



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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>90.3%</b>
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>86.7%</b>
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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>90.3%</b>
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%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.7%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.1%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	531	1980	1485	35.8%

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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.0%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>46.7%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.2%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	0	Inf	977	0.0%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>16.6%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>68.2%</b>
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%

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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%



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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)
<b>Network: A41 Corridor</b>	-	-	<b>6490</b>	<b>0</b>	<b>0</b>	<b>40.3</b>	<b>28.2</b>	<b>0.0</b>	<b>68.5</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>9.5</b>	<b>0.0</b>	<b>25.6</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>5.5</b>	<b>0.0</b>	<b>10.7</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>5.4</b>	<b>0.0</b>	<b>15.1</b>	-	-	-	-
1/1	200	200	-	-	-	0.1	0.1	-	0.1	2.7	0.7	0.1	0.8

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>4.0</b>	<b>0.0</b>	<b>13.1</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3096</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>240</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>2765</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>2.5</b>	<b>0.0</b>	<b>2.7</b>	-	-	-	-																																																																
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																																																																						
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**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





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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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	86.2%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.8%</b>
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%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	469	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>75.3%</b>	
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.4%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	769	1980	1518	50.7%

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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%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>31.6%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>64.4%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.7%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	0	Inf	984	0.0%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.4%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>79.1%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>7904</b>	<b>0</b>	<b>0</b>	<b>56.3</b>	<b>40.0</b>	<b>0.0</b>	<b>96.3</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>181</b>	<b>0</b>	<b>0</b>	<b>22.5</b>	<b>15.9</b>	<b>0.0</b>	<b>38.3</b>	-	-	-	-
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



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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>5.3</b>	<b>0.0</b>	<b>12.0</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>7.4</b>	<b>0.0</b>	<b>22.0</b>	-	-	-	-
1/1	333	333	-	-	-	0.4	0.2	-	0.6	6.4	2.3	0.2	2.5

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>5.1</b>	<b>0.0</b>	<b>16.4</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4055</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>236</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3202</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>4.1</b>	<b>0.0</b>	<b>5.2</b>	-	-	-	-																																																																
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																																																																						
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**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



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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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%



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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>97.8%</b>
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	<b>97.8 : 97.8%</b>
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%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>87.2%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>86.9%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	702	1980	1501	46.8%

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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>25.7%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>71.3%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>20.7%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	0	Inf	983	0.0%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.9%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>78.9%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>8100</b>	<b>0</b>	<b>0</b>	<b>58.4</b>	<b>58.1</b>	<b>0.0</b>	<b>116.5</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>198</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>18.6</b>	<b>0.0</b>	<b>40.5</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>14.0</b>	<b>0.0</b>	<b>20.7</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>9.7</b>	<b>0.0</b>	<b>24.9</b>	-	-	-	-
1/1	360	360	-	-	-	0.2	0.2	-	0.4	4.0	1.8	0.2	2.0



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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>8.6</b>	<b>0.0</b>	<b>22.6</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4345</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>2.6</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>257</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3102</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>4.2</b>	<b>0.0</b>	<b>4.6</b>	-	-	-	-																																																																
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																																																																						
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.0%</b>
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%



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7/3	Ahead	U	N/A	N/A	-	-	-	-	526	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>84.7%</b>	
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.3%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	868	1980	1518	57.2%

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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%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>34.3%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>68.2%</b>
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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>23.4%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	0	Inf	982	0.0%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.1%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>85.0%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>8497</b>	<b>0</b>	<b>0</b>	<b>63.5</b>	<b>48.3</b>	<b>0.0</b>	<b>111.8</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>167</b>	<b>0</b>	<b>0</b>	<b>24.3</b>	<b>18.1</b>	<b>0.0</b>	<b>42.3</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>6.1</b>	<b>0.0</b>	<b>14.4</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.5</b>	<b>10.0</b>	<b>0.0</b>	<b>26.5</b>	-	-	-	-
1/1	395	395	-	-	-	0.5	0.2	-	0.7	6.2	2.7	0.2	3.0

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>5.8</b>	<b>0.0</b>	<b>18.2</b>	-	-	-	-
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



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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
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4436</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>2.3</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>289</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3373</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>5.4</b>	<b>0.0</b>	<b>7.5</b>	-	-	-	-																																																																
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		
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>95.0%</b>
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>83.9%</b>
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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>95.0%</b>
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%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.7%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>73.6%</b>
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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>20.3%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>64.4%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>15.6%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	0	Inf	977	0.0%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.2%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>76.6%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>7258</b>	<b>0</b>	<b>0</b>	<b>46.7</b>	<b>37.0</b>	<b>0.0</b>	<b>83.7</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>10.0</b>	<b>0.0</b>	<b>27.3</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>9.5</b>	<b>0.0</b>	<b>16.2</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>6.8</b>	<b>0.0</b>	<b>19.0</b>	-	-	-	-
1/1	287	287	-	-	-	0.2	0.1	-	0.3	4.1	1.4	0.1	1.6

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>4.8</b>	<b>0.0</b>	<b>14.8</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3534</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	-	-	-	-
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



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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
<b>J7: Site Access</b>	-	-	<b>224</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3095</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>3.9</b>	<b>0.0</b>	<b>4.3</b>	-	-	-	-																																																																
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		
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.4%</b>
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%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>76.9%</b>	
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.2%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	634	1980	1518	41.8%

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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%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>27.4%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>62.5%</b>
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%



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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>20.2%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	0	Inf	981	0.0%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.2%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>82.2%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>7719</b>	<b>0</b>	<b>0</b>	<b>51.7</b>	<b>35.6</b>	<b>0.0</b>	<b>87.2</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>168</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>12.5</b>	<b>0.0</b>	<b>29.3</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>5.6</b>	<b>0.0</b>	<b>14.3</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>6.6</b>	<b>0.0</b>	<b>21.2</b>	-	-	-	-
1/1	372	372	-	-	-	0.7	0.2	-	0.9	8.8	3.1	0.2	3.3

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>4.1</b>	<b>0.0</b>	<b>14.2</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3767</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>258</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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



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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3294</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>4.7</b>	<b>0.0</b>	<b>6.1</b>	-	-	-	-																																																																
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																																																																						
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C2		PRC for Signalled Lanes (%)	12.0	Total Delay for Signalled Lanes (pcuHr):	14.32	Cycle Time (s):	60																																																																						
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		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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>93.0%</b>
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	<b>93.0 : 93.0%</b>
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%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	422	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>77.7%</b>	
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.1%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	581	1980	1485	39.1%

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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.7%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>48.7%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.3%</b>
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%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.2%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>69.7%</b>
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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>6871</b>	<b>0</b>	<b>0</b>	<b>41.8</b>	<b>32.6</b>	<b>0.0</b>	<b>74.4</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>16.8</b>	<b>11.7</b>	<b>0.0</b>	<b>28.5</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>7.1</b>	<b>0.0</b>	<b>12.5</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>5.5</b>	<b>0.0</b>	<b>15.5</b>	-	-	-	-
1/1	190	190	-	-	-	0.1	0.1	-	0.1	2.7	0.7	0.1	0.8

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>4.1</b>	<b>0.0</b>	<b>13.4</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3220</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>444</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>2818</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>2.7</b>	<b>0.0</b>	<b>2.9</b>	-	-	-	-																																																																
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																																																																
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**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



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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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.4%</b>
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%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>78.0%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.5%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	799	1980	1518	52.6%

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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>31.7%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>66.9%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>19.9%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	5	Inf	979	0.5%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.5%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>81.2%</b>
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%



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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%

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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)
<b>Network: A41 Corridor</b>	-	-	8341	0	0	57.7	43.1	0.0	100.8	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>5.5</b>	<b>0.0</b>	<b>12.3</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>7.7</b>	<b>0.0</b>	<b>22.3</b>	-	-	-	-
1/1	402	402	-	-	-	0.5	0.2	-	0.7	6.2	2.8	0.2	3.0

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>5.6</b>	<b>0.0</b>	<b>17.1</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4247</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>433</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3250</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>4.4</b>	<b>0.0</b>	<b>5.7</b>	-	-	-	-																																																																
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		
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**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





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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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>100.6%</b>
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%

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<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>84.8%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>85.9%</b>
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%

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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>26.7%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.5%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>20.9%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	52	Inf	940	5.5%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.2%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>79.9%</b>
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%

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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%



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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)
<b>Network: A41 Corridor</b>	-	-	<b>8506</b>	<b>0</b>	<b>0</b>	<b>59.2</b>	<b>64.9</b>	<b>0.0</b>	<b>124.1</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>198</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>15.6</b>	<b>0.0</b>	<b>36.5</b>	-	-	-	-
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

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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>22.3</b>	<b>0.0</b>	<b>30.4</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>10.0</b>	<b>0.0</b>	<b>25.8</b>	-	-	-	-
1/1	341	341	-	-	-	0.1	0.1	-	0.3	3.0	1.3	0.1	1.5

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>8.4</b>	<b>0.0</b>	<b>22.6</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4495</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>461</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3155</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>4.7</b>	<b>0.0</b>	<b>5.0</b>	-	-	-	-																																																																
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		
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.8%</b>
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%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.9%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.3%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	861	1980	1518	56.7%

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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%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>34.5%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>71.0%</b>
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%

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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	-	-	-	-	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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>24.9%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	8	Inf	977	0.8%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.2%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>87.0%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	8941	0	0	64.6	50.9	0.0	115.4	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>6.5</b>	<b>0.0</b>	<b>14.7</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.8</b>	<b>9.8</b>	<b>0.0</b>	<b>26.6</b>	-	-	-	-
1/1	338	338	-	-	-	0.4	0.2	-	0.6	6.4	2.3	0.2	2.5

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>6.0</b>	<b>0.0</b>	<b>18.6</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4631</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>2.6</b>	<b>0.0</b>	<b>2.7</b>	-	-	-	-
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

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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	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
<b>J7: Site Access</b>	-	-	<b>492</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3419</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>6.0</b>	<b>0.0</b>	<b>8.4</b>	-	-	-	-																																																																
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		
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	98.8%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>98.8%</b>
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	<b>98.8 : 98.8%</b>
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%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>82.9%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>73.6%</b>
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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.0%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>69.6%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.2%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	78	Inf	943	8.3%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.8%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>77.6%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>7640</b>	<b>0</b>	<b>0</b>	<b>47.3</b>	<b>45.3</b>	<b>0.0</b>	<b>92.5</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>10.3</b>	<b>0.0</b>	<b>27.6</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>16.4</b>	<b>0.0</b>	<b>23.3</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>7.0</b>	<b>0.0</b>	<b>19.6</b>	-	-	-	-
1/1	299	299	-	-	-	0.2	0.1	-	0.3	3.8	1.4	0.1	1.5



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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>4.8</b>	<b>0.0</b>	<b>15.0</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3660</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>428</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3147</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>4.3</b>	<b>0.0</b>	<b>4.5</b>	-	-	-	-																																																																
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		
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.5%</b>
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%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.7%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.2%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	640	1980	1518	42.2%

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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>27.5%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>65.0%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.5%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	7	Inf	978	0.7%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.3%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>84.4%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>8157</b>	<b>0</b>	<b>0</b>	<b>53.1</b>	<b>37.7</b>	<b>0.0</b>	<b>90.8</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>168</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>13.3</b>	<b>0.0</b>	<b>30.5</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>5.8</b>	<b>0.0</b>	<b>14.5</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>6.8</b>	<b>0.0</b>	<b>21.7</b>	-	-	-	-
1/1	387	387	-	-	-	0.8	0.3	-	1.0	9.6	3.4	0.3	3.7

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>4.2</b>	<b>0.0</b>	<b>14.7</b>	-	-	-	-
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



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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
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3957</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>455</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3345</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>5.2</b>	<b>0.0</b>	<b>7.0</b>	-	-	-	-																																																																
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		
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>94.5%</b>
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>91.3%</b>
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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>94.5%</b>
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%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.5%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.1%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	590	1980	1485	39.7%



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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%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>22.1%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>49.5%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.6%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	115	Inf	928	12.4%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.4%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>71.3%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>7041</b>	<b>0</b>	<b>0</b>	<b>42.6</b>	<b>34.1</b>	<b>0.0</b>	<b>76.7</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>11.7</b>	<b>0.0</b>	<b>28.8</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>8.4</b>	<b>0.0</b>	<b>14.0</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>5.4</b>	<b>0.0</b>	<b>15.6</b>	-	-	-	-
1/1	186	186	-	-	-	0.1	0.1	-	0.1	2.7	0.7	0.1	0.7

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>4.1</b>	<b>0.0</b>	<b>13.6</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3276</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	-	-	-	-
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



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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
<b>J7: Site Access</b>	-	-	<b>535</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>2841</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>2.8</b>	<b>0.0</b>	<b>3.0</b>	-	-	-	-																																																																
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		
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**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



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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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.2%</b>
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%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	479	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>74.7%</b>	
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.5%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	802	1980	1518	52.8%

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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%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>31.8%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>68.2%</b>
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%



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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>26.4%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	9	Inf	977	0.9%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.5%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>82.3%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	8546	0	0	56.9	43.8	0.0	100.7	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>5.4</b>	<b>0.0</b>	<b>13.6</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>7.4</b>	<b>0.0</b>	<b>22.8</b>	-	-	-	-
1/1	394	394	-	-	-	0.6	0.2	-	0.8	7.2	3.0	0.2	3.2

LinSig V1 style report

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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>5.7</b>	<b>0.0</b>	<b>17.4</b>	-	-	-	-
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

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
<b>J5: WendleBury Road</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4336</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	-	-	-	-
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
<b>J7: Site Access</b>	-	-	<b>526</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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



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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3273</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>4.6</b>	<b>0.0</b>	<b>6.3</b>	-	-	-	-																																																																
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		
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**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



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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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	102.3%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>102.3%</b>
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%

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<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>87.8%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>86.4%</b>
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%

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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>27.1%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.4%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>23.5%</b>
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%



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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	77	Inf	922	8.3%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.4%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>81.5%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>8676</b>	<b>0</b>	<b>0</b>	<b>57.8</b>	<b>74.9</b>	<b>0.0</b>	<b>132.7</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>198</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>16.5</b>	<b>0.0</b>	<b>35.0</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>29.6</b>	<b>0.0</b>	<b>38.3</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>10.4</b>	<b>0.0</b>	<b>26.1</b>	-	-	-	-
1/1	284	284	-	-	-	0.1	0.1	-	0.2	2.8	1.1	0.1	1.2

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>9.2</b>	<b>0.0</b>	<b>23.3</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4553</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>551</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3177</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>5.0</b>	<b>0.0</b>	<b>5.7</b>	-	-	-	-																																																																
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		
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	87.2%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.9%</b>
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%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>82.3%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.3%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	864	1980	1518	56.9%

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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%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>34.5%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.2%</b>
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%

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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	-	-	-	-	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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>26.2%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	7	Inf	975	0.7%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.2%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>87.2%</b>
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%



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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>9113</b>	<b>0</b>	<b>0</b>	<b>63.4</b>	<b>50.2</b>	<b>0.0</b>	<b>113.6</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>167</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	<b>18.1</b>	<b>0.0</b>	<b>38.3</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>6.6</b>	<b>0.0</b>	<b>16.6</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>9.8</b>	<b>0.0</b>	<b>27.2</b>	-	-	-	-
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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>6.1</b>	<b>0.0</b>	<b>18.8</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4714</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>2.8</b>	<b>0.0</b>	<b>3.0</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>574</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3426</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>6.0</b>	<b>0.0</b>	<b>8.7</b>	-	-	-	-																																																																
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																																																																
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**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





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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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>100.6%</b>
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%

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<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>83.4%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>73.5%</b>
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%

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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.4%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.1%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.8%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	117	Inf	928	12.6%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>19.1%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>79.2%</b>
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%

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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%



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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)
<b>Network: A41 Corridor</b>	-	-	<b>7816</b>	<b>0</b>	<b>0</b>	<b>49.8</b>	<b>51.7</b>	<b>0.0</b>	<b>101.5</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>18.6</b>	<b>10.2</b>	<b>0.0</b>	<b>28.8</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>22.2</b>	<b>0.0</b>	<b>29.6</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>7.1</b>	<b>0.0</b>	<b>20.1</b>	-	-	-	-
1/1	351	351	-	-	-	0.3	0.2	-	0.4	4.3	1.9	0.2	2.0

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>4.8</b>	<b>0.0</b>	<b>15.1</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3718</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>524</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3169</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>4.5</b>	<b>0.0</b>	<b>5.0</b>	-	-	-	-																																																																
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		
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	91.6%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.9%</b>
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%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.9%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.9%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	644	1980	1518	42.4%

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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>27.5%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>66.2%</b>
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%

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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%
<b>J7: Site Access</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>26.2%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	11	Inf	976	1.1%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.3%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>85.3%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>8350</b>	<b>0</b>	<b>0</b>	<b>53.5</b>	<b>39.7</b>	<b>0.0</b>	<b>93.2</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>168</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>14.4</b>	<b>0.0</b>	<b>31.8</b>	-	-	-	-
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



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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>6.0</b>	<b>0.0</b>	<b>14.9</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>6.8</b>	<b>0.0</b>	<b>21.5</b>	-	-	-	-
1/1	361	361	-	-	-	0.6	0.2	-	0.9	8.7	3.0	0.2	3.2

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>4.5</b>	<b>0.0</b>	<b>14.9</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4041</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	-	-	-	-
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

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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	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
<b>J7: Site Access</b>	-	-	<b>543</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3366</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>5.4</b>	<b>0.0</b>	<b>7.4</b>	-	-	-	-																																																																
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																																																																
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>94.3%</b>
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>91.0%</b>
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	<b>83.8 : 91.0%</b>
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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>94.3%</b>
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%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>73.9%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.1%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	527	1980	1485	35.5%

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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.9%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>48.8%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.0%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	84	Inf	940	8.9%
<b>J8: Bicester Avenue</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.2%</b>
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%
<b>J9: David Lloyd Access</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>70.0%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>6903</b>	<b>0</b>	<b>0</b>	<b>42.3</b>	<b>31.9</b>	<b>0.0</b>	<b>74.2</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>10.3</b>	<b>0.0</b>	<b>28.0</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>8.1</b>	<b>0.0</b>	<b>13.4</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>5.1</b>	<b>0.0</b>	<b>14.9</b>	-	-	-	-
1/1	209	209	-	-	-	0.1	0.1	-	0.2	3.0	0.8	0.1	0.9



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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>4.1</b>	<b>0.0</b>	<b>13.4</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3232</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>460</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>2822</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	-	-	-	-																																																																
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		
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**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



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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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.4%</b>
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%



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7/3	Ahead	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.0%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.5%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	789	1980	1518	52.0%

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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>31.7%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>66.1%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>19.5%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	2	Inf	982	0.2%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.4%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>80.3%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>8198</b>	<b>0</b>	<b>0</b>	<b>55.7</b>	<b>41.2</b>	<b>0.0</b>	<b>96.9</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>181</b>	<b>0</b>	<b>0</b>	<b>19.5</b>	<b>16.2</b>	<b>0.0</b>	<b>35.7</b>	-	-	-	-
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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>5.4</b>	<b>0.0</b>	<b>13.5</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>7.3</b>	<b>0.0</b>	<b>22.6</b>	-	-	-	-
1/1	391	391	-	-	-	0.5	0.2	-	0.8	7.2	2.9	0.2	3.2

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>5.6</b>	<b>0.0</b>	<b>16.9</b>	-	-	-	-
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



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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
<b>J5: WendleBury Road</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4188</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	-	-	-	-
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
<b>J7: Site Access</b>	-	-	<b>371</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3228</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>4.2</b>	<b>0.0</b>	<b>5.6</b>	-	-	-	-																																																																
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																																																																
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**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



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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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	101.1%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>101.1%</b>
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%

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<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>87.8%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>84.6%</b>
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%



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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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>26.7%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>78.0%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>20.9%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	59	Inf	938	6.3%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.3%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>80.1%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>8532</b>	<b>0</b>	<b>0</b>	<b>57.4</b>	<b>69.2</b>	<b>0.0</b>	<b>126.6</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>198</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>17.4</b>	<b>0.0</b>	<b>36.8</b>	-	-	-	-
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

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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>24.3</b>	<b>0.0</b>	<b>32.0</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>10.8</b>	<b>0.0</b>	<b>26.3</b>	-	-	-	-
1/1	399	399	-	-	-	0.1	0.2	-	0.3	2.8	1.4	0.2	1.6

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>8.2</b>	<b>0.0</b>	<b>22.3</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4501</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	-	-	-	-
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



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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
<b>J7: Site Access</b>	-	-	<b>476</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3159</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>4.8</b>	<b>0.0</b>	<b>5.4</b>	-	-	-	-																																																																
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																																																																
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>86.2%</b>
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>84.4%</b>
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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.4%</b>
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%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>82.7%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.3%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	848	1980	1518	55.9%

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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%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>34.4%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.1%</b>
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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>24.4%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	2	Inf	980	0.2%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.1%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>86.2%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>8793</b>	<b>0</b>	<b>0</b>	<b>65.3</b>	<b>50.5</b>	<b>0.0</b>	<b>115.9</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>167</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>19.5</b>	<b>0.0</b>	<b>43.3</b>	-	-	-	-
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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>6.4</b>	<b>0.0</b>	<b>15.1</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>9.9</b>	<b>0.0</b>	<b>27.2</b>	-	-	-	-
1/1	450	450	-	-	-	0.6	0.3	-	0.9	7.0	3.4	0.3	3.7

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>5.9</b>	<b>0.0</b>	<b>18.5</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4569</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>2.5</b>	<b>0.0</b>	<b>2.5</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>424</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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



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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3401</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>5.8</b>	<b>0.0</b>	<b>8.5</b>	-	-	-	-																																																																
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		
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	99.4%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%

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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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>99.4%</b>
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%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.7%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>73.6%</b>
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%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.1%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.0%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.9%</b>
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%



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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	85	Inf	941	9.0%
<b>J8: Bicester Avenue</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.9%</b>
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%
<b>J9: David Lloyd Access</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>77.9%</b>
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%

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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>7670</b>	<b>0</b>	<b>0</b>	<b>48.7</b>	<b>46.7</b>	<b>0.0</b>	<b>95.4</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>10.0</b>	<b>0.0</b>	<b>28.0</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>18.0</b>	<b>0.0</b>	<b>25.1</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>7.0</b>	<b>0.0</b>	<b>19.9</b>	-	-	-	-
1/1	315	315	-	-	-	0.2	0.1	-	0.4	4.2	1.7	0.1	1.8

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>4.8</b>	<b>0.0</b>	<b>15.0</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3669</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>444</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3152</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>4.3</b>	<b>0.0</b>	<b>4.8</b>	-	-	-	-																																																																
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		
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	83.7%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.4%</b>
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%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.1%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.2%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	640	1980	1518	42.2%

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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%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>27.4%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>64.2%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.1%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	3	Inf	980	0.3%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.2%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>83.7%</b>
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%



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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%

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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)
<b>Network: A41 Corridor</b>	-	-	<b>8020</b>	<b>0</b>	<b>0</b>	<b>52.8</b>	<b>36.2</b>	<b>0.0</b>	<b>89.0</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>168</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>12.2</b>	<b>0.0</b>	<b>29.3</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>5.7</b>	<b>0.0</b>	<b>14.6</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>6.7</b>	<b>0.0</b>	<b>21.5</b>	-	-	-	-
1/1	382	382	-	-	-	0.6	0.2	-	0.9	8.3	3.1	0.2	3.3

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>4.2</b>	<b>0.0</b>	<b>14.5</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3899</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	-	-	-	-
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

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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	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
<b>J7: Site Access</b>	-	-	<b>393</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3328</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>5.0</b>	<b>0.0</b>	<b>6.7</b>	-	-	-	-																																																																
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																																																																
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	95.3%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>95.3%</b>
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%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>78.1%</b>
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%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.1%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	610	1980	1485	41.1%

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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%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>22.1%</b>
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%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>49.7%</b>
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%

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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%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>22.6%</b>
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%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	124	Inf	925	13.4%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.5%</b>
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%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
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%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>71.6%</b>
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%

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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%



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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)
<b>Network: A41 Corridor</b>	-	-	<b>7082</b>	<b>0</b>	<b>0</b>	<b>42.6</b>	<b>35.2</b>	<b>0.0</b>	<b>77.8</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>11.7</b>	<b>0.0</b>	<b>28.9</b>	-	-	-	-
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

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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
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>9.2</b>	<b>0.0</b>	<b>14.8</b>	-	-	-	-
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
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>5.6</b>	<b>0.0</b>	<b>15.7</b>	-	-	-	-
1/1	203	203	-	-	-	0.1	0.1	-	0.2	2.7	0.7	0.1	0.8

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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
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>4.1</b>	<b>0.0</b>	<b>13.6</b>	-	-	-	-
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

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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
<b>J5: WendleBury Road</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
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
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3289</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	-	-	-	-
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

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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
<b>J7: Site Access</b>	-	-	<b>557</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
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
<b>J8: Bicester Avenue</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
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
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
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

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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																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>2847</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>2.9</b>	<b>0.0</b>	<b>3.1</b>	-	-	-	-																																																																
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																																																																
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**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 (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	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%