

2031 SEPR Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.08	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	27	4 - A41 S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2031 SEPR Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	630	100.000
2 - A41 N		ONE HOUR	✓	1219	100.000
3 - Site Access		ONE HOUR	✓	394	100.000
4 - A41 S		ONE HOUR	✓	1679	100.000
5 - Park and Ride		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	1	221	61	323	24
	2 - A41 N	306	62	0	850	1
	3 - Site Access	85	242	0	62	5
	4 - A41 S	493	1048	33	0	105
	5 - Park and Ride	3	1	1	3	0

Vehicle Mix

HV %s

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	0	0	0	0	0
	2 - A41 N	0	0	0	0	0
	3 - Site Access	0	0	0	0	0
	4 - A41 S	0	0	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.51	5.39	1.0	A	578	867
2 - A41 N	0.44	2.08	0.8	A	1119	1678
3 - Site Access	0.33	4.15	0.5	A	362	542
4 - A41 S	0.72	5.01	2.6	A	1541	2311
5 - Park and Ride	0.02	8.18	0.0	A	7	11

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	474	119	1044	1648	0.288	473	667	0.0	0.4	3.059	A
2 - A41 N	918	229	335	3201	0.287	916	1182	0.0	0.4	1.576	A
3 - Site Access	297	74	1179	1641	0.181	296	71	0.0	0.2	2.675	A
4 - A41 S	1264	316	545	2755	0.459	1261	930	0.0	0.8	2.403	A
5 - Park and Ride	6	2	1705	848	0.007	6	101	0.0	0.0	4.275	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	566	142	1248	1527	0.371	566	798	0.4	0.6	3.742	A
2 - A41 N	1096	274	400	3148	0.348	1095	1413	0.4	0.5	1.753	A
3 - Site Access	354	89	1410	1498	0.236	354	85	0.2	0.3	3.146	A
4 - A41 S	1509	377	652	2676	0.564	1508	1112	0.8	1.3	3.078	A
5 - Park and Ride	7	2	2039	680	0.011	7	121	0.0	0.0	5.348	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	694	173	1527	1363	0.509	692	976	0.6	1.0	5.350	A
2 - A41 N	1342	336	490	3077	0.436	1341	1729	0.5	0.8	2.073	A
3 - Site Access	434	108	1727	1303	0.333	433	104	0.3	0.5	4.134	A
4 - A41 S	1849	462	798	2567	0.720	1844	1361	1.3	2.5	4.943	A
5 - Park and Ride	9	2	2494	452	0.020	9	148	0.0	0.0	8.130	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	694	173	1530	1361	0.510	694	978	1.0	1.0	5.395	A
2 - A41 N	1342	336	491	3076	0.436	1342	1733	0.8	0.8	2.076	A
3 - Site Access	434	108	1729	1302	0.333	434	105	0.5	0.5	4.146	A
4 - A41 S	1849	462	799	2566	0.720	1849	1363	2.5	2.6	5.013	A
5 - Park and Ride	9	2	2499	449	0.020	9	149	0.0	0.0	8.180	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	566	142	1253	1524	0.372	568	800	1.0	0.6	3.770	A
2 - A41 N	1096	274	402	3147	0.348	1097	1419	0.8	0.5	1.758	A
3 - Site Access	354	89	1413	1496	0.237	355	86	0.5	0.3	3.155	A
4 - A41 S	1509	377	654	2675	0.564	1514	1115	2.6	1.3	3.114	A
5 - Park and Ride	7	2	2046	676	0.011	7	122	0.0	0.0	5.379	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	474	119	1048	1646	0.288	475	669	0.6	0.4	3.079	A
2 - A41 N	918	229	336	3199	0.287	918	1187	0.5	0.4	1.577	A
3 - Site Access	297	74	1183	1639	0.181	297	72	0.3	0.2	2.683	A
4 - A41 S	1264	316	547	2754	0.459	1266	933	1.3	0.9	2.423	A
5 - Park and Ride	6	2	1711	845	0.007	6	102	0.0	0.0	4.291	A

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: Sc 4 B1c.j9

Path: P:\19000\s\19539\Technical\Junction models

Report generation date: 18/06/2019 16:50:37

- »2026 Base, AM
- »2026 Base, PM
- »2026 Base + Dev, AM
- »2026 Base + Dev, PM
- »2031 Base , AM
- »2031 Base, PM
- »2031 Base + Dev , AM
- »2031 Base + Dev , PM
- »2031 SEPR Base, AM
- »2031 SEPR Base, PM
- »2031 SEPR Base + Dev, AM
- »2031 SEPR Base + Dev, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	Res Cap	Q (PCU)	Delay (s)	RFC	Res Cap
2026 Base								
1 - Vendee Drive	2.2	9.00	0.67	18 % [1 - Vendee Drive]	0.8	5.01	0.46	34 % [4 - A41 S]
2 - A41 N	0.9	2.44	0.46		1.1	2.46	0.51	
3 - Site Access	0.2	3.53	0.13		0.2	3.79	0.18	
4 - A41 S	1.6	3.33	0.60		2.3	4.39	0.69	
5 - Park and Ride	0.0	5.22	0.01		0.0	7.20	0.02	
2026 Base + Dev								
1 - Vendee Drive	3.5	13.55	0.77	9 % [1 - Vendee Drive]	1.0	5.93	0.51	20 % [5 - Park and Ride]
2 - A41 N	1.0	2.64	0.47		1.1	2.41	0.52	
3 - Site Access	0.3	4.13	0.19		0.8	5.62	0.45	
4 - A41 S	1.9	3.75	0.63		2.9	5.48	0.75	
5 - Park and Ride	0.0	6.30	0.02		0.0	9.65	0.02	
2031 Base								
1 - Vendee Drive	3.3	12.79	0.76	10 % [1 - Vendee Drive]	1.1	5.81	0.52	26 % [4 - A41 S]
2 - A41 N	1.1	2.61	0.50		1.4	2.83	0.58	
3 - Site Access	0.3	4.07	0.21		0.3	4.72	0.25	
4 - A41 S	1.9	3.75	0.64		2.8	5.22	0.74	
5 - Park and Ride	0.0	5.80	0.02		0.0	7.78	0.02	
2031 Base + Dev								
1 - Vendee Drive	5.8	21.40	0.86	3 % [1 - Vendee Drive]	1.4	7.10	0.58	17 % [4 - A41 S]
2 - A41 N	1.1	2.59	0.52		1.4	2.80	0.58	
3 - Site Access	0.4	4.38	0.26		1.3	7.98	0.56	
4 - A41 S	2.0	3.90	0.67		3.7	6.85	0.79	
5 - Park and Ride	0.0	6.43	0.02		0.0	10.71	0.03	
2031 SEPR Base								
1 - Vendee Drive	1.7	6.38	0.62	30 % [1 - Vendee Drive]	0.9	4.77	0.46	34 % [4 - A41 S]
2 - A41 N	0.3	1.74	0.24		0.8	2.07	0.43	
3 - Site Access	0.1	2.58	0.11		0.2	3.35	0.17	
4 - A41 S	0.9	2.48	0.46		2.2	4.32	0.68	
5 - Park and Ride	0.0	4.07	0.01		0.0	6.84	0.02	
2031 SEPR Base + Dev								
1 - Vendee Drive	2.2	7.74	0.69	21 % [1 - Vendee Drive]	1.1	5.58	0.52	23 % [4 - A41 S]
2 - A41 N	0.3	1.70	0.25		0.8	2.07	0.44	
3 - Site Access	0.2	2.70	0.15		0.7	4.71	0.41	
4 - A41 S	1.0	2.51	0.49		2.8	5.47	0.74	
5 - Park and Ride	0.0	4.37	0.01		0.0	9.01	0.02	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	13/06/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 SEPR Base	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 SEPR Base	PM	ONE HOUR	16:45	18:15	15	✓
D11	2031 SEPR Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2031 SEPR Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.26	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	18	1 - Vendee Drive

Arms

Arms

Arm	Name	Description
1	Vendee Drive	
2	A41 N	
3	Site Access	
4	A41 S	
5	Park and Ride	

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - Vendee Drive	3.75	8.20	92.0	20.0	70.0	35.0	
2 - A41 N	7.50	12.00	38.0	36.0	70.0	18.0	
3 - Site Access	3.50	10.50	32.0	20.0	70.0	22.5	
4 - A41 S	7.00	12.00	25.0	35.0	70.0	25.0	
5 - Park and Ride	3.50	8.00	14.0	15.0	70.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Vendee Drive	0.590	2264
2 - A41 N	0.799	3468
3 - Site Access	0.617	2368
4 - A41 S	0.745	3161
5 - Park and Ride	0.502	1704

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	799	100.000
2 - A41 N		ONE HOUR	✓	1232	100.000
3 - Site Access		ONE HOUR	✓	144	100.000
4 - A41 S		ONE HOUR	✓	1572	100.000
5 - Park and Ride		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	1	251	34	501	12
	2 - A41 N	105	63	0	1060	4
	3 - Site Access	13	126	0	1	4
	4 - A41 S	234	1265	11	0	62
	5 - Park and Ride	1	0	1	7	0

Vehicle Mix

HV %s

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	0	0	21	10	0
	2 - A41 N	0	0	0	11	0
	3 - Site Access	0	0	0	0	0
	4 - A41 S	3	9	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.67	9.00	2.2	A	733	1100
2 - A41 N	0.46	2.44	0.9	A	1131	1696
3 - Site Access	0.13	3.53	0.2	A	132	198
4 - A41 S	0.60	3.33	1.6	A	1442	2164
5 - Park and Ride	0.01	5.22	0.0	A	8	12

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	602	150	1106	1611	0.373	599	266	0.0	0.6	3.792	A
2 - A41 N	928	232	425	3128	0.296	926	1280	0.0	0.5	1.784	A
3 - Site Access	108	27	1316	1556	0.070	108	35	0.0	0.1	2.485	A
4 - A41 S	1183	296	246	2978	0.397	1181	1178	0.0	0.7	2.149	A
5 - Park and Ride	7	2	1365	1018	0.007	7	62	0.0	0.0	3.557	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	718	180	1323	1483	0.484	717	318	0.6	1.0	5.012	A
2 - A41 N	1108	277	509	3062	0.362	1107	1531	0.5	0.6	2.013	A
3 - Site Access	129	32	1574	1397	0.093	129	41	0.1	0.1	2.839	A
4 - A41 S	1413	353	295	2942	0.480	1412	1409	0.7	1.0	2.531	A
5 - Park and Ride	8	2	1633	884	0.009	8	74	0.0	0.0	4.109	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	880	220	1620	1308	0.672	875	389	1.0	2.1	8.794	A
2 - A41 N	1356	339	621	2972	0.456	1355	1874	0.6	0.9	2.433	A
3 - Site Access	159	40	1926	1180	0.134	158	50	0.1	0.2	3.522	A
4 - A41 S	1731	433	361	2893	0.598	1728	1724	1.0	1.6	3.320	A
5 - Park and Ride	10	2	1999	700	0.014	10	90	0.0	0.0	5.215	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	880	220	1622	1307	0.673	880	390	2.1	2.2	8.996	A
2 - A41 N	1356	339	624	2969	0.457	1356	1877	0.9	0.9	2.439	A
3 - Site Access	159	40	1930	1178	0.135	159	51	0.2	0.2	3.531	A
4 - A41 S	1731	433	361	2893	0.598	1731	1727	1.6	1.6	3.334	A
5 - Park and Ride	10	2	2002	699	0.014	10	90	0.0	0.0	5.225	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	718	180	1326	1481	0.485	723	319	2.2	1.0	5.103	A
2 - A41 N	1108	277	513	3058	0.362	1109	1536	0.9	0.6	2.019	A
3 - Site Access	129	32	1580	1394	0.093	130	42	0.2	0.1	2.850	A
4 - A41 S	1413	353	295	2942	0.480	1416	1414	1.6	1.0	2.542	A
5 - Park and Ride	8	2	1637	882	0.009	8	74	0.0	0.0	4.120	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	602	150	1110	1609	0.374	603	267	1.0	0.6	3.830	A
2 - A41 N	928	232	428	3126	0.297	928	1285	0.6	0.5	1.792	A
3 - Site Access	108	27	1321	1553	0.070	109	35	0.1	0.1	2.491	A
4 - A41 S	1183	296	247	2977	0.397	1185	1183	1.0	0.7	2.163	A
5 - Park and Ride	7	2	1370	1016	0.007	7	62	0.0	0.0	3.568	A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.74	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	34	4 - A41 S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	551	100.000
2 - A41 N		ONE HOUR	✓	1465	100.000
3 - Site Access		ONE HOUR	✓	185	100.000
4 - A41 S		ONE HOUR	✓	1735	100.000
5 - Park and Ride		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	1	196	29	303	22
	2 - A41 N	234	64	16	1151	0
	3 - Site Access	40	128	0	13	4
	4 - A41 S	458	1216	19	2	40
	5 - Park and Ride	3	1	1	3	0

Vehicle Mix

HV %s

		To				
From		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
	1 - Vendee Drive	0	0	0	2	0
	2 - A41 N	1	0	0	5	0
	3 - Site Access	0	0	0	8	0
	4 - A41 S	2	4	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.46	5.01	0.8	A	506	758
2 - A41 N	0.51	2.46	1.1	A	1344	2016
3 - Site Access	0.18	3.79	0.2	A	170	255
4 - A41 S	0.69	4.39	2.3	A	1592	2388
5 - Park and Ride	0.02	7.20	0.0	A	7	11

Main Results for each time segment
16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	415	104	1077	1628	0.255	413	553	0.0	0.3	2.993	A
2 - A41 N	1103	276	285	3240	0.340	1101	1205	0.0	0.5	1.749	A
3 - Site Access	139	35	1337	1543	0.090	139	49	0.0	0.1	2.576	A
4 - A41 S	1306	327	370	2886	0.453	1303	1106	0.0	0.9	2.345	A
5 - Park and Ride	6	2	1624	889	0.007	6	50	0.0	0.0	4.077	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	495	124	1288	1504	0.329	495	661	0.3	0.5	3.604	A
2 - A41 N	1317	329	341	3195	0.412	1316	1441	0.5	0.7	1.992	A
3 - Site Access	166	42	1599	1382	0.120	166	58	0.1	0.1	2.976	A
4 - A41 S	1560	390	443	2832	0.551	1558	1322	0.9	1.3	2.916	A
5 - Park and Ride	7	2	1942	729	0.010	7	59	0.0	0.0	4.987	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	607	152	1576	1334	0.455	605	809	0.5	0.8	4.984	A
2 - A41 N	1613	403	417	3135	0.515	1612	1763	0.7	1.1	2.457	A
3 - Site Access	204	51	1958	1161	0.175	203	71	0.1	0.2	3.780	A
4 - A41 S	1910	478	542	2758	0.693	1906	1619	1.3	2.3	4.347	A
5 - Park and Ride	9	2	2376	511	0.017	9	73	0.0	0.0	7.169	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	607	152	1579	1332	0.455	607	810	0.8	0.8	5.015	A
2 - A41 N	1613	403	418	3134	0.515	1613	1767	1.1	1.1	2.462	A
3 - Site Access	204	51	1960	1159	0.176	204	72	0.2	0.2	3.785	A
4 - A41 S	1910	478	543	2757	0.693	1910	1621	2.3	2.3	4.390	A
5 - Park and Ride	9	2	2380	509	0.017	9	73	0.0	0.0	7.202	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	495	124	1292	1501	0.330	497	663	0.8	0.5	3.629	A
2 - A41 N	1317	329	343	3194	0.412	1318	1447	1.1	0.7	1.998	A
3 - Site Access	166	42	1602	1380	0.121	167	59	0.2	0.1	2.983	A
4 - A41 S	1560	390	444	2831	0.551	1564	1325	2.3	1.3	2.946	A
5 - Park and Ride	7	2	1948	726	0.010	7	59	0.0	0.0	5.010	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	415	104	1081	1626	0.255	415	555	0.5	0.3	3.009	A
2 - A41 N	1103	276	287	3239	0.341	1104	1210	0.7	0.5	1.756	A
3 - Site Access	139	35	1341	1541	0.090	139	49	0.1	0.1	2.581	A
4 - A41 S	1306	327	371	2885	0.453	1308	1109	1.3	0.9	2.360	A
5 - Park and Ride	6	2	1630	886	0.007	6	50	0.0	0.0	4.093	A

2026 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.59	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	9	1 - Vendee Drive

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	870	100.000
2 - A41 N		ONE HOUR	✓	1230	100.000
3 - Site Access		ONE HOUR	✓	201	100.000
4 - A41 S		ONE HOUR	✓	1635	100.000
5 - Park and Ride		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	1	251	105	501	12
	2 - A41 N	105	63	0	1060	2
	3 - Site Access	33	153	0	11	4
	4 - A41 S	234	1265	74	0	62
	5 - Park and Ride	1	0	1	7	0

Vehicle Mix

HV %s

		To				
From		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
	1 - Vendee Drive	10	10	10	10	10
	2 - A41 N	10	10	10	10	10
	3 - Site Access	10	10	10	10	10
	4 - A41 S	10	10	10	10	10
	5 - Park and Ride	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.77	13.55	3.5	B	798	1197
2 - A41 N	0.47	2.64	1.0	A	1129	1693
3 - Site Access	0.19	4.13	0.3	A	184	277
4 - A41 S	0.63	3.75	1.9	A	1500	2250
5 - Park and Ride	0.02	6.30	0.0	A	8	12

Main Results for each time segment
07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	655	164	1174	1571	0.417	652	281	0.0	0.8	4.292	A
2 - A41 N	926	232	525	3048	0.304	924	1300	0.0	0.5	1.861	A
3 - Site Access	151	38	1314	1557	0.097	151	135	0.0	0.1	2.815	A
4 - A41 S	1231	308	280	2953	0.417	1228	1185	0.0	0.8	2.292	A
5 - Park and Ride	7	2	1448	977	0.007	7	60	0.0	0.0	4.080	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	782	196	1404	1435	0.545	780	336	0.8	1.3	6.022	A
2 - A41 N	1106	276	629	2966	0.373	1105	1555	0.5	0.7	2.128	A
3 - Site Access	181	45	1572	1398	0.129	181	162	0.1	0.2	3.251	A
4 - A41 S	1470	367	335	2912	0.505	1469	1418	0.8	1.1	2.741	A
5 - Park and Ride	8	2	1732	834	0.010	8	72	0.0	0.0	4.791	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	958	239	1718	1250	0.766	949	411	1.3	3.4	12.831	B
2 - A41 N	1354	339	766	2856	0.474	1353	1902	0.7	1.0	2.631	A
3 - Site Access	221	55	1922	1183	0.187	221	197	0.2	0.3	4.116	A
4 - A41 S	1800	450	410	2856	0.630	1797	1732	1.1	1.9	3.728	A
5 - Park and Ride	10	2	2119	640	0.015	10	88	0.0	0.0	6.287	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	958	239	1721	1248	0.767	957	412	3.4	3.5	13.555	B
2 - A41 N	1354	339	771	2852	0.475	1354	1907	1.0	1.0	2.643	A
3 - Site Access	221	55	1928	1179	0.188	221	198	0.3	0.3	4.133	A
4 - A41 S	1800	450	411	2856	0.630	1800	1738	1.9	1.9	3.750	A
5 - Park and Ride	10	2	2123	638	0.016	10	88	0.0	0.0	6.304	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	782	196	1408	1433	0.546	791	337	3.5	1.3	6.247	A
2 - A41 N	1106	276	637	2960	0.374	1107	1562	1.0	0.7	2.140	A
3 - Site Access	181	45	1581	1393	0.130	181	163	0.3	0.2	3.269	A
4 - A41 S	1470	367	336	2911	0.505	1473	1426	1.9	1.1	2.757	A
5 - Park and Ride	8	2	1737	832	0.010	8	72	0.0	0.0	4.808	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	655	164	1178	1569	0.418	657	282	1.3	0.8	4.355	A
2 - A41 N	926	232	529	3045	0.304	927	1306	0.7	0.5	1.868	A
3 - Site Access	151	38	1320	1554	0.097	152	136	0.2	0.1	2.823	A
4 - A41 S	1231	308	281	2952	0.417	1232	1191	1.1	0.8	2.303	A
5 - Park and Ride	7	2	1453	974	0.007	7	60	0.0	0.0	4.093	A

2026 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.51	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	20	5 - Park and Ride

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	573	100.000
2 - A41 N		ONE HOUR	✓	1465	100.000
3 - Site Access		ONE HOUR	✓	471	100.000
4 - A41 S		ONE HOUR	✓	1745	100.000
5 - Park and Ride		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	1	196	51	303	22
	2 - A41 N	234	64	16	1151	0
	3 - Site Access	124	263	0	80	4
	4 - A41 S	458	1216	29	2	40
	5 - Park and Ride	3	1	1	3	0

Vehicle Mix

HV %s

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	0	0	0	0	0
	2 - A41 N	0	0	0	0	0
	3 - Site Access	0	0	0	0	0
	4 - A41 S	0	0	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.51	5.93	1.0	A	526	789
2 - A41 N	0.52	2.41	1.1	A	1344	2016
3 - Site Access	0.45	5.62	0.8	A	432	648
4 - A41 S	0.75	5.48	2.9	A	1601	2402
5 - Park and Ride	0.02	9.65	0.0	A	7	11

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	431	108	1185	1564	0.276	430	616	0.0	0.4	3.169	A
2 - A41 N	1103	276	309	3221	0.342	1101	1306	0.0	0.5	1.696	A
3 - Site Access	355	89	1337	1543	0.230	353	73	0.0	0.3	3.022	A
4 - A41 S	1314	328	535	2763	0.475	1310	1156	0.0	0.9	2.471	A
5 - Park and Ride	6	2	1795	803	0.008	6	50	0.0	0.0	4.519	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	515	129	1418	1427	0.361	514	736	0.4	0.6	3.940	A
2 - A41 N	1317	329	370	3173	0.415	1316	1562	0.5	0.7	1.938	A
3 - Site Access	423	106	1599	1382	0.306	423	87	0.3	0.4	3.752	A
4 - A41 S	1569	392	639	2685	0.584	1567	1382	0.9	1.4	3.213	A
5 - Park and Ride	7	2	2147	626	0.011	7	59	0.0	0.0	5.818	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	631	158	1733	1241	0.508	629	901	0.6	1.0	5.865	A
2 - A41 N	1613	403	452	3107	0.519	1612	1910	0.7	1.1	2.405	A
3 - Site Access	519	130	1957	1161	0.447	517	107	0.4	0.8	5.580	A
4 - A41 S	1921	480	782	2579	0.745	1915	1692	1.4	2.9	5.379	A
5 - Park and Ride	9	2	2625	385	0.023	9	72	0.0	0.0	9.554	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	631	158	1738	1238	0.510	631	903	1.0	1.0	5.928	A
2 - A41 N	1613	403	454	3106	0.519	1613	1916	1.1	1.1	2.411	A
3 - Site Access	519	130	1960	1159	0.447	519	107	0.8	0.8	5.617	A
4 - A41 S	1921	480	784	2578	0.745	1921	1694	2.9	2.9	5.478	A
5 - Park and Ride	9	2	2632	382	0.023	9	73	0.0	0.0	9.647	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	515	129	1425	1423	0.362	517	739	1.0	0.6	3.981	A
2 - A41 N	1317	329	372	3171	0.415	1318	1570	1.1	0.7	1.945	A
3 - Site Access	423	106	1603	1380	0.307	425	87	0.8	0.4	3.778	A
4 - A41 S	1569	392	642	2684	0.585	1575	1386	2.9	1.4	3.262	A
5 - Park and Ride	7	2	2157	621	0.012	7	60	0.0	0.0	5.868	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	431	108	1191	1561	0.276	432	618	0.6	0.4	3.189	A
2 - A41 N	1103	276	311	3220	0.343	1104	1312	0.7	0.5	1.701	A
3 - Site Access	355	89	1341	1541	0.230	355	73	0.4	0.3	3.037	A
4 - A41 S	1314	328	537	2762	0.476	1316	1160	1.4	0.9	2.494	A
5 - Park and Ride	6	2	1803	799	0.008	6	50	0.0	0.0	4.540	A

2031 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.31	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	10	1 - Vendee Drive

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	863	100.000
2 - A41 N		ONE HOUR	✓	1345	100.000
3 - Site Access		ONE HOUR	✓	208	100.000
4 - A41 S		ONE HOUR	✓	1647	100.000
5 - Park and Ride		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	0	335	31	497	0
	2 - A41 N	116	63	0	1164	2
	3 - Site Access	14	186	0	1	7
	4 - A41 S	256	1292	11	0	88
	5 - Park and Ride	2	0	2	7	0

Vehicle Mix

HV %s

		To				
From		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
	1 - Vendee Drive	0	0	26	11	0
	2 - A41 N	0	0	0	11	0
	3 - Site Access	0	0	0	0	0
	4 - A41 S	2	9	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.76	12.79	3.3	B	792	1188
2 - A41 N	0.50	2.61	1.1	A	1234	1851
3 - Site Access	0.21	4.07	0.3	A	191	286
4 - A41 S	0.64	3.75	1.9	A	1511	2267
5 - Park and Ride	0.02	5.80	0.0	A	10	15

Main Results for each time segment
07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	650	162	1172	1572	0.413	647	291	0.0	0.7	4.145	A
2 - A41 N	1013	253	411	3140	0.322	1011	1408	0.0	0.5	1.847	A
3 - Site Access	157	39	1388	1512	0.104	156	33	0.0	0.1	2.655	A
4 - A41 S	1240	310	291	2944	0.421	1237	1253	0.0	0.8	2.258	A
5 - Park and Ride	8	2	1455	973	0.009	8	73	0.0	0.0	3.729	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	776	194	1402	1437	0.540	774	349	0.7	1.2	5.789	A
2 - A41 N	1209	302	491	3075	0.393	1208	1684	0.5	0.7	2.107	A
3 - Site Access	187	47	1660	1344	0.139	187	39	0.1	0.2	3.110	A
4 - A41 S	1481	370	349	2902	0.510	1479	1499	0.8	1.1	2.712	A
5 - Park and Ride	10	2	1741	830	0.012	10	87	0.0	0.0	4.389	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	950	238	1716	1251	0.759	942	427	1.2	3.2	12.157	B
2 - A41 N	1481	370	599	2990	0.495	1479	2060	0.7	1.1	2.604	A
3 - Site Access	229	57	2030	1116	0.205	229	48	0.2	0.3	4.054	A
4 - A41 S	1813	453	427	2844	0.638	1810	1832	1.1	1.9	3.726	A
5 - Park and Ride	12	3	2130	634	0.019	12	107	0.0	0.0	5.786	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	950	238	1719	1250	0.760	950	427	3.2	3.3	12.788	B
2 - A41 N	1481	370	603	2986	0.496	1481	2065	1.1	1.1	2.615	A
3 - Site Access	229	57	2036	1113	0.206	229	48	0.3	0.3	4.074	A
4 - A41 S	1813	453	427	2843	0.638	1813	1837	1.9	1.9	3.748	A
5 - Park and Ride	12	3	2134	632	0.019	12	107	0.0	0.0	5.802	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	776	194	1406	1434	0.541	784	349	3.3	1.3	5.990	A
2 - A41 N	1209	302	498	3071	0.394	1211	1692	1.1	0.7	2.120	A
3 - Site Access	187	47	1668	1339	0.140	187	40	0.3	0.2	3.128	A
4 - A41 S	1481	370	349	2901	0.510	1484	1506	1.9	1.1	2.729	A
5 - Park and Ride	10	2	1746	827	0.012	10	87	0.0	0.0	4.405	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	650	162	1176	1570	0.414	652	292	1.3	0.8	4.201	A
2 - A41 N	1013	253	414	3137	0.323	1013	1414	0.7	0.5	1.856	A
3 - Site Access	157	39	1394	1508	0.104	157	33	0.2	0.1	2.665	A
4 - A41 S	1240	310	292	2944	0.421	1241	1258	1.1	0.8	2.269	A
5 - Park and Ride	8	2	1461	971	0.009	8	73	0.0	0.0	3.740	A

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.37	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	26	4 - A41 S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	621	100.000
2 - A41 N		ONE HOUR	✓	1645	100.000
3 - Site Access		ONE HOUR	✓	234	100.000
4 - A41 S		ONE HOUR	✓	1802	100.000
5 - Park and Ride		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	1	257	34	305	24
	2 - A41 N	254	64	0	1326	1
	3 - Site Access	41	175	0	14	4
	4 - A41 S	468	1204	20	2	108
	5 - Park and Ride	3	1	1	3	0

Vehicle Mix

HV %s

		To				
From		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
	1 - Vendee Drive	0	0	0	2	0
	2 - A41 N	1	0	0	4	0
	3 - Site Access	0	0	0	7	0
	4 - A41 S	2	5	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.52	5.81	1.1	A	570	855
2 - A41 N	0.58	2.83	1.4	A	1509	2264
3 - Site Access	0.25	4.72	0.3	A	215	322
4 - A41 S	0.74	5.22	2.8	A	1654	2480
5 - Park and Ride	0.02	7.78	0.0	A	7	11

Main Results for each time segment
16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	468	117	1104	1613	0.290	466	576	0.0	0.4	3.166	A
2 - A41 N	1238	310	293	3234	0.383	1236	1277	0.0	0.6	1.860	A
3 - Site Access	176	44	1487	1451	0.121	176	41	0.0	0.1	2.832	A
4 - A41 S	1357	339	424	2846	0.477	1353	1239	0.0	0.9	2.497	A
5 - Park and Ride	6	2	1674	864	0.007	6	103	0.0	0.0	4.197	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	558	140	1320	1485	0.376	557	689	0.4	0.6	3.916	A
2 - A41 N	1479	370	350	3188	0.464	1478	1527	0.6	0.9	2.174	A
3 - Site Access	210	53	1779	1271	0.165	210	49	0.1	0.2	3.406	A
4 - A41 S	1620	405	507	2784	0.582	1618	1482	0.9	1.4	3.199	A
5 - Park and Ride	7	2	2002	699	0.010	7	123	0.0	0.0	5.204	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	684	171	1614	1311	0.521	682	843	0.6	1.1	5.757	A
2 - A41 N	1811	453	428	3126	0.579	1809	1868	0.9	1.4	2.820	A
3 - Site Access	258	64	2177	1025	0.251	257	60	0.2	0.3	4.701	A
4 - A41 S	1984	496	620	2700	0.735	1978	1814	1.4	2.8	5.142	A
5 - Park and Ride	9	2	2448	475	0.019	9	150	0.0	0.0	7.729	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	684	171	1618	1309	0.522	684	844	1.1	1.1	5.814	A
2 - A41 N	1811	453	429	3125	0.580	1811	1873	1.4	1.4	2.831	A
3 - Site Access	258	64	2180	1023	0.252	258	61	0.3	0.3	4.718	A
4 - A41 S	1984	496	621	2699	0.735	1984	1817	2.8	2.8	5.224	A
5 - Park and Ride	9	2	2454	472	0.019	9	151	0.0	0.0	7.779	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	558	140	1326	1482	0.377	560	691	1.1	0.6	3.953	A
2 - A41 N	1479	370	352	3187	0.464	1481	1534	1.4	0.9	2.183	A
3 - Site Access	210	53	1783	1268	0.166	211	50	0.3	0.2	3.418	A
4 - A41 S	1620	405	508	2783	0.582	1626	1486	2.8	1.5	3.245	A
5 - Park and Ride	7	2	2010	695	0.010	7	124	0.0	0.0	5.238	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	468	117	1108	1610	0.290	468	578	0.6	0.4	3.188	A
2 - A41 N	1238	310	294	3233	0.383	1239	1283	0.9	0.6	1.866	A
3 - Site Access	176	44	1492	1448	0.122	176	41	0.2	0.1	2.842	A
4 - A41 S	1357	339	425	2845	0.477	1359	1243	1.5	1.0	2.519	A
5 - Park and Ride	6	2	1680	860	0.007	6	103	0.0	0.0	4.214	A

2031 Base + Dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.36	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	3	1 - Vendee Drive

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	934	100.000
2 - A41 N		ONE HOUR	✓	1345	100.000
3 - Site Access		ONE HOUR	✓	265	100.000
4 - A41 S		ONE HOUR	✓	1710	100.000
5 - Park and Ride		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	0	335	102	497	0
	2 - A41 N	116	63	0	1164	2
	3 - Site Access	34	213	0	11	7
	4 - A41 S	256	1292	74	0	88
	5 - Park and Ride	2	0	2	7	0

Vehicle Mix

HV %s

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	0	0	0	0	0
	2 - A41 N	0	0	0	0	0
	3 - Site Access	0	0	0	0	0
	4 - A41 S	0	0	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.86	21.40	5.8	C	857	1286
2 - A41 N	0.52	2.59	1.1	A	1234	1851
3 - Site Access	0.26	4.38	0.4	A	243	365
4 - A41 S	0.67	3.90	2.0	A	1569	2354
5 - Park and Ride	0.02	6.43	0.0	A	10	15

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	703	176	1240	1532	0.459	700	306	0.0	0.8	4.307	A
2 - A41 N	1013	253	511	3060	0.331	1011	1429	0.0	0.5	1.754	A
3 - Site Access	200	50	1388	1512	0.132	199	133	0.0	0.2	2.740	A
4 - A41 S	1287	322	327	2918	0.441	1284	1260	0.0	0.8	2.200	A
5 - Park and Ride	8	2	1538	932	0.009	8	73	0.0	0.0	3.898	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	840	210	1483	1389	0.605	837	366	0.8	1.5	6.492	A
2 - A41 N	1209	302	611	2980	0.406	1208	1708	0.5	0.7	2.031	A
3 - Site Access	238	60	1660	1344	0.177	238	160	0.2	0.2	3.254	A
4 - A41 S	1537	384	391	2871	0.536	1536	1507	0.8	1.1	2.695	A
5 - Park and Ride	10	2	1839	780	0.013	10	87	0.0	0.0	4.672	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	1028	257	1814	1193	0.862	1013	448	1.5	5.4	18.557	C
2 - A41 N	1481	370	741	2876	0.515	1479	2086	0.7	1.1	2.575	A
3 - Site Access	292	73	2026	1119	0.261	291	194	0.2	0.4	4.348	A
4 - A41 S	1883	471	478	2805	0.671	1879	1839	1.1	2.0	3.872	A
5 - Park and Ride	12	3	2251	574	0.021	12	107	0.0	0.0	6.410	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	1028	257	1818	1191	0.863	1027	449	5.4	5.8	21.399	C
2 - A41 N	1481	370	750	2869	0.516	1481	2095	1.1	1.1	2.592	A
3 - Site Access	292	73	2035	1113	0.262	292	196	0.4	0.4	4.383	A
4 - A41 S	1883	471	479	2805	0.671	1883	1848	2.0	2.0	3.903	A
5 - Park and Ride	12	3	2255	572	0.021	12	107	0.0	0.0	6.433	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	840	210	1488	1386	0.606	857	368	5.8	1.6	7.009	A
2 - A41 N	1209	302	624	2969	0.407	1211	1720	1.1	0.7	2.048	A
3 - Site Access	238	60	1673	1336	0.178	239	162	0.4	0.2	3.283	A
4 - A41 S	1537	384	392	2870	0.536	1541	1520	2.0	1.2	2.715	A
5 - Park and Ride	10	2	1845	777	0.013	10	87	0.0	0.0	4.691	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	703	176	1244	1530	0.460	706	307	1.6	0.9	4.387	A
2 - A41 N	1013	253	515	3056	0.331	1013	1435	0.7	0.5	1.761	A
3 - Site Access	200	50	1394	1508	0.132	200	134	0.2	0.2	2.751	A
4 - A41 S	1287	322	328	2917	0.441	1289	1266	1.2	0.8	2.212	A
5 - Park and Ride	8	2	1544	929	0.009	8	73	0.0	0.0	3.911	A

2031 Base + Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.58	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	17	4 - A41 S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	643	100.000
2 - A41 N		ONE HOUR	✓	1645	100.000
3 - Site Access		ONE HOUR	✓	520	100.000
4 - A41 S		ONE HOUR	✓	1812	100.000
5 - Park and Ride		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	1	257	56	305	24
	2 - A41 N	254	64	0	1326	1
	3 - Site Access	125	310	0	81	4
	4 - A41 S	468	1204	30	2	108
	5 - Park and Ride	3	1	1	3	0

Vehicle Mix

HV %s

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	0	0	0	0	0
	2 - A41 N	0	0	0	0	0
	3 - Site Access	0	0	0	0	0
	4 - A41 S	0	0	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.58	7.10	1.4	A	590	885
2 - A41 N	0.58	2.80	1.4	A	1509	2264
3 - Site Access	0.56	7.98	1.3	A	477	716
4 - A41 S	0.79	6.85	3.7	A	1663	2494
5 - Park and Ride	0.03	10.71	0.0	B	7	11

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	484	121	1212	1549	0.313	482	639	0.0	0.5	3.370	A
2 - A41 N	1238	310	317	3215	0.385	1236	1378	0.0	0.6	1.817	A
3 - Site Access	391	98	1487	1451	0.270	390	65	0.0	0.4	3.389	A
4 - A41 S	1364	341	588	2724	0.501	1360	1290	0.0	1.0	2.632	A
5 - Park and Ride	6	2	1845	777	0.008	6	103	0.0	0.0	4.666	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	578	145	1450	1408	0.410	577	764	0.5	0.7	4.326	A
2 - A41 N	1479	370	379	3165	0.467	1478	1648	0.6	0.9	2.132	A
3 - Site Access	467	117	1778	1271	0.368	467	78	0.4	0.6	4.470	A
4 - A41 S	1629	407	703	2638	0.617	1627	1542	1.0	1.6	3.549	A
5 - Park and Ride	7	2	2207	596	0.012	7	123	0.0	0.0	6.114	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	708	177	1771	1219	0.581	705	934	0.7	1.4	6.973	A
2 - A41 N	1811	453	463	3098	0.585	1809	2013	0.9	1.4	2.787	A
3 - Site Access	573	143	2177	1026	0.558	570	95	0.6	1.2	7.853	A
4 - A41 S	1995	499	859	2522	0.791	1987	1887	1.6	3.7	6.630	A
5 - Park and Ride	9	2	2696	350	0.025	9	150	0.0	0.0	10.547	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	708	177	1778	1215	0.583	708	937	1.4	1.4	7.100	A
2 - A41 N	1811	453	465	3097	0.585	1811	2021	1.4	1.4	2.799	A
3 - Site Access	573	143	2180	1024	0.559	572	96	1.2	1.3	7.979	A
4 - A41 S	1995	499	862	2520	0.792	1995	1890	3.7	3.7	6.848	A
5 - Park and Ride	9	2	2706	345	0.026	9	151	0.0	0.0	10.708	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	578	145	1459	1403	0.412	581	768	1.4	0.7	4.393	A
2 - A41 N	1479	370	381	3164	0.467	1481	1659	1.4	0.9	2.141	A
3 - Site Access	467	117	1783	1268	0.369	470	79	1.3	0.6	4.527	A
4 - A41 S	1629	407	707	2635	0.618	1637	1547	3.7	1.6	3.639	A
5 - Park and Ride	7	2	2220	589	0.012	7	124	0.0	0.0	6.190	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	484	121	1218	1545	0.313	485	642	0.7	0.5	3.401	A
2 - A41 N	1238	310	318	3214	0.385	1239	1385	0.9	0.6	1.826	A
3 - Site Access	391	98	1492	1448	0.270	392	66	0.6	0.4	3.412	A
4 - A41 S	1364	341	590	2722	0.501	1367	1294	1.6	1.0	2.660	A
5 - Park and Ride	6	2	1854	773	0.008	6	103	0.0	0.0	4.694	A

2031 SEPR Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.52	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	30	1 - Vendee Drive

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 SEPR Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	886	100.000
2 - A41 N		ONE HOUR	✓	637	100.000
3 - Site Access		ONE HOUR	✓	156	100.000
4 - A41 S		ONE HOUR	✓	1209	100.000
5 - Park and Ride		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	0	309	42	522	13
	2 - A41 N	118	63	0	454	2
	3 - Site Access	9	137	0	2	8
	4 - A41 S	285	831	18	0	75
	5 - Park and Ride	2	0	2	7	0

Vehicle Mix

HV %s

		To				
From		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
	1 - Vendee Drive	0	0	19	10	0
	2 - A41 N	0	0	0	12	0
	3 - Site Access	0	0	0	0	0
	4 - A41 S	2	9	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.62	6.38	1.7	A	813	1220
2 - A41 N	0.24	1.74	0.3	A	585	877
3 - Site Access	0.11	2.58	0.1	A	143	215
4 - A41 S	0.46	2.48	0.9	A	1109	1664
5 - Park and Ride	0.01	4.07	0.0	A	10	15

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	667	167	795	1795	0.372	665	311	0.0	0.6	3.385	A
2 - A41 N	480	120	453	3106	0.154	479	1006	0.0	0.2	1.483	A
3 - Site Access	117	29	885	1822	0.064	117	47	0.0	0.1	2.111	A
4 - A41 S	910	228	263	2966	0.307	908	739	0.0	0.5	1.862	A
5 - Park and Ride	8	2	1098	1153	0.007	8	74	0.0	0.0	3.144	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	796	199	951	1703	0.468	795	372	0.6	0.9	4.219	A
2 - A41 N	573	143	542	3035	0.189	572	1204	0.2	0.3	1.582	A
3 - Site Access	140	35	1059	1715	0.082	140	56	0.1	0.1	2.285	A
4 - A41 S	1087	272	314	2927	0.371	1086	885	0.5	0.6	2.083	A
5 - Park and Ride	10	2	1313	1045	0.009	10	88	0.0	0.0	3.477	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	976	244	1164	1577	0.619	972	455	0.9	1.7	6.312	A
2 - A41 N	701	175	663	2938	0.239	701	1473	0.3	0.3	1.741	A
3 - Site Access	172	43	1296	1569	0.109	172	68	0.1	0.1	2.576	A
4 - A41 S	1331	333	385	2875	0.463	1330	1082	0.6	0.9	2.482	A
5 - Park and Ride	12	3	1607	897	0.014	12	108	0.0	0.0	4.068	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	976	244	1165	1576	0.619	975	456	1.7	1.7	6.376	A
2 - A41 N	701	175	665	2937	0.239	701	1475	0.3	0.3	1.742	A
3 - Site Access	172	43	1298	1568	0.110	172	68	0.1	0.1	2.578	A
4 - A41 S	1331	333	385	2875	0.463	1331	1084	0.9	0.9	2.484	A
5 - Park and Ride	12	3	1609	896	0.014	12	108	0.0	0.0	4.071	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	796	199	952	1702	0.468	800	373	1.7	0.9	4.262	A
2 - A41 N	573	143	545	3033	0.189	573	1207	0.3	0.3	1.584	A
3 - Site Access	140	35	1062	1713	0.082	140	56	0.1	0.1	2.288	A
4 - A41 S	1087	272	315	2927	0.371	1088	888	0.9	0.6	2.086	A
5 - Park and Ride	10	2	1315	1044	0.009	10	88	0.0	0.0	3.480	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	667	167	797	1794	0.372	668	312	0.9	0.6	3.410	A
2 - A41 N	480	120	456	3104	0.154	480	1010	0.3	0.2	1.484	A
3 - Site Access	117	29	889	1820	0.065	118	47	0.1	0.1	2.115	A
4 - A41 S	910	228	264	2965	0.307	911	742	0.6	0.5	1.869	A
5 - Park and Ride	8	2	1101	1151	0.007	8	74	0.0	0.0	3.148	A

2031 SEPR Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.60	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	34	4 - A41 S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 SEPR Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	602	100.000
2 - A41 N		ONE HOUR	✓	1219	100.000
3 - Site Access		ONE HOUR	✓	203	100.000
4 - A41 S		ONE HOUR	✓	1668	100.000
5 - Park and Ride		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	1	221	33	323	24
	2 - A41 N	306	62	0	850	1
	3 - Site Access	29	153	0	16	5
	4 - A41 S	493	1048	22	0	105
	5 - Park and Ride	3	1	1	3	0

Vehicle Mix

HV %s

		To				
From		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
	1 - Vendee Drive	0	0	0	2	0
	2 - A41 N	1	0	0	2	0
	3 - Site Access	0	0	0	6	0
	4 - A41 S	2	2	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.46	4.77	0.9	A	552	829
2 - A41 N	0.43	2.07	0.8	A	1119	1678
3 - Site Access	0.17	3.35	0.2	A	186	279
4 - A41 S	0.68	4.32	2.2	A	1531	2296
5 - Park and Ride	0.02	6.84	0.0	A	7	11

Main Results for each time segment
16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	453	113	969	1692	0.268	452	625	0.0	0.4	2.928	A
2 - A41 N	918	229	305	3224	0.285	916	1115	0.0	0.4	1.585	A
3 - Site Access	153	38	1180	1641	0.093	152	42	0.0	0.1	2.430	A
4 - A41 S	1256	314	436	2836	0.443	1253	895	0.0	0.8	2.310	A
5 - Park and Ride	6	2	1588	907	0.007	6	101	0.0	0.0	3.996	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	541	135	1159	1580	0.342	541	747	0.4	0.5	3.497	A
2 - A41 N	1096	274	365	3176	0.345	1095	1334	0.4	0.5	1.758	A
3 - Site Access	182	46	1411	1498	0.122	182	50	0.1	0.1	2.747	A
4 - A41 S	1499	375	522	2773	0.541	1498	1071	0.8	1.2	2.872	A
5 - Park and Ride	7	2	1899	751	0.010	7	121	0.0	0.0	4.842	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	663	166	1418	1427	0.464	661	915	0.5	0.9	4.741	A
2 - A41 N	1342	336	447	3111	0.431	1341	1632	0.5	0.8	2.066	A
3 - Site Access	224	56	1727	1303	0.172	223	62	0.1	0.2	3.349	A
4 - A41 S	1837	459	639	2686	0.684	1833	1311	1.2	2.2	4.278	A
5 - Park and Ride	9	2	2323	537	0.016	9	148	0.0	0.0	6.812	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	663	166	1420	1426	0.465	663	916	0.9	0.9	4.768	A
2 - A41 N	1342	336	448	3110	0.432	1342	1635	0.8	0.8	2.069	A
3 - Site Access	224	56	1729	1302	0.172	224	62	0.2	0.2	3.352	A
4 - A41 S	1837	459	640	2685	0.684	1836	1312	2.2	2.2	4.319	A
5 - Park and Ride	9	2	2327	535	0.016	9	149	0.0	0.0	6.839	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	541	135	1162	1578	0.343	543	749	0.9	0.5	3.517	A
2 - A41 N	1096	274	367	3175	0.345	1097	1338	0.8	0.5	1.763	A
3 - Site Access	182	46	1413	1497	0.122	183	50	0.2	0.1	2.754	A
4 - A41 S	1499	375	523	2772	0.541	1503	1073	2.2	1.2	2.900	A
5 - Park and Ride	7	2	1905	748	0.010	7	122	0.0	0.0	4.862	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	453	113	972	1690	0.268	454	627	0.5	0.4	2.943	A
2 - A41 N	918	229	307	3223	0.285	918	1119	0.5	0.4	1.589	A
3 - Site Access	153	38	1183	1639	0.093	153	42	0.1	0.1	2.435	A
4 - A41 S	1256	314	438	2836	0.443	1257	898	1.2	0.8	2.326	A
5 - Park and Ride	6	2	1593	904	0.007	6	102	0.0	0.0	4.009	A

2031 SEPR Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.98	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	21	1 - Vendee Drive

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2031 SEPR Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	957	100.000
2 - A41 N		ONE HOUR	✓	637	100.000
3 - Site Access		ONE HOUR	✓	213	100.000
4 - A41 S		ONE HOUR	✓	1272	100.000
5 - Park and Ride		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	0	309	113	522	13
	2 - A41 N	118	63	0	454	2
	3 - Site Access	29	164	0	12	8
	4 - A41 S	285	831	81	0	75
	5 - Park and Ride	2	0	2	7	0

Vehicle Mix

HV %s

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	0	0	0	0	0
	2 - A41 N	0	0	0	0	0
	3 - Site Access	0	0	0	0	0
	4 - A41 S	0	0	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.69	7.74	2.2	A	878	1317
2 - A41 N	0.25	1.70	0.3	A	585	877
3 - Site Access	0.15	2.70	0.2	A	195	293
4 - A41 S	0.49	2.51	1.0	A	1167	1751
5 - Park and Ride	0.01	4.37	0.0	A	10	15

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	720	180	862	1755	0.411	718	326	0.0	0.7	3.462	A
2 - A41 N	480	120	554	3026	0.158	479	1027	0.0	0.2	1.413	A
3 - Site Access	160	40	885	1822	0.088	160	147	0.0	0.1	2.166	A
4 - A41 S	958	239	298	2939	0.326	956	747	0.0	0.5	1.812	A
5 - Park and Ride	8	2	1180	1111	0.007	8	74	0.0	0.0	3.262	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	860	215	1031	1655	0.520	859	390	0.7	1.1	4.512	A
2 - A41 N	573	143	662	2939	0.195	572	1228	0.2	0.2	1.520	A
3 - Site Access	191	48	1059	1715	0.112	191	176	0.1	0.1	2.362	A
4 - A41 S	1144	286	357	2896	0.395	1143	893	0.5	0.7	2.054	A
5 - Park and Ride	10	2	1411	995	0.010	10	88	0.0	0.0	3.652	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	1054	263	1263	1519	0.694	1049	477	1.1	2.2	7.594	A
2 - A41 N	701	175	809	2822	0.249	701	1503	0.2	0.3	1.697	A
3 - Site Access	235	59	1295	1569	0.149	234	215	0.1	0.2	2.696	A
4 - A41 S	1400	350	437	2836	0.494	1399	1093	0.7	1.0	2.503	A
5 - Park and Ride	12	3	1728	836	0.014	12	108	0.0	0.0	4.368	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	1054	263	1264	1518	0.694	1054	478	2.2	2.2	7.744	A
2 - A41 N	701	175	812	2819	0.249	701	1505	0.3	0.3	1.699	A
3 - Site Access	235	59	1298	1568	0.150	235	216	0.2	0.2	2.700	A
4 - A41 S	1400	350	437	2836	0.494	1400	1095	1.0	1.0	2.507	A
5 - Park and Ride	12	3	1730	835	0.015	12	108	0.0	0.0	4.372	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	860	215	1033	1654	0.520	865	391	2.2	1.1	4.586	A
2 - A41 N	573	143	667	2936	0.195	573	1231	0.3	0.2	1.523	A
3 - Site Access	191	48	1063	1713	0.112	192	177	0.2	0.1	2.366	A
4 - A41 S	1144	286	357	2895	0.395	1145	897	1.0	0.7	2.059	A
5 - Park and Ride	10	2	1414	994	0.010	10	88	0.0	0.0	3.656	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	720	180	865	1754	0.411	722	327	1.1	0.7	3.494	A
2 - A41 N	480	120	557	3023	0.159	480	1030	0.2	0.2	1.417	A
3 - Site Access	160	40	889	1820	0.088	160	148	0.1	0.1	2.170	A
4 - A41 S	958	239	299	2939	0.326	958	750	0.7	0.5	1.817	A
5 - Park and Ride	8	2	1184	1110	0.007	8	74	0.0	0.0	3.267	A

2031 SEPR Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.37	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	23	4 - A41 S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2031 SEPR Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	624	100.000
2 - A41 N		ONE HOUR	✓	1219	100.000
3 - Site Access		ONE HOUR	✓	489	100.000
4 - A41 S		ONE HOUR	✓	1678	100.000
5 - Park and Ride		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	1	221	55	323	24
	2 - A41 N	306	62	0	850	1
	3 - Site Access	113	288	0	83	5
	4 - A41 S	493	1048	32	0	105
	5 - Park and Ride	3	1	1	3	0

Vehicle Mix

HV %s

		To				
		1 - Vendee Drive	2 - A41 N	3 - Site Access	4 - A41 S	5 - Park and Ride
From	1 - Vendee Drive	0	0	0	0	0
	2 - A41 N	0	0	0	0	0
	3 - Site Access	0	0	0	0	0
	4 - A41 S	0	0	0	0	0
	5 - Park and Ride	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.52	5.58	1.1	A	573	859
2 - A41 N	0.44	2.07	0.8	A	1119	1678
3 - Site Access	0.41	4.71	0.7	A	449	673
4 - A41 S	0.74	5.47	2.8	A	1540	2310
5 - Park and Ride	0.02	9.01	0.0	A	7	11

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	470	117	1077	1628	0.289	468	688	0.0	0.4	3.099	A
2 - A41 N	918	229	329	3205	0.286	916	1216	0.0	0.4	1.573	A
3 - Site Access	368	92	1179	1641	0.224	367	66	0.0	0.3	2.824	A
4 - A41 S	1263	316	601	2714	0.465	1260	946	0.0	0.9	2.469	A
5 - Park and Ride	6	2	1759	821	0.007	6	101	0.0	0.0	4.419	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	561	140	1288	1504	0.373	560	823	0.4	0.6	3.812	A
2 - A41 N	1096	274	394	3153	0.348	1095	1455	0.4	0.5	1.748	A
3 - Site Access	440	110	1410	1498	0.293	439	79	0.3	0.4	3.397	A
4 - A41 S	1508	377	719	2626	0.574	1507	1131	0.9	1.3	3.209	A
5 - Park and Ride	7	2	2104	647	0.011	7	121	0.0	0.0	5.622	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	687	172	1576	1334	0.515	685	1006	0.6	1.0	5.532	A
2 - A41 N	1342	336	482	3083	0.435	1341	1779	0.5	0.8	2.066	A
3 - Site Access	538	135	1727	1303	0.413	537	97	0.4	0.7	4.694	A
4 - A41 S	1848	462	880	2507	0.737	1842	1384	1.3	2.7	5.371	A
5 - Park and Ride	9	2	2573	412	0.021	9	148	0.0	0.0	8.933	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	687	172	1580	1332	0.516	687	1008	1.0	1.1	5.584	A
2 - A41 N	1342	336	483	3082	0.435	1342	1784	0.8	0.8	2.068	A
3 - Site Access	538	135	1729	1302	0.414	538	97	0.7	0.7	4.714	A
4 - A41 S	1848	462	881	2506	0.737	1847	1386	2.7	2.8	5.467	A
5 - Park and Ride	9	2	2580	408	0.022	9	149	0.0	0.0	9.006	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	561	140	1294	1500	0.374	563	826	1.1	0.6	3.849	A
2 - A41 N	1096	274	396	3152	0.348	1097	1461	0.8	0.5	1.751	A
3 - Site Access	440	110	1413	1496	0.294	441	79	0.7	0.4	3.415	A
4 - A41 S	1508	377	720	2625	0.575	1514	1134	2.8	1.4	3.258	A
5 - Park and Ride	7	2	2113	643	0.011	7	122	0.0	0.0	5.662	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	470	117	1082	1625	0.289	471	690	0.6	0.4	3.118	A
2 - A41 N	918	229	331	3204	0.286	918	1221	0.5	0.4	1.574	A
3 - Site Access	368	92	1183	1639	0.225	369	66	0.4	0.3	2.835	A
4 - A41 S	1263	316	603	2713	0.466	1265	949	1.4	0.9	2.490	A
5 - Park and Ride	6	2	1766	817	0.007	6	102	0.0	0.0	4.438	A



APPENDIX Q

Junction Operational Appraisals

User and Project Details

Project:	Bicester Catalyst
Title:	A41 Corridor
Location:	
Client:	Albion Land
Date Started:	April 2019
Model Purpose:	Transport Assessment
Flow Details:	Bicester Traffic Model
Additional detail:	
File name:	A41 Corridor RevE.lsg3x
Author:	RM
Company:	David Tucker Associates
Address:	Henley-in-Arden

C1

Phase Input Data

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

Phase Intergreens Matrix

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

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1		5	5
	2	5		5
	3	5	5	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 3

	To Stage	
	1	2
From Stage	1	5
	2	5

Phases in Stage

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

C2

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7

Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A	-	-	-	-	5	-	-
	B	-	-	-	-	5	-	-
	C	-	-	-	-	-	5	6
	D	-	-	-	-	-	5	-
	E	8	7	-	-	-	5	-
	F	-	-	5	6	5	-	-
	G	-	-	5	-	-	-	-

Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	6
	2	8		8
	3	6	6	

Phases in Stage

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

C3

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Filter	E	4	2
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5

Phase Intergreens Matrix

		Starting Phase										
		A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A	-	-	-	-	-	-	-	-	-	-	-
	B	-	5	-	-	-	-	-	-	-	-	-
	C	-	5	-	-	7	-	-	-	-	-	-
	D	-	-	-	-	-	-	-	-	-	-	-
	E	-	-	-	-	-	-	-	-	-	-	-
	F	-	-	7	-	-	-	-	-	-	-	-
	G	-	-	-	-	-	-	-	-	-	-	-
	H	-	-	-	-	-	-	-	-	-	-	-
	I	-	-	-	-	-	-	-	-	-	-	-
	J	-	-	-	-	-	-	-	-	-	-	-
	K	-	-	-	-	-	-	-	-	-	-	-

Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1	-	7	2	0
	2	X	-	2	X
	3	2	2	-	0
	4	2	2	2	-

Phases in Stage

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

C4

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5

Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A	5	-	5	6	-	8	-	
	B	5	8	6	-	5	8	-	
	C	-	5	-	9	-	-	5	
	D	5	5	-	6	-	-	5	
	E	6	-	6	6	-	-	-	
	F	-	7	-	-	-	-	-	
	G	8	7	-	-	-	-	-	
	H	-	-	15	15	-	-	-	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	3	C	Losing	2	2
2	3	D	Losing	2	2

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	8	9	
	2	8	11	
	3	15	15	

Phases in Stage

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

**C5
Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5

Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		5	-	5	6	-	8	-
	B	5		8	6	-	5	8	-
	C	-	5		-	9	-	-	5
	D	5	5	-		6	-	-	5
	E	6	-	6	6		-	-	-
	F	-	7	-	-	-		-	-
	G	8	7	-	-	-	-		-
	H	-	-	15	15	-	-	-	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	3	C	Losing	2	2
2	3	D	Losing	2	2

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		8	9
	2	8		11
	3	15	15	

Phases in Stage

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

Give-Way Lane Input Data

Junction: J1: JCT 8: A41/Oxford Road/Services											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:7/1 (Services)	J1:4/1 (Ahead)	1000	0	J1:12/1	0.33	All	-	-	-	-	-
				J1:12/2	0.33	All					
				J1:12/3	0.33	All					
	J1:4/2 (Ahead)	1000	0	J1:12/1	0.33	All					
				J1:12/2	0.33	All					
				J1:12/3	0.33	All					
				J1:12/1	0.33	All					
	J1:14/1 (Left)	1000	0	J1:12/2	0.33	All					
				J1:12/3	0.33	All					
				J1:12/1	0.33	All					
J1:14/2 (Left)	1000	0	J1:12/2	0.33	All						
			J1:12/3	0.33	All						

Junction: J2: Pringle Drive (Bicester Village)

There are no Opposed Lanes in this Junction

Junction: J3: Tesco & Bicester 4 Access

There are no Opposed Lanes in this Junction

Junction: J4: Premier Inn

There are no Opposed Lanes in this Junction

Junction: J5: Wendlebury Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J5:1/1 (Wendlebury Road)	J5:4/1 (Left)	715	0	J5:2/1	0.22	All	-	-	-	-	-
				J5:2/2	0.22	All					

Junction: J6: A41 - Vendee Drive Roundabout											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J6:2/1 (A41 North)	J6:1/1 (Left)	3468	0	J6:8/1	0.80	All	-	-	-	-	-
	J6:3/1 (Ahead)	3468	0	J6:8/1	0.80	All					
J6:10/1 (A41 South)	J6:13/1 (Left)	3161	0	J6:5/1	0.75	All	-	-	-	-	-
	J6:15/1 (Ahead)	3161	0	J6:5/1	0.75	All					
J6:11/1 (Vendee Drive)	J6:8/1 (Ahead)	2264	0	J6:7/1	0.59	All	-	-	-	-	-
	J6:9/1 (Left)	2264	0	J6:7/1	0.59	All					
J6:12/1 (Un-named Road)	J6:4/1 (Left)	2368	0	J6:3/1	0.62	All	-	-	-	-	-
	J6:5/1 (Ahead)	2368	0	J6:3/1	0.62	All					
J6:14/1 (Park and Ride)	J6:6/1 (Left)	1704	0	J6:15/1	0.50	All	-	-	-	-	-
	J6:7/1 (Ahead)	1704	0	J6:15/1	0.50	All					

Junction: J7: Site Access											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J7:2/1 (Bicester Catalyst)	J7:4/1 (Ahead)	1000	0	J7:3/1	0.33	All	-	-	-	-	-
J7:8/1 (Wendlebury Road South)	J7:5/1 (Ahead)	1000	0	J7:4/1	0.33	All	-	-	-	-	-
	J7:9/1 (Left)	1000	0	J7:4/1	0.33	All	-	-	-	-	-
J7:10/1	J6:16/1 (Left)	1000	0	J7:5/1	0.33	All	-	-	-	-	-
	J7:6/1 (Ahead)	1000	0	J7:5/1	0.33	All	-	-	-	-	-
J7:11/1 (Wendlebury Road North)	J7:1/1 (Ahead)	1000	0	J7:6/1	0.33	All	-	-	-	-	-
	J7:3/1 (Ahead)	1000	0	J7:6/1	0.33	All	-	-	-	-	-

Junction: J8: Bicester Avenue											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J8:1/1	J8:3/1 (Left)	715	0	J8:2/1	0.22	All	-	-	-	-	-
	J8:5/1 (Ahead)	600	0	J8:4/1	0.19	All	-	-	-	-	-
				J8:2/1	0.22	All	-	-	-	-	-

Junction: J9: David Lloyd Access											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J9:3/1 (David Lloyd)	J9:4/1 (Left)	715	0	J9:1/1	0.22	All	-	-	-	-	-
	J9:6/1 (Right)	600	0	J9:1/1	0.22	All					
J9:5/1	J9:2/1 (Right)	850	0	J9:5/1	0.19	All	-	-	-	-	-
				J9:1/1	0.35	All	-	-	-	-	-

Junction: J10: Middleton Stoney Road												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
J10:1/1	J10:2/1 (Ahead)	2174	0	J10:6/1	0.75	All	-	-	-	-	-	
	J10:3/1 (Left)	2174	0	J10:6/1	0.75	All						
J10:5/1 (King's End)	J10:6/1 (Right)	1679	0	J10:9/1	0.67	All	-	-	-	-	-	
	J10:7/1 (Ahead)	1679	0	J10:9/1	0.67	All						
J10:8/1 (Middleton Stoney Road)	J10:4/1 (Left)	1893	0	J10:2/1	0.70	All	-	-	-	-	-	
	J10:9/1 (Ahead)	1893	0	J10:2/1	0.70	All						

Lane Input Data

Junction: J1: JCT 8: A41/Oxford Road/Services												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1	U	A	2	3	23.5	User	1900	-	-	-	-	-
J1:1/2	U	A	2	3	23.5	User	1900	-	-	-	-	-
J1:1/3	U	A	2	3	23.5	User	1900	-	-	-	-	-
J1:2/1	U	E	2	3	7.8	User	1900	-	-	-	-	-
J1:2/2	U	E	2	3	7.8	User	1900	-	-	-	-	-
J1:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1	U	B	2	3	6.1	User	1900	-	-	-	-	-
J1:4/2	U	B	2	3	6.1	User	1900	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (A41 East)	U	D	2	3	17.4	User	1900	-	-	-	-	-
J1:6/2 (A41 East)	U	D	2	3	60.0	User	1900	-	-	-	-	-
J1:6/3 (A41 East)	U	D	2	3	60.0	User	1900	-	-	-	-	-
J1:7/1 (Services)	O		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1	U	G	2	3	8.7	User	1900	-	-	-	-	-
J1:8/2	U	G	2	3	8.7	User	1900	-	-	-	-	-
J1:9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:10/1 (A41 South)	U	H	2	3	26.1	User	1900	-	-	-	-	-
J1:10/2 (A41 South)	U	H	2	3	26.1	User	1900	-	-	-	-	-
J1:10/3 (A41 South)	U	F	2	3	26.1	User	1900	-	-	-	-	-
J1:10/4 (A41 South)	U	F	2	3	14.8	User	1900	-	-	-	-	-
J1:11/1	U	C	2	3	8.7	User	1900	-	-	-	-	-
J1:11/2	U	C	2	3	8.7	User	1900	-	-	-	-	-
J1:12/1	U		2	3	7.8	User	1900	-	-	-	-	-
J1:12/2	U		2	3	7.8	User	1900	-	-	-	-	-
J1:12/3	U		2	3	7.8	User	1900	-	-	-	-	-
J1:13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:14/1	U		2	3	3.5	Inf	-	-	-	-	-	-
J1:14/2	U		2	3	3.5	Inf	-	-	-	-	-	-

Junction: J2: Pringle Drive (Bicester Village)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1	U	A	2	3	22.3	User	1900	-	-	-	-	-
J2:1/2	U	A	2	3	22.3	User	1900	-	-	-	-	-
J2:1/3	U	B	2	3	22.3	User	1900	-	-	-	-	-
J2:1/4	U	B	2	3	20.9	User	1900	-	-	-	-	-
J2:2/1	U	C	2	3	3.9	User	1900	-	-	-	-	-
J2:2/2	U	C	2	3	3.9	User	1900	-	-	-	-	-
J2:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1	U	G	2	3	26.1	User	1900	-	-	-	-	-
J2:4/2	U	F	2	3	26.1	Geom	-	3.50	0.00	Y	Arm J2:7 Ahead	Inf
J2:4/3	U	F	2	3	6.1	Geom	-	3.50	0.00	N	Arm J2:7 Ahead	Inf
J2:5/1	U		2	3	3.5	Inf	-	-	-	-	-	-
J2:5/2	U		2	3	3.5	Inf	-	-	-	-	-	-
J2:6/1 (Pingle Drive)	U	D	2	3	11.8	User	1900	-	-	-	-	-
J2:6/2 (Pingle Drive)	U	D	2	3	60.0	User	1900	-	-	-	-	-
J2:6/3 (Pingle Drive)	U	E	2	3	60.0	User	1900	-	-	-	-	-
J2:7/1	U		2	3	3.5	Inf	-	-	-	-	-	-
J2:7/2	U		2	3	3.5	Inf	-	-	-	-	-	-
J2:7/3	U		2	3	3.5	Inf	-	-	-	-	-	-

Junction: J3: Tesco & Bicester 4 Access												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (A41S)	U	A	2	3	17.4	Geom	-	3.25	0.00	Y	Arm J3:2 Ahead	Inf
J3:1/2 (A41S)	U	A	2	3	17.4	Geom	-	3.25	0.00	N	Arm J3:2 Ahead	Inf
J3:1/3 (A41S)	U	A	2	3	17.4	Geom	-	3.25	0.00	N	Arm J3:2 Ahead	Inf
J3:1/4 (A41S)	U	B	2	3	17.4	Geom	-	3.25	0.00	Y	Arm J3:3 Right	20.00
J3:1/5 (A41S)	U	B	2	3	5.0	Geom	-	3.25	0.00	N	Arm J3:3 Right	20.00
J3:2/1	U		2	3	1.7	Inf	-	-	-	-	-	-
J3:2/2	U		2	3	1.7	Inf	-	-	-	-	-	-
J3:2/3	U		2	3	1.7	Inf	-	-	-	-	-	-
J3:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:4/1 (A41N)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:3 Left	20.00
J3:4/2 (A41N)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:5 Ahead	Inf
J3:4/3 (A41N)	U	C	2	3	60.0	Geom	-	3.25	0.00	N	Arm J3:5 Ahead	Inf
J3:4/4 (A41N)	U	C	2	3	60.0	Geom	-	3.25	0.00	N	Arm J3:5 Ahead	Inf
J3:5/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:5/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:5/3	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:6/1 (Tesco/B4 entry)	U	E F	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J3:5 Left	15.00
J3:6/2 (Tesco/B4 entry)	U	E F	2	3	13.0	Geom	-	3.25	0.00	N	Arm J3:5 Left	15.00
J3:6/3 (Tesco/B4 entry)	U	E	2	3	14.8	Geom	-	3.25	0.00	Y	Arm J3:2 Right	25.00
J3:6/4 (Tesco/B4 entry)	U	E	2	3	14.8	Geom	-	3.25	0.00	N	Arm J3:2 Right	25.00

Junction: J4: Premier Inn												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (A41 North)	U	C	2	3	17.4	Geom	-	3.65	0.00	Y	Arm J4:4 Ahead	Inf
J4:1/2 (A41 North)	U	C	2	3	17.4	Geom	-	3.65	0.00	N	Arm J4:4 Ahead	Inf
J4:1/3 (A41 North)	U	D	2	3	17.4	Geom	-	3.25	0.00	Y	Arm J4:5 Right	20.00
J4:2/1 (A41 South)	U	A	2	3	10.4	Geom	-	3.63	0.00	Y	Arm J4:5 Left	10.00
J4:2/2 (A41 South)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J4:3 Ahead	Inf
J4:2/3 (A41 South)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm J4:3 Ahead	Inf
J4:3/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J4:3/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J4:4/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J4:4/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J4:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1 (Haydock Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J4:3 Left	15.00
J4:6/2 (Haydock Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J4:4 Right	25.00

Junction: J5: Wendlebury Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J5:1/1 (Wendlebury Road)	O		2	3	4.3	Inf	-	-	-	-	-	-
J5:2/1	U		2	3	29.6	Inf	-	-	-	-	-	-
J5:2/2	U		2	3	29.6	Inf	-	-	-	-	-	-
J5:3/1	U		2	3	1.7	Inf	-	-	-	-	-	-
J5:4/1	U		2	3	1.7	Inf	-	-	-	-	-	-
J5:4/2	U		2	3	1.7	Inf	-	-	-	-	-	-
J5:5/1	U		2	3	37.4	Inf	-	-	-	-	-	-
J5:5/2	U		2	3	37.4	Inf	-	-	-	-	-	-

Junction: J6: A41 - Vendee Drive Roundabout												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J6:1/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J6:2/1 (A41 North)	O		2	3	59.1	Inf	-	-	-	-	-	-
J6:3/1	U		2	3	6.1	Inf	-	-	-	-	-	-
J6:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:5/1	U		2	3	6.1	Inf	-	-	-	-	-	-
J6:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:7/1	U		2	3	6.1	Inf	-	-	-	-	-	-
J6:8/1	U		2	3	6.1	Inf	-	-	-	-	-	-
J6:9/1	U		2	3	17.4	Inf	-	-	-	-	-	-
J6:10/1 (A41 South)	O		2	3	60.0	Inf	-	-	-	-	-	-
J6:11/1 (Vendee Drive)	O		2	3	60.0	Inf	-	-	-	-	-	-
J6:12/1 (Un-named Road)	O		2	3	13.9	Inf	-	-	-	-	-	-
J6:13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:14/1 (Park and Ride)	O		2	3	60.0	Inf	-	-	-	-	-	-
J6:15/1	U		2	3	6.1	Inf	-	-	-	-	-	-
J6:16/1	U		2	3	3.5	Inf	-	-	-	-	-	-

Junction: J7: Site Access												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J7:1/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:2/1 (Bicester Catalyst)	O		2	3	60.0	Inf	-	-	-	-	-	-
J7:3/1	U		2	3	4.3	Inf	-	-	-	-	-	-
J7:4/1	U		2	3	4.3	Inf	-	-	-	-	-	-
J7:5/1	U		2	3	4.3	Inf	-	-	-	-	-	-
J7:6/1	U		2	3	4.3	Inf	-	-	-	-	-	-
J7:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:8/1 (Wendlebury Road South)	O		2	3	60.0	Inf	-	-	-	-	-	-
J7:9/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J7:10/1	O		2	3	13.9	Inf	-	-	-	-	-	-
J7:11/1 (Wendlebury Road North)	O		2	3	31.3	Inf	-	-	-	-	-	-

Junction: J8: Bicester Avenue												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J8:1/1	O		2	3	60.0	Inf	-	-	-	-	-	-
J8:2/1	U		2	3	4.3	Inf	-	-	-	-	-	-
J8:3/1	U		2	3	3.5	Inf	-	-	-	-	-	-
J8:4/1	U		2	3	26.1	Inf	-	-	-	-	-	-
J8:5/1	U		2	3	1.7	Inf	-	-	-	-	-	-
J8:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J9: David Lloyd Access												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J9:1/1	U		2	3	26.1	Inf	-	-	-	-	-	-
J9:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J9:3/1 (David Lloyd)	O		2	3	60.0	Inf	-	-	-	-	-	-
J9:4/1	U		2	3	3.5	Inf	-	-	-	-	-	-
J9:5/1	O		2	3	31.3	Inf	-	-	-	-	-	-
J9:6/1	U		2	3	3.5	Inf	-	-	-	-	-	-

Junction: J10: Middleton Stoney Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J10:1/1	O		2	3	26.1	Inf	-	-	-	-	-	-
J10:2/1	U		2	3	1.7	Inf	-	-	-	-	-	-
J10:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J10:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J10:5/1 (King's End)	O		2	3	60.0	Inf	-	-	-	-	-	-
J10:6/1	U		2	3	1.7	Inf	-	-	-	-	-	-
J10:7/1	U		2	3	3.5	Inf	-	-	-	-	-	-
J10:8/1 (Middleton Stoney Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
J10:9/1	U		2	3	1.7	Inf	-	-	-	-	-	-

LinSig V1 style report

Lane Saturation Flows

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1				This lane uses a directly entered Saturation Flow			1900	1900
J2:1/2				This lane uses a directly entered Saturation Flow			1900	1900
J2:1/3				This lane uses a directly entered Saturation Flow			1900	1900
J2:1/4				This lane uses a directly entered Saturation Flow			1900	1900
J2:2/1				This lane uses a directly entered Saturation Flow			1900	1900
J2:2/2				This lane uses a directly entered Saturation Flow			1900	1900
J2:3/1				Infinite Saturation Flow			Inf	Inf
J2:3/2				Infinite Saturation Flow			Inf	Inf
J2:4/1				This lane uses a directly entered Saturation Flow			1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105
J2:5/1				Infinite Saturation Flow			Inf	Inf
J2:5/2				Infinite Saturation Flow			Inf	Inf
J2:6/1 (Pingle Drive Lane 1)				This lane uses a directly entered Saturation Flow			1900	1900
J2:6/2 (Pingle Drive Lane 2)				This lane uses a directly entered Saturation Flow			1900	1900
J2:6/3 (Pingle Drive Lane 3)				This lane uses a directly entered Saturation Flow			1900	1900
J2:7/1				Infinite Saturation Flow			Inf	Inf
J2:7/2				Infinite Saturation Flow			Inf	Inf
J2:7/3				Infinite Saturation Flow			Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: Wendlebury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: Wendlebury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: Wendlebury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: Wendlebury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

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Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

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

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 28: 'D31PM OP5A B1B' (FG38: 'D31PM OP5A B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 29: 'D31AM SEPR OP5A B1B' (FG39: 'D31AM SEPR OP5A B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

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Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 30: 'D31PM SEPR OP5A B1B' (FG40: 'D31PM SEPR OP5A B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 31: 'D26AM OP7 B1C' (FG41: 'D26AM OP7 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 32: 'D26PM OP7 B1C' (FG42: 'D26PM OP7 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: Wendlebury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 33: 'D31PM OP7 B1C' (FG43: 'D31AM OP7 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 34: 'D31PM OP7 B1C' (FG44: 'D31PM OP7 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 35: 'D31AM SEPR OP7 B1C' (FG45: 'D31AM SEPR OP7 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 36: 'D31PM SEPR OP7 B1C' (FG46: 'D31PM SEPR OP7 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 37: 'D26AM OP7 B1B' (FG47: 'D26AM OP7 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: Wendlebury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 38: 'D26PM OP7 B1B' (FG48: 'D26PM OP7 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 39: 'D31PM OP7 B1B' (FG49: 'D31AM OP7 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 40: 'D31PM OP7 B1B' (FG50: 'D31PM OP7 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 41: 'D31AM SEPR OP7 B1B' (FG51: 'D31AM SEPR OP7 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 42: 'D31PM SEPR OP7 B1B' (FG52: 'D31PM SEPR OP7 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: Wendlebury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 43: 'D26AM OP8 B1C' (FG53: 'D26AM OP8 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 44: 'D26PM OP8 B1C' (FG54: 'D26PM OP8 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 45: 'D31PM OP8 B1C' (FG55: 'D31AM OP8 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: Wendlebury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 46: 'D31PM OP8 B1C' (FG56: 'D31PM OP8 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 47: 'D31AM SEPR OP8 B1C' (FG57: 'D31AM SEPR OP8 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 48: 'D31PM SEPR OP8 B1C' (FG58: 'D31PM SEPR OP8 B1C', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 49: 'D26AM OP8 B1B' (FG59: 'D26AM OP8 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 50: 'D26PM OP8 B1B' (FG60: 'D26PM OP8 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 51: 'D31PM OP8 B1B' (FG61: 'D31AM OP8 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 52: 'D31PM OP8 B1B' (FG62: 'D31PM OP8 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 53: 'D31AM SEPR OP8 B1B' (FG63: 'D31AM SEPR OP8 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Scenario 54: 'D31PM SEPR OP8 B1B' (FG64: 'D31PM SEPR OP8 B1B', Plan 1: 'B26AM')

Junction: J1: JCT 8: A41/Oxford Road/Services									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1		Infinite Saturation Flow						Inf	Inf
J1:3/2		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1		Infinite Saturation Flow						Inf	Inf
J1:5/2		Infinite Saturation Flow						Inf	Inf
J1:6/1 (A41 East Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A41 East Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A41 East Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (Services Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:8/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1		Infinite Saturation Flow						Inf	Inf
J1:9/2		Infinite Saturation Flow						Inf	Inf
J1:10/1 (A41 South Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (A41 South Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/3 (A41 South Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:10/4 (A41 South Lane 4)		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:11/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/2		This lane uses a directly entered Saturation Flow						1900	1900
J1:12/3		This lane uses a directly entered Saturation Flow						1900	1900
J1:13/1		Infinite Saturation Flow						Inf	Inf
J1:14/1		Infinite Saturation Flow						Inf	Inf
J1:14/2		Infinite Saturation Flow						Inf	Inf

Junction: J2: Pringle Drive (Bicester Village)									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/4		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1		Infinite Saturation Flow						Inf	Inf
J2:3/2		Infinite Saturation Flow						Inf	Inf
J2:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965	
J2:4/3	3.50	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2105	2105	
J2:5/1		Infinite Saturation Flow						Inf	Inf
J2:5/2		Infinite Saturation Flow						Inf	Inf
J2:6/1 (Pingle Drive Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (Pingle Drive Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (Pingle Drive Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1		Infinite Saturation Flow						Inf	Inf
J2:7/2		Infinite Saturation Flow						Inf	Inf
J2:7/3		Infinite Saturation Flow						Inf	Inf

Junction: J3: Tesco & Bicester 4 Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A41S)	3.25	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A41S)	3.25	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2080	2080
J3:1/4 (A41S)	3.25	0.00	Y	Arm J3:3 Right	20.00	100.0 %	1805	1805
J3:1/5 (A41S)	3.25	0.00	N	Arm J3:3 Right	20.00	100.0 %	1935	1935
J3:2/1				Infinite Saturation Flow			Inf	Inf
J3:2/2				Infinite Saturation Flow			Inf	Inf
J3:2/3				Infinite Saturation Flow			Inf	Inf
J3:3/1				Infinite Saturation Flow			Inf	Inf
J3:3/2				Infinite Saturation Flow			Inf	Inf
J3:4/1 (A41N)	3.25	0.00	Y	Arm J3:3 Left	20.00	100.0 %	1805	1805
J3:4/2 (A41N)	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:4/3 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:4/4 (A41N)	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:5/1				Infinite Saturation Flow			Inf	Inf
J3:5/2				Infinite Saturation Flow			Inf	Inf
J3:5/3				Infinite Saturation Flow			Inf	Inf
J3:6/1 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:5 Left	15.00	100.0 %	1764	1764
J3:6/2 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:5 Left	15.00	100.0 %	1891	1891
J3:6/3 (Tesco/B4 entry)	3.25	0.00	Y	Arm J3:2 Right	25.00	100.0 %	1830	1830
J3:6/4 (Tesco/B4 entry)	3.25	0.00	N	Arm J3:2 Right	25.00	100.0 %	1962	1962

Junction: J4: Premier Inn								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A41 North)	3.65	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1980	1980
J4:1/2 (A41 North)	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:1/3 (A41 North)	3.25	0.00	Y	Arm J4:5 Right	20.00	100.0 %	1805	1805
J4:2/1 (A41 South)	3.63	0.00	Y	Arm J4:5 Left	10.00	100.0 %	1720	1720
J4:2/2 (A41 South)	3.65	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1980	1980
J4:2/3 (A41 South)	3.65	0.00	N	Arm J4:3 Ahead	Inf	100.0 %	2120	2120
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Haydock Road)	3.00	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1741	1741
J4:6/2 (Haydock Road)	3.00	0.00	Y	Arm J4:4 Right	25.00	100.0 %	1807	1807

Junction: J5: WendleBury Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Wendlebury Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:2/2	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:4/2	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf
J5:5/2	Infinite Saturation Flow						Inf	Inf

Junction: J6: A41 - Vendee Drive Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1							Inf	Inf
J6:2/1 (A41 North Lane 1)							Inf	Inf
J6:3/1							Inf	Inf
J6:4/1							Inf	Inf
J6:5/1							Inf	Inf
J6:6/1							Inf	Inf
J6:7/1							Inf	Inf
J6:8/1							Inf	Inf
J6:9/1							Inf	Inf
J6:10/1 (A41 South Lane 1)							Inf	Inf
J6:11/1 (Vendee Drive Lane 1)							Inf	Inf
J6:12/1 (Un-named Road Lane 1)							Inf	Inf
J6:13/1							Inf	Inf
J6:14/1 (Park and Ride Lane 1)							Inf	Inf
J6:15/1							Inf	Inf
J6:16/1							Inf	Inf

Junction: J7: Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1							Inf	Inf
J7:2/1 (Bicester Catalyst Lane 1)							Inf	Inf
J7:3/1							Inf	Inf
J7:4/1							Inf	Inf
J7:5/1							Inf	Inf
J7:6/1							Inf	Inf
J7:7/1							Inf	Inf
J7:8/1 (Wendlebury Road South Lane 1)							Inf	Inf
J7:9/1							Inf	Inf
J7:10/1							Inf	Inf
J7:11/1 (Wendlebury Road North Lane 1)							Inf	Inf

Junction: J8: Bicester Avenue								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1							Inf	Inf
J8:2/1							Inf	Inf
J8:3/1							Inf	Inf
J8:4/1							Inf	Inf
J8:5/1							Inf	Inf
J8:6/1							Inf	Inf

Junction: J9: David Lloyd Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J9:1/1							Inf	Inf	
J9:2/1							Inf	Inf	
J9:3/1 (David Lloyd Lane 1)							Inf	Inf	
J9:4/1							Inf	Inf	
J9:5/1							Inf	Inf	
J9:6/1							Inf	Inf	

Junction: J10: Middleton Stoney Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J10:1/1							Inf	Inf	
J10:2/1							Inf	Inf	
J10:3/1							Inf	Inf	
J10:4/1							Inf	Inf	
J10:5/1 (King's End Lane 1)							Inf	Inf	
J10:6/1							Inf	Inf	
J10:7/1							Inf	Inf	
J10:8/1 (Middleton Stoney Road Lane 1)							Inf	Inf	
J10:9/1							Inf	Inf	

Traffic Flow Groups

LinSig V1 style report

Flow Group	Start Time	End Time	Duration	Formula
1: 'B26AM'	08:00	09:00	01:00	
2: 'B26PM'	17:00	18:00	01:00	
3: 'B31AM'	08:00	09:00	01:00	
4: 'B31PM'	17:00	18:00	01:00	
5: 'B31AM_SEPR'	08:00	09:00	01:00	
6: 'B31PM_SEPR'	17:00	18:00	01:00	
17: 'D26AM OP5B'	08:00	09:00	01:00	$(23376*((0.35*F9)+(0.65*F13)))/1000000)+F1$
18: 'D26PM OP5B'	17:00	18:00	01:00	$(23376*((0.35*F10)+(0.65*F14)))/1000000)+F2$
19: 'D31AM OP5B'	08:00	09:00	01:00	$(23376*((0.35*F9)+(0.65*F13)))/1000000)+F3$
20: 'D31PM OP5B'	17:00	18:00	01:00	$(23376*((0.35*F10)+(0.65*F14)))/1000000)+F4$
21: 'D31AM SEPR OP5B'	08:00	09:00	01:00	$(23376*((0.35*F9)+(0.65*F13)))/1000000)+F5$
22: 'D31PM SEPR OP5B'	17:00	18:00	01:00	$(23376*((0.35*F10)+(0.65*F14)))/1000000)+F6$
23: 'D26AM OP5A'	08:00	09:00	01:00	$(33568*((0.35*F9)+(0.65*F13)))/1000000)+F1$
24: 'D26PM OP5A'	17:00	18:00	01:00	$(33568*((0.35*F10)+(0.65*F14)))/1000000)+F2$
25: 'D31AM OP5A'	08:00	09:00	01:00	$(33568*((0.35*F9)+(0.65*F13)))/1000000)+F3$
26: 'D31PM OP5A'	17:00	18:00	01:00	$(33568*((0.35*F10)+(0.65*F14)))/1000000)+F4$
27: 'D31AM SEPR OP5A'	08:00	09:00	01:00	$(33568*((0.35*F9)+(0.65*F13)))/1000000)+F5$
28: 'D31PM SEPR OP5A'	17:00	18:00	01:00	$(33568*((0.35*F10)+(0.65*F14)))/1000000)+F6$
29: 'D26AM OP5B B1B'	08:00	09:00	01:00	$(23376*F11/1000000)+F1$
30: 'D26PM OP5B B1B'	17:00	18:00	01:00	$(23376*F12/1000000)+F2$
31: 'D31AM OP5B B1B'	08:00	09:00	01:00	$(23376*F11/1000000)+F3$
32: 'D31PM OP5B B1B'	17:00	18:00	01:00	$(23376*F12/1000000)+F4$
33: 'D31AM SEPR OP5B B1B'	08:00	09:00	01:00	$(23376*F11/1000000)+F5$
34: 'D31PM SEPR OP5B B1B'	17:00	18:00	01:00	$(23376*F12/1000000)+F6$
35: 'D26AM OP5A B1B'	08:00	09:00	01:00	$(33568*F11/1000000)+F1$
36: 'D26PM OP5A B1B'	17:00	18:00	01:00	$(33568*F12/1000000)+F2$
37: 'D31AM OP5A B1B'	08:00	09:00	01:00	$(33568*F11/1000000)+F3$
38: 'D31PM OP5A B1B'	17:00	18:00	01:00	$(33568*F12/1000000)+F4$
39: 'D31AM SEPR OP5A B1B'	08:00	09:00	01:00	$(33568*F11/1000000)+F5$
40: 'D31PM SEPR OP5A B1B'	17:00	18:00	01:00	$(33568*F12/1000000)+F6$
41: 'D26AM OP7 B1C'	08:00	09:00	01:00	$(16801*((0.35*F9)+(0.65*F13)))/1000000)+F1+F15$
42: 'D26PM OP7 B1C'	17:00	18:00	01:00	$(16801*((0.35*F10)+(0.65*F14)))/1000000)+F2+F16$
43: 'D31AM OP7 B1C'	08:00	09:00	01:00	$(16801*((0.35*F9)+(0.65*F13)))/1000000)+F3+F15$
44: 'D31PM OP7 B1C'	17:00	18:00	01:00	$(16801*((0.35*F10)+(0.65*F14)))/1000000)+F4+F16$
45: 'D31AM SEPR OP7 B1C'	08:00	09:00	01:00	$(16801*((0.35*F9)+(0.65*F13)))/1000000)+F5+F15$
46: 'D31PM SEPR OP7 B1C'	17:00	18:00	01:00	$(16801*((0.35*F10)+(0.65*F14)))/1000000)+F6+F16$
47: 'D26AM OP7 B1B'	08:00	09:00	01:00	$(16801*F11/1000000)+F1+F15$
48: 'D26PM OP7 B1B'	17:00	18:00	01:00	$(16801*F12/1000000)+F2+F16$
49: 'D31AM OP7 B1B'	08:00	09:00	01:00	$(16801*F11/1000000)+F3+F15$

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50: 'D31PM OP7 B1B'	17:00	18:00	01:00	$(16801 * F_{12} / 1000000) + F_4 + F_{16}$
51: 'D31AM SEPR OP7 B1B'	08:00	09:00	01:00	$(16801 * F_{11} / 1000000) + F_5 + F_{15}$
52: 'D31PM SEPR OP7 B1B'	17:00	18:00	01:00	$(16801 * F_{12} / 1000000) + F_6 + F_{16}$
53: 'D26AM OP8 B1C'	08:00	09:00	01:00	$(26995 * ((0.35 * F_9) + (0.65 * F_{13})) / 1000000) + F_1 + F_{15}$
54: 'D26PM OP8 B1C'	17:00	18:00	01:00	$(26995 * ((0.35 * F_{10}) + (0.65 * F_{14})) / 1000000) + F_2 + F_{16}$
55: 'D31AM OP8 B1C'	08:00	09:00	01:00	$(26995 * ((0.35 * F_9) + (0.65 * F_{13})) / 1000000) + F_3 + F_{15}$
56: 'D31PM OP8 B1C'	17:00	18:00	01:00	$(26995 * ((0.35 * F_{10}) + (0.65 * F_{14})) / 1000000) + F_4 + F_{16}$
57: 'D31AM SEPR OP8 B1C'	08:00	09:00	01:00	$(26995 * ((0.35 * F_9) + (0.65 * F_{13})) / 1000000) + F_5 + F_{15}$
58: 'D31PM SEPR OP8 B1C'	17:00	18:00	01:00	$(26995 * ((0.35 * F_{10}) + (0.65 * F_{14})) / 1000000) + F_6 + F_{16}$
59: 'D26AM OP8 B1B'	08:00	09:00	01:00	$(26995 * F_{11} / 1000000) + F_1 + F_{15}$
60: 'D26PM OP8 B1B'	17:00	18:00	01:00	$(26995 * F_{12} / 1000000) + F_2 + F_{16}$
61: 'D31AM OP8 B1B'	08:00	09:00	01:00	$(26995 * F_{11} / 1000000) + F_3 + F_{15}$
62: 'D31PM OP8 B1B'	17:00	18:00	01:00	$(26995 * F_{12} / 1000000) + F_4 + F_{16}$
63: 'D31AM SEPR OP8 B1B'	08:00	09:00	01:00	$(26995 * F_{11} / 1000000) + F_5 + F_{15}$
64: 'D31PM SEPR OP8 B1B'	17:00	18:00	01:00	$(26995 * F_{12} / 1000000) + F_6 + F_{16}$

Traffic Flows, Desired
FG1: 'B26AM'
Desired Flow :

LinSig V1 style report

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	5	82	247	31	184	25	24	0	0	0	182	1	20	801
	B	336	0	93	167	21	125	17	16	0	0	0	123	0	13	911
	C	48	13	0	30	4	23	3	3	0	0	0	22	0	2	148
	D	220	86	44	0	33	429	58	57	0	0	0	424	1	46	1398
	E	36	14	7	43	0	42	6	6	0	0	0	41	0	4	199
	F	109	43	22	198	11	0	23	23	0	0	0	169	0	18	616
	G	24	9	5	44	3	44	0	3	0	0	0	21	0	2	155
	H	6	2	1	11	1	11	0	0	0	0	0	57	0	6	95
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	K	22	8	4	39	2	40	1	0	0	0	0	5	27	24	172
	L	183	72	37	332	19	337	5	0	0	0	33	1	203	145	1367
	M	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	N	24	9	5	43	2	44	1	0	0	0	35	208	0	1	372
	Tot.	1008	261	300	1154	127	1279	139	132	0	0	68	1253	232	282	6235

FG2: 'B26PM'
Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	136	68	243	35	131	22	39	0	0	0	157	0	31	862
	B	187	0	55	170	24	91	15	27	0	0	0	110	0	22	701
	C	66	34	0	153	22	82	14	24	0	0	0	99	0	20	514
	D	244	115	50	0	52	297	50	88	0	0	0	357	0	70	1323
	E	48	23	10	38	1	21	4	6	0	0	0	25	0	5	181
	F	242	115	49	379	22	0	56	99	0	0	0	399	0	79	1440
	G	23	11	5	36	2	28	0	3	0	0	0	14	0	3	125
	H	14	7	3	22	1	17	1	0	0	0	0	42	0	8	115
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	K	28	13	6	44	3	33	2	0	0	0	0	14	4	40	187
	L	275	130	56	430	25	329	23	0	0	0	19	2	40	466	1795
	M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
	N	43	20	9	67	4	51	4	0	0	0	29	310	22	1	560
	Tot.	1170	604	311	1582	191	1080	191	286	0	0	49	1532	66	748	7810

FG3: 'B31AM'

Desired Flow :

Origin	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
A	0	4	101	251	25	172	25	33	0	0	0	196	0	18	825	
B	232	0	113	202	20	138	20	26	0	0	0	158	0	15	924	
C	81	25	0	55	6	38	6	7	0	0	0	43	0	4	265	
D	233	91	58	0	30	455	67	87	0	0	0	521	1	48	1591	
E	31	12	8	42	0	41	6	8	0	0	0	46	0	4	198	
F	118	46	29	222	12	0	29	38	0	0	0	226	0	21	741	
G	24	9	6	44	2	45	0	8	0	0	0	48	0	5	191	
H	11	4	3	21	1	22	0	0	0	0	0	34	0	3	99	
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
K	33	13	8	63	3	64	1	0	0	0	0	1	7	14	207	
L	251	98	62	472	26	481	8	0	0	0	11	0	88	263	1760	
M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11	
N	60	24	15	113	6	115	2	0	0	0	37	542	0	0	914	
Tot.	1074	326	403	1485	131	1571	164	207	0	0	50	1822	96	397	7726	

FG4: 'B31PM'

Desired Flow :

Origin	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
A	0	103	110	238	29	148	22	29	0	0	0	171	0	32	882	
B	178	0	88	158	19	98	15	19	0	0	0	113	0	21	709	
C	68	37	0	192	23	120	18	24	0	0	0	138	0	26	646	
D	284	154	75	0	48	338	50	67	0	0	0	390	0	73	1479	
E	39	21	10	35	1	23	3	4	0	0	0	26	0	5	167	
F	240	130	63	375	19	0	62	82	0	0	0	480	0	90	1541	
G	21	11	5	33	2	31	0	3	0	0	0	18	0	3	127	
H	13	7	3	20	1	19	1	0	0	0	0	44	0	8	116	
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
K	35	19	9	55	3	51	3	0	0	0	0	14	4	41	234	
L	251	136	66	393	20	370	24	0	0	0	20	2	108	476	1866	
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7	
N	51	28	13	80	4	75	5	0	0	0	34	312	24	1	627	
Tot.	1180	646	442	1579	169	1273	203	228	0	0	55	1711	136	779	8401	

FG5: 'B31AM_SEPR'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	5	110	247	27	236	29	31	0	0	0	131	0	23	839
B	248	0	115	177	19	169	21	22	0	0	0	94	0	16	881
C	83	23	0	54	6	52	6	7	0	0	0	29	0	5	265
D	259	93	57	0	30	324	39	42	0	0	0	180	1	31	1056
E	33	12	7	42	0	55	7	7	0	0	0	31	0	5	199
F	152	55	33	173	15	0	42	46	0	0	0	194	1	33	744
G	23	8	5	27	2	48	0	5	0	0	0	21	0	4	143
H	13	5	3	15	1	27	0	0	0	0	0	33	0	6	103
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
K	28	10	6	32	3	57	1	0	0	0	0	2	8	9	156
L	232	84	51	265	23	481	9	0	0	0	18	0	75	292	1530
M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11
N	63	23	14	71	6	130	2	0	0	0	48	566	13	0	936
Tot.	1134	318	401	1103	132	1579	156	160	0	0	68	1288	98	426	6863

FG6: 'B31PM_SEPR'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	129	114	225	29	186	23	32	0	0	0	112	0	40	890
B	202	0	89	142	18	117	14	20	0	0	0	70	0	25	697
C	69	37	0	188	24	155	19	27	0	0	0	93	0	33	645
D	267	135	70	0	49	238	30	41	0	0	0	143	0	51	1024
E	40	20	11	35	1	29	4	5	0	0	0	17	0	6	168
F	273	138	72	320	21	0	79	110	0	0	0	382	0	136	1531
G	20	10	5	24	2	32	0	4	0	0	0	15	0	5	117
H	13	7	4	16	1	21	1	0	0	0	0	39	0	14	116
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
K	32	16	8	38	3	52	3	0	0	0	0	16	5	29	202
L	227	115	60	266	18	364	24	0	0	0	22	0	105	502	1703
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
N	47	24	12	55	4	75	5	0	0	0	33	331	24	1	611
Tot.	1190	631	445	1309	170	1269	202	239	0	0	56	1221	134	845	7711

FG17: 'D26AM OP5B'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	5	82	247	31	184	25	24	0	38	0	182	1	20	839
B	336	0	93	167	21	125	17	16	0	9	0	123	0	13	920
C	48	13	0	30	4	23	3	3	0	0	0	22	0	2	148
D	220	86	44	0	33	429	58	57	0	35	0	424	1	46	1433
E	36	14	7	43	0	42	6	6	0	0	0	41	0	4	199
F	109	43	22	198	11	0	23	23	0	0	0	169	0	18	616
G	24	9	5	44	3	44	0	3	0	0	0	21	0	2	155
H	6	2	1	11	1	11	0	0	0	0	0	57	0	6	95
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	4	1	0	6	0	0	0	0	0	0	0	8	0	5	24
K	22	8	4	39	2	40	1	0	0	0	0	5	27	24	172
L	183	72	37	332	19	337	5	0	0	53	33	1	203	145	1420
M	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
N	24	9	5	43	2	44	1	0	0	51	35	208	0	1	423
Tot.	1012	262	300	1160	127	1279	139	132	0	186	68	1261	232	287	6445

FG18: 'D26PM OP5B'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	136	68	243	35	131	22	39	0	4	0	157	0	31	866
B	187	0	55	170	24	91	15	27	0	1	0	110	0	22	702
C	66	34	0	153	22	82	14	24	0	0	0	99	0	20	514
D	244	115	50	0	52	297	50	88	0	5	0	357	0	70	1328
E	48	23	10	38	1	21	4	6	0	0	0	25	0	5	181
F	242	115	49	379	22	0	56	99	0	0	0	399	0	79	1440
G	23	11	5	36	2	28	0	3	0	0	0	14	0	3	125
H	14	7	3	22	1	17	1	0	0	0	0	42	0	8	115
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	37	9	0	34	0	0	0	0	0	0	0	52	0	49	181
K	28	13	6	44	3	33	2	0	0	0	0	14	4	40	187
L	275	130	56	430	25	329	23	0	0	7	19	2	40	466	1802
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
N	43	20	9	67	4	51	4	0	0	5	29	310	22	1	565
Tot.	1207	613	311	1616	191	1080	191	286	0	22	49	1584	66	797	8013

FG19: 'D31AM OP5B'

Desired Flow :

Origin	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
A	0	4	101	251	25	172	25	33	0	38	0	196	0	18	863	
B	232	0	113	202	20	138	20	26	0	9	0	158	0	15	933	
C	81	25	0	55	6	38	6	7	0	0	0	43	0	4	265	
D	233	91	58	0	30	455	67	87	0	35	0	521	1	48	1626	
E	31	12	8	42	0	41	6	8	0	0	0	46	0	4	198	
F	118	46	29	222	12	0	29	38	0	0	0	226	0	21	741	
G	24	9	6	44	2	45	0	8	0	0	0	48	0	5	191	
H	11	4	3	21	1	22	0	0	0	0	0	34	0	3	99	
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J	4	1	0	6	0	0	0	0	0	0	0	8	0	5	24	
K	33	13	8	63	3	64	1	0	0	0	0	1	7	14	207	
L	251	98	62	472	26	481	8	0	0	53	11	0	88	263	1813	
M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11	
N	60	24	15	113	6	115	2	0	0	51	37	542	0	0	965	
Tot.	1078	327	403	1491	131	1571	164	207	0	186	50	1830	96	402	7936	

FG20: 'D31PM OP5B'

Desired Flow :

Origin	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
A	0	103	110	238	29	148	22	29	0	4	0	171	0	32	886	
B	178	0	88	158	19	98	15	19	0	1	0	113	0	21	710	
C	68	37	0	192	23	120	18	24	0	0	0	138	0	26	646	
D	284	154	75	0	48	338	50	67	0	5	0	390	0	73	1484	
E	39	21	10	35	1	23	3	4	0	0	0	26	0	5	167	
F	240	130	63	375	19	0	62	82	0	0	0	480	0	90	1541	
G	21	11	5	33	2	31	0	3	0	0	0	18	0	3	127	
H	13	7	3	20	1	19	1	0	0	0	0	44	0	8	116	
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J	37	9	0	34	0	0	0	0	0	0	0	52	0	49	181	
K	35	19	9	55	3	51	3	0	0	0	0	14	4	41	234	
L	251	136	66	393	20	370	24	0	0	7	20	2	108	476	1873	
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7	
N	51	28	13	80	4	75	5	0	0	5	34	312	24	1	632	
Tot.	1217	655	442	1613	169	1273	203	228	0	22	55	1763	136	828	8604	

FG21: 'D31AM SEPR OP5B'

Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	5	110	247	27	236	29	31	0	38	0	131	0	23	877
	B	248	0	115	177	19	169	21	22	0	9	0	94	0	16	890
	C	83	23	0	54	6	52	6	7	0	0	0	29	0	5	265
	D	259	93	57	0	30	324	39	42	0	35	0	180	1	31	1091
	E	33	12	7	42	0	55	7	7	0	0	0	31	0	5	199
	F	152	55	33	173	15	0	42	46	0	0	0	194	1	33	744
	G	23	8	5	27	2	48	0	5	0	0	0	21	0	4	143
	H	13	5	3	15	1	27	0	0	0	0	0	33	0	6	103
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	4	1	0	6	0	0	0	0	0	0	0	8	0	5	24
	K	28	10	6	32	3	57	1	0	0	0	0	2	8	9	156
	L	232	84	51	265	23	481	9	0	0	53	18	0	75	292	1583
	M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11
	N	63	23	14	71	6	130	2	0	0	51	48	566	13	0	987
	Tot.	1138	319	401	1109	132	1579	156	160	0	186	68	1296	98	431	7073

FG22: 'D31PM SEPR OP5B'

Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	129	114	225	29	186	23	32	0	4	0	112	0	40	894
	B	202	0	89	142	18	117	14	20	0	1	0	70	0	25	698
	C	69	37	0	188	24	155	19	27	0	0	0	93	0	33	645
	D	267	135	70	0	49	238	30	41	0	5	0	143	0	51	1029
	E	40	20	11	35	1	29	4	5	0	0	0	17	0	6	168
	F	273	138	72	320	21	0	79	110	0	0	0	382	0	136	1531
	G	20	10	5	24	2	32	0	4	0	0	0	15	0	5	117
	H	13	7	4	16	1	21	1	0	0	0	0	39	0	14	116
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	37	9	0	34	0	0	0	0	0	0	0	52	0	49	181
	K	32	16	8	38	3	52	3	0	0	0	0	16	5	29	202
	L	227	115	60	266	18	364	24	0	0	7	22	0	105	502	1710
	M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
	N	47	24	12	55	4	75	5	0	0	5	33	331	24	1	616
	Tot.	1227	640	445	1343	170	1269	202	239	0	22	56	1273	134	894	7914

FG23: 'D26AM OP5A'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	5	82	247	31	184	25	24	0	54	0	182	1	20	855
B	336	0	93	167	21	125	17	16	0	13	0	123	0	13	924
C	48	13	0	30	4	23	3	3	0	0	0	22	0	2	148
D	220	86	44	0	33	429	58	57	0	51	0	424	1	46	1449
E	36	14	7	43	0	42	6	6	0	0	0	41	0	4	199
F	109	43	22	198	11	0	23	23	0	0	0	169	0	18	616
G	24	9	5	44	3	44	0	3	0	0	0	21	0	2	155
H	6	2	1	11	1	11	0	0	0	0	0	57	0	6	95
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	6	1	0	8	0	0	0	0	0	0	0	11	0	8	34
K	22	8	4	39	2	40	1	0	0	0	0	5	27	24	172
L	183	72	37	332	19	337	5	0	0	76	33	1	203	145	1443
M	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
N	24	9	5	43	2	44	1	0	0	73	35	208	0	1	445
Tot.	1014	262	300	1162	127	1279	139	132	0	267	68	1264	232	290	6536

FG24: 'D26PM OP5A'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	136	68	243	35	131	22	39	0	5	0	157	0	31	867
B	187	0	55	170	24	91	15	27	0	1	0	110	0	22	702
C	66	34	0	153	22	82	14	24	0	0	0	99	0	20	514
D	244	115	50	0	52	297	50	88	0	7	0	357	0	70	1330
E	48	23	10	38	1	21	4	6	0	0	0	25	0	5	181
F	242	115	49	379	22	0	56	99	0	0	0	399	0	79	1440
G	23	11	5	36	2	28	0	3	0	0	0	14	0	3	125
H	14	7	3	22	1	17	1	0	0	0	0	42	0	8	115
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	53	13	0	49	0	0	0	0	0	0	0	74	0	71	260
K	28	13	6	44	3	33	2	0	0	0	0	14	4	40	187
L	275	130	56	430	25	329	23	0	0	10	19	2	40	466	1805
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
N	43	20	9	67	4	51	4	0	0	7	29	310	22	1	567
Tot.	1223	617	311	1631	191	1080	191	286	0	30	49	1606	66	819	8100

FG25: 'D31AM OP5A'

Desired Flow :

Origin	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
A	0	4	101	251	25	172	25	33	0	54	0	196	0	18	879	
B	232	0	113	202	20	138	20	26	0	13	0	158	0	15	937	
C	81	25	0	55	6	38	6	7	0	0	0	43	0	4	265	
D	233	91	58	0	30	455	67	87	0	51	0	521	1	48	1642	
E	31	12	8	42	0	41	6	8	0	0	0	46	0	4	198	
F	118	46	29	222	12	0	29	38	0	0	0	226	0	21	741	
G	24	9	6	44	2	45	0	8	0	0	0	48	0	5	191	
H	11	4	3	21	1	22	0	0	0	0	0	34	0	3	99	
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J	6	1	0	8	0	0	0	0	0	0	0	11	0	8	34	
K	33	13	8	63	3	64	1	0	0	0	0	1	7	14	207	
L	251	98	62	472	26	481	8	0	0	76	11	0	88	263	1836	
M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11	
N	60	24	15	113	6	115	2	0	0	73	37	542	0	0	987	
Tot.	1080	327	403	1493	131	1571	164	207	0	267	50	1833	96	405	8027	

FG26: 'D31PM OP5A'

Desired Flow :

Origin	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
A	0	103	110	238	29	148	22	29	0	5	0	171	0	32	887	
B	178	0	88	158	19	98	15	19	0	1	0	113	0	21	710	
C	68	37	0	192	23	120	18	24	0	0	0	138	0	26	646	
D	284	154	75	0	48	338	50	67	0	7	0	390	0	73	1486	
E	39	21	10	35	1	23	3	4	0	0	0	26	0	5	167	
F	240	130	63	375	19	0	62	82	0	0	0	480	0	90	1541	
G	21	11	5	33	2	31	0	3	0	0	0	18	0	3	127	
H	13	7	3	20	1	19	1	0	0	0	0	44	0	8	116	
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J	53	13	0	49	0	0	0	0	0	0	0	74	0	71	260	
K	35	19	9	55	3	51	3	0	0	0	0	14	4	41	234	
L	251	136	66	393	20	370	24	0	0	10	20	2	108	476	1876	
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7	
N	51	28	13	80	4	75	5	0	0	7	34	312	24	1	634	
Tot.	1233	659	442	1628	169	1273	203	228	0	30	55	1785	136	850	8691	

FG27: 'D31AM SEPR OP5A'

Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	5	110	247	27	236	29	31	0	54	0	131	0	23	893
	B	248	0	115	177	19	169	21	22	0	13	0	94	0	16	894
	C	83	23	0	54	6	52	6	7	0	0	0	29	0	5	265
	D	259	93	57	0	30	324	39	42	0	51	0	180	1	31	1107
	E	33	12	7	42	0	55	7	7	0	0	0	31	0	5	199
	F	152	55	33	173	15	0	42	46	0	0	0	194	1	33	744
	G	23	8	5	27	2	48	0	5	0	0	0	21	0	4	143
	H	13	5	3	15	1	27	0	0	0	0	0	33	0	6	103
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	6	1	0	8	0	0	0	0	0	0	0	11	0	8	34
	K	28	10	6	32	3	57	1	0	0	0	0	2	8	9	156
	L	232	84	51	265	23	481	9	0	0	76	18	0	75	292	1606
	M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11
	N	63	23	14	71	6	130	2	0	0	73	48	566	13	0	1009
	Tot.	1140	319	401	1111	132	1579	156	160	0	267	68	1299	98	434	7164

FG28: 'D31PM SEPR OP5A'

Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	129	114	225	29	186	23	32	0	5	0	112	0	40	895
	B	202	0	89	142	18	117	14	20	0	1	0	70	0	25	698
	C	69	37	0	188	24	155	19	27	0	0	0	93	0	33	645
	D	267	135	70	0	49	238	30	41	0	7	0	143	0	51	1031
	E	40	20	11	35	1	29	4	5	0	0	0	17	0	6	168
	F	273	138	72	320	21	0	79	110	0	0	0	382	0	136	1531
	G	20	10	5	24	2	32	0	4	0	0	0	15	0	5	117
	H	13	7	4	16	1	21	1	0	0	0	0	39	0	14	116
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	53	13	0	49	0	0	0	0	0	0	0	74	0	71	260
	K	32	16	8	38	3	52	3	0	0	0	0	16	5	29	202
	L	227	115	60	266	18	364	24	0	0	10	22	0	105	502	1713
	M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
	N	47	24	12	55	4	75	5	0	0	7	33	331	24	1	618
	Tot.	1243	644	445	1358	170	1269	202	239	0	30	56	1295	134	916	8001

FG29: 'D26AM OP5B B1B'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	5	82	247	31	184	25	24	0	41	0	182	1	20	842
B	336	0	93	167	21	125	17	16	0	10	0	123	0	13	921
C	48	13	0	30	4	23	3	3	0	0	0	22	0	2	148
D	220	86	44	0	33	429	58	57	0	35	0	424	1	46	1433
E	36	14	7	43	0	42	6	6	0	0	0	41	0	4	199
F	109	43	22	198	11	0	23	23	0	0	0	169	0	18	616
G	24	9	5	44	3	44	0	3	0	0	0	21	0	2	155
H	6	2	1	11	1	11	0	0	0	0	0	57	0	6	95
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	5	1	0	4	0	0	0	0	0	0	0	7	0	7	24
K	22	8	4	39	2	40	1	0	0	0	0	5	27	24	172
L	183	72	37	332	19	337	5	0	0	55	33	1	203	145	1422
M	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
N	24	9	5	43	2	44	1	0	0	55	35	208	0	1	427
Tot.	1013	262	300	1158	127	1279	139	132	0	196	68	1260	232	289	6455

FG30: 'D26PM OP5B B1B'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	136	68	243	35	131	22	39	0	2	0	157	0	31	864
B	187	0	55	170	24	91	15	27	0	0	0	110	0	22	701
C	66	34	0	153	22	82	14	24	0	0	0	99	0	20	514
D	244	115	50	0	52	297	50	88	0	1	0	357	0	70	1324
E	48	23	10	38	1	21	4	6	0	0	0	25	0	5	181
F	242	115	49	379	22	0	56	99	0	0	0	399	0	79	1440
G	23	11	5	36	2	28	0	3	0	0	0	14	0	3	125
H	14	7	3	22	1	17	1	0	0	0	0	42	0	8	115
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	27	6	0	23	0	0	0	0	0	0	0	36	0	36	128
K	28	13	6	44	3	33	2	0	0	0	0	14	4	40	187
L	275	130	56	430	25	329	23	0	0	2	19	2	40	466	1797
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
N	43	20	9	67	4	51	4	0	0	2	29	310	22	1	562
Tot.	1197	610	311	1605	191	1080	191	286	0	7	49	1568	66	784	7945