1430 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8/1 | 702 | 702 | 702 | 0 | 0 | 0.0 | 1.0 | - | 1.0 | 5.2 | 0.0 | 1.0 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9/1 | 702 | 702 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>5.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.15</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-0.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.00</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>32.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.35</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.85</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>20.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.83</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.09</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-0.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>99.23</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 5.7 | Total Delay for Signalled Lanes (pcuHr): | 20.15 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | -0.2 | Total Delay for Signalled Lanes (pcuHr): | 9.00 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 32.8 | Total Delay for Signalled Lanes (pcuHr): | 6.35 | Cycle Time (s): | 60 | C2 | | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 13.85 | Cycle Time (s): | 60 | C3 | | PRC for Signalled Lanes (%) | 20.5 | Total Delay for Signalled Lanes (pcuHr): | 22.83 | Cycle Time (s): | 60 | C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | C5 | | PRC for Signalled Lanes (%) | 17.7 | Total Delay for Signalled Lanes (pcuHr): | 17.09 | Cycle Time (s): | 120 | | | PRC Over All Lanes (%) | -0.2 | Total Delay Over All Lanes(pcuHr): | 99.23 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 5.7 | Total Delay for Signalled Lanes (pcuHr): | 20.15 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -0.2 | Total Delay for Signalled Lanes (pcuHr): | 9.00 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 32.8 | Total Delay for Signalled Lanes (pcuHr): | 6.35 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | | PRC for Signalled Lanes (%) | 6.6 | Total Delay for Signalled Lanes (pcuHr): | 13.85 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C3 | | PRC for Signalled Lanes (%) | 20.5 | Total Delay for Signalled Lanes (pcuHr): | 22.83 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C4 | | PRC for Signalled Lanes (%) | 0.0 | Total Delay for Signalled Lanes (pcuHr): | 0.00 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C5 | | PRC for Signalled Lanes (%) | 17.7 | Total Delay for Signalled Lanes (pcuHr): | 17.09 | Cycle Time (s): | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | -0.2 | Total Delay Over All Lanes(pcuHr): | 99.23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stage Timings

Scenario 27: 'D31PM OP5A B1B' (FG37: 'D31AM OP5A B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 7 | 20 | 18 |
| Change Point | 0 | 12 | 37 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 21 | 29 |
| Change Point | 14 | 40 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 20 | 30 |
| Change Point | 11 | 36 |

C2

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 3 | 7 | 31 |
| Change Point | 14 | 23 | 35 |

C3

| Stage | 1 | 2 | 3 |
|--------------|----|----|----|
| Duration | 26 | 14 | 9 |
| Change Point | 24 | 52 | 13 |

C4

| Stage | 1 | 2 | 3 |
|--------------|---|----|----|
| Duration | 0 | 5 | 81 |
| Change Point | 0 | 15 | 28 |

C5

| Stage | 1 | 2 | 3 |
|--------------|----|----|-----|
| Duration | 73 | 7 | 6 |
| Change Point | 0 | 88 | 103 |