



LinSig V1 style report

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	102.3%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	508	1900	665	74.9%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	529	1900	665	78.0%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	494	1900	665	72.8%
2/1	Ahead	U	1:2	N/A	C1:E		1	21	-	594	1900	697	83.8%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	21	-	534	1900	697	75.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	111	1900	253	43.8%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	133	1900	253	52.5%
5/1		U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	29	-	1260	1900:1900	416+950	92.2 : 92.2%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	29	-	382	1900	950	40.2%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	198	Inf	588	33.7%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	20	-	81	1900	665	12.0%
8/2	Right	U	1:3	N/A	C1:G		1	20	-	382	1900	665	57.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1470	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	30	-	516	1900	982	52.6%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	30	-	454	1900	982	46.2%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	30	-	844	1900:1900	937+937	45.1 : 45.1%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	422	1900	602	70.1%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	422	1900	602	70.1%
12/1	Ahead	U	N/A	N/A	-		-	-	-	466	1900	1900	24.5%
12/2	Ahead	U	N/A	N/A	-		-	-	-	739	1900	1900	38.9%
12/3	Right	U	N/A	N/A	-		-	-	-	97	1900	1900	5.1%
13/1		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>102.3%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	477	1900	1298	36.7%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	779	1900	1298	60.0%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	403	1900	1077	37.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1372	1965:2105	908+433	102.3 : 102.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+268	20.5 : 20.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%

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<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>87.8%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	396	1940	1552	25.5%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	369	2080	1664	22.2%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	622	2080	1664	37.4%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	16	-	727	1805:1935	399+429	87.8 : 87.8%
2/1	Ahead	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	37	-	844	1805	1143	73.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	626	1940	873	71.3%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	713	2080	936	75.3%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	124	2080	936	13.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	140	1764	764	18.3%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	174	1891	819	21.2%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	205	1830	305	67.2%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	222	1962	327	67.9%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>86.0%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	766	1980	1501	50.8%
1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	858	2120	1608	52.9%



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1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	153	1805	196	77.7%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	734	1980:1720	1360+21	53.2 : 53.2%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1261	2120	1466	86.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1349	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	10	-	130	1741	160	81.5%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	10	-	61	1807	166	36.8%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>27.2%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	99	Inf	364	27.2%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1261	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.0%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1495	Inf	2862	51.9%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2002	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1832	Inf	Inf	0.0%

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5/1	Ahead Right	U	N/A	N/A	-	-	-	-	412	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	407	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1759	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	757	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1995	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1839	Inf	2852	64.5%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	993	Inf	1226	81.0%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	242	Inf	1132	21.4%
13/1		U	N/A	N/A	-	-	-	-	96	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	11	Inf	627	1.8%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2155	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>24.9%</b>
1/1		U	N/A	N/A	-	-	-	-	282	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	35	Inf	983	3.6%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	50	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	35	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	250	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	50	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	207	Inf	988	20.9%
9/1	Ahead	U	N/A	N/A	-	-	-	-	242	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	250	Inf	1000	24.9%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	82	Inf	917	8.9%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.4%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	99	Inf	537	18.4%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	289	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	82	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	207	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	82	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	0	Inf	640	0.0%
4/1	Ahead	U	N/A	N/A	-	-	-	-	82	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	0	Inf	821	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>81.9%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1362	Inf	2171	62.7%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1038	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	328	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1081	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	884	Inf	1079	81.9%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	4	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1775	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	938	Inf	1166	80.4%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	895	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8723</b>	<b>0</b>	<b>0</b>	<b>60.4</b>	<b>74.2</b>	<b>0.0</b>	<b>134.6</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>198</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>16.4</b>	<b>0.0</b>	<b>38.4</b>	-	-	-	-
1/1	498	498	-	-	-	1.8	1.5	-	3.2	23.4	7.5	1.5	9.0
1/2	519	519	-	-	-	1.9	1.7	-	3.6	25.2	8.0	1.7	9.7
1/3	484	484	-	-	-	1.9	1.3	-	3.2	23.6	7.3	1.3	8.6
2/1	584	584	-	-	-	0.3	0.0	-	0.3	2.1	1.6	0.0	1.6
2/2	524	524	-	-	-	0.3	0.0	-	0.3	1.7	0.9	0.0	0.9
3/1	1031	1031	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	111	111	-	-	-	0.5	0.4	-	0.9	27.9	1.7	0.4	2.1
4/2	133	133	-	-	-	0.9	0.5	-	1.4	37.8	2.0	0.5	2.5
5/1	1031	1031	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1260	1260	-	-	-	4.4	5.4	-	9.8	27.9	13.4	5.4	18.8
6/3	382	382	-	-	-	1.0	0.3	-	1.3	12.6	3.9	0.3	4.3
7/1	198	198	198	0	0	0.1	0.3	-	0.3	5.9	0.8	0.3	1.1
8/1	80	80	-	-	-	0.3	0.1	-	0.4	17.6	0.8	0.1	0.8
8/2	382	382	-	-	-	2.4	0.7	-	3.0	28.6	6.4	0.7	7.0
9/1	1460	1460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	516	516	-	-	-	1.5	0.6	-	2.0	14.2	6.5	0.6	7.1
10/2	454	454	-	-	-	1.2	0.4	-	1.6	12.9	5.4	0.4	5.8
10/3+10/4	844	844	-	-	-	2.1	0.4	-	2.5	10.8	14.9	0.4	15.4

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11/1	422	422	-	-	-	0.8	1.2	-	2.0	16.9	1.4	1.2	2.6
11/2	422	422	-	-	-	0.8	1.2	-	2.0	16.9	1.4	1.2	2.6
12/1	466	466	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	739	739	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	97	97	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>29.5</b>	<b>0.0</b>	<b>38.4</b>	-	-	-	-
1/1	477	477	-	-	-	0.3	0.3	-	0.5	4.1	1.1	0.3	1.4
1/2	779	779	-	-	-	1.2	0.7	-	1.9	9.0	7.2	0.7	8.0
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	403	403	-	-	-	1.0	0.3	-	1.3	11.7	4.4	0.3	4.7
4/2+4/3	1372	1342	-	-	-	5.0	27.7	-	32.7	85.7	22.3	27.7	50.0
5/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>10.4</b>	<b>0.0</b>	<b>25.3</b>	-	-	-	-
1/1	396	396	-	-	-	0.2	0.2	-	0.3	3.1	1.7	0.2	1.8

LinSig V1 style report

1/2	369	369	-	-	-	0.2	0.1	-	0.3	2.9	1.4	0.1	1.6
1/3	622	622	-	-	-	0.3	0.3	-	0.6	3.4	2.9	0.3	3.2
1/4+1/5	727	727	-	-	-	3.9	3.4	-	7.3	35.9	6.4	3.4	9.8
2/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	837	837	-	-	-	1.6	1.4	-	3.0	12.9	9.0	1.4	10.4
4/2	622	622	-	-	-	2.0	1.2	-	3.2	18.4	7.3	1.2	8.5
4/3	705	705	-	-	-	2.8	1.5	-	4.3	22.0	10.7	1.5	12.2
4/4	123	123	-	-	-	0.3	0.1	-	0.4	10.5	1.1	0.1	1.2
5/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	140	140	-	-	-	0.4	0.1	-	0.5	13.4	1.4	0.1	1.5
6/2	174	174	-	-	-	0.5	0.1	-	0.6	13.4	1.8	0.1	1.9
6/3	205	205	-	-	-	1.3	1.0	-	2.3	41.1	3.2	1.0	4.2
6/4	222	222	-	-	-	1.4	1.0	-	2.5	40.3	3.5	1.0	4.5
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>8.5</b>	<b>0.0</b>	<b>22.8</b>	-	-	-	-
1/1	762	762	-	-	-	1.2	0.5	-	1.7	8.1	10.0	0.5	10.5
1/2	850	850	-	-	-	1.4	0.6	-	1.9	8.2	11.3	0.6	11.9
1/3	152	152	-	-	-	2.2	1.6	-	3.8	90.6	4.9	1.6	6.5
2/2+2/1	734	734	-	-	-	1.8	0.6	-	2.4	11.7	11.6	0.6	12.2
2/3	1261	1261	-	-	-	4.9	3.0	-	7.9	22.5	31.9	3.0	34.9
3/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1349	1349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

4/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	130	130	-	-	-	1.9	1.9	-	3.9	107.3	4.2	1.9	6.2
6/2	61	61	-	-	-	0.9	0.3	-	1.2	68.4	1.9	0.3	2.2
<b>J5: WendleBury Road</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	99	99	99	0	0	0.1	0.2	-	0.2	8.7	0.7	0.2	0.9
2/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4571</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	-	-	-	-
1/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1486	1486	1486	0	0	0.0	0.5	-	0.6	1.4	9.7	0.5	10.2
3/1	1993	1993	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1824	1824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1759	1759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1995	1995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1839	1839	1839	0	0	0.0	0.9	-	0.9	1.8	0.0	0.9	0.9
11/1	993	993	993	0	0	0.0	2.1	-	2.1	7.6	0.0	2.1	2.1
12/1	242	242	242	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
13/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



LinSig V1 style report

14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.9	0.0	0.0	0.0
15/1	2154	2154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>573</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	35	35	35	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	207	207	207	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
9/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	249	249	249	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
11/1	81	81	81	0	0	0.0	0.0	-	0.0	2.2	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	99	99	99	0	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1
2/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

5/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3184</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>5.1</b>	<b>0.0</b>	<b>5.3</b>	-	-	-	-																																																																
1/1	1362	1362	1362	0	0	0.1	0.8	-	0.9	2.4	7.3	0.8	8.1																																																																
2/1	1038	1038	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1081	1081	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	884	884	884	0	0	0.0	2.2	-	2.2	9.0	0.0	2.2	2.2																																																																
6/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1775	1775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	938	938	938	0	0	0.2	2.0	-	2.2	8.4	5.7	2.0	7.8																																																																
9/1	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>15.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>16.26</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-2.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.69</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>56.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.63</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-13.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>38.40</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>2.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>25.32</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>4.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.79</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-13.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>134.64</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	15.4	Total Delay for Signalled Lanes (pcuHr):	16.26	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	-2.5	Total Delay for Signalled Lanes (pcuHr):	11.69	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	56.7	Total Delay for Signalled Lanes (pcuHr):	9.63	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-13.6	Total Delay for Signalled Lanes (pcuHr):	38.40	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	2.5	Total Delay for Signalled Lanes (pcuHr):	25.32	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	4.7	Total Delay for Signalled Lanes (pcuHr):	22.79	Cycle Time (s):	120			PRC Over All Lanes (%)	-13.6	Total Delay Over All Lanes(pcuHr):	134.64		
C1	Stream: 1	PRC for Signalled Lanes (%)	15.4	Total Delay for Signalled Lanes (pcuHr):	16.26	Cycle Time (s):	60																																																																						
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	24	26
Change Point	14	43

**Stage Stream: 3**

Stage	1	2
Duration	15	35
Change Point	58	18

**C2**

Stage	1	2	3
Duration	3	7	31
Change Point	46	55	7

**C3**

Stage	1	2	3
Duration	23	9	17
Change Point	20	45	1

**C4**

Stage	1	2	3
Duration	0	5	81
Change Point	118	13	26

**C5**

Stage	1	2	3
Duration	72	9	5
Change Point	118	85	102



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	84.9%
1/1	Left	U	1:1	N/A	C1:A		1	21	-	588	1900	697	84.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	21	-	544	1900	697	78.1%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	524	1900	697	75.2%
2/1	Ahead	U	1:2	N/A	C1:E		1	24	-	588	1900	792	74.3%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	24	-	542	1900	792	68.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1110	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	38	1900	253	15.0%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	83	1900	253	32.8%
5/1		U	N/A	N/A	-		-	-	-	1110	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	26	-	1076	1900:1900	610+855	73.5 : 73.5%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	26	-	405	1900	855	47.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	167	Inf	466	35.8%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	15	-	228	1900	507	45.0%
8/2	Right	U	1:3	N/A	C1:G		1	15	-	405	1900	507	79.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1216	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	35	-	594	1900	1140	52.1%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	35	-	628	1900	1140	55.1%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	35	-	965	1900:1900	953+947	50.8 : 50.8%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	484	1900	570	84.9%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	481	1900	570	84.4%
12/1	Ahead	U	N/A	N/A	-		-	-	-	653	1900	1900	34.4%
12/2	Ahead	U	N/A	N/A	-		-	-	-	1009	1900	1900	53.1%
12/3	Right	U	N/A	N/A	-		-	-	-	24	1900	1900	1.3%
13/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>82.9%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	708	1900	1298	54.5%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	1017	1900	1298	78.3%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	7	1900:1900	253+198	2.0 : 1.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	5	1900	538	0.9%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	2	1900	538	0.4%
3/1		U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	435	1900	1077	40.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1115	1965:2105	906+439	82.9 : 82.9%
5/1	Ahead	U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1070	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	541	1900:1900	507+279	68.9 : 68.9%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	105	1900	253	41.4%
7/1	Ahead	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>82.3%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	388	1940	1293	30.0%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	382	2080	1387	27.5%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	590	2080	1387	42.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	11	-	546	1805:1935	331+343	81.1 : 81.1%
2/1	Ahead	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	42	-	727	1805	1294	56.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	489	1940	776	63.0%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	654	2080	832	78.6%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	108	2080	832	13.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	11	345	1764	853	40.5%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	11	369	1891	914	40.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	452	1830	549	82.3%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	375	1962	589	63.7%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.3%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	834	1980	1518	54.9%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	961	2120	1625	59.1%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	14	-	170	1805	226	75.3%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	764	1980:1720	1310+59	55.8 : 55.8%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	1072	2120	1449	74.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	103	1741	145	71.0%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>34.5%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	336	34.5%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.9%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	63	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1704	Inf	3145	54.2%



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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	2044	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1762	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	699	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	830	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1609	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	403	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1836	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1869	Inf	2637	70.9%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	630	Inf	1314	47.9%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	417	Inf	1100	37.9%
13/1		U	N/A	N/A	-	-	-	-	136	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	488	1.4%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2432	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>24.9%</b>
1/1		U	N/A	N/A	-	-	-	-	11	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	183	Inf	982	18.6%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	55	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	183	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	63	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	55	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	234	Inf	939	24.9%
9/1	Ahead	U	N/A	N/A	-	-	-	-	417	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	63	Inf	1000	6.3%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	3	Inf	979	0.3%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.1%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	549	21.1%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	231	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	3	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	228	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	3	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	0	Inf	658	0.0%
4/1	Ahead	U	N/A	N/A	-	-	-	-	3	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	0	Inf	849	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>87.3%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1830	Inf	2096	87.3%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1278	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	655	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1219	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	884	Inf	1163	76.0%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	103	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1550	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	710	Inf	998	71.1%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	8933	0	0	61.9	50.3	0.0	112.2	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	167	0	0	21.9	18.3	0.0	40.2	-	-	-	-
1/1	588	588	-	-	-	2.8	2.6	-	5.3	32.7	8.0	2.6	10.6
1/2	544	544	-	-	-	2.4	1.7	-	4.1	27.2	7.1	1.7	8.8
1/3	524	524	-	-	-	2.1	1.5	-	3.5	24.3	6.9	1.5	8.4
2/1	588	588	-	-	-	0.2	0.0	-	0.2	1.2	0.9	0.0	0.9
2/2	542	542	-	-	-	0.1	0.0	-	0.1	0.7	0.4	0.0	0.4
3/1	1110	1110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	38	38	-	-	-	0.2	0.1	-	0.3	28.0	0.6	0.1	0.7
4/2	83	83	-	-	-	0.5	0.2	-	0.7	31.6	1.3	0.2	1.5
5/1	1110	1110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1076	1076	-	-	-	3.8	1.4	-	5.2	17.5	8.5	1.4	9.9
6/3	405	405	-	-	-	1.3	0.4	-	1.7	15.5	4.6	0.4	5.1
7/1	167	167	167	0	0	0.1	0.3	-	0.4	8.4	0.9	0.3	1.2
8/1	228	228	-	-	-	0.9	0.4	-	1.3	20.5	3.4	0.4	3.8
8/2	405	405	-	-	-	1.0	1.9	-	2.9	26.0	6.2	1.9	8.1
9/1	1216	1216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	594	594	-	-	-	0.9	0.5	-	1.4	8.6	5.0	0.5	5.5
10/2	628	628	-	-	-	1.0	0.6	-	1.6	9.2	7.4	0.6	8.0
10/3+10/4	965	965	-	-	-	1.4	0.5	-	1.9	7.0	19.0	0.5	19.6

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11/1	484	484	-	-	-	1.7	2.7	-	4.3	32.3	7.7	2.7	10.4
11/2	481	481	-	-	-	1.7	2.6	-	4.2	31.7	7.7	2.6	10.2
12/1	653	653	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	1009	1009	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
12/3	24	24	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>6.6</b>	<b>0.0</b>	<b>15.5</b>	-	-	-	-
1/1	708	708	-	-	-	1.0	0.6	-	1.6	8.1	4.5	0.6	5.1
1/2	1017	1017	-	-	-	0.8	1.8	-	2.6	9.1	5.3	1.8	7.1
1/3+1/4	7	7	-	-	-	0.0	0.0	-	0.0	23.4	0.1	0.0	0.1
2/1	5	5	-	-	-	0.0	0.0	-	0.0	3.8	0.0	0.0	0.0
2/2	2	2	-	-	-	0.0	0.0	-	0.0	3.8	0.0	0.0	0.0
3/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	435	435	-	-	-	1.0	0.3	-	1.4	11.2	4.6	0.3	4.9
4/2+4/3	1115	1115	-	-	-	2.5	2.4	-	4.9	15.9	10.7	2.4	13.1
5/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1070	1070	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	541	541	-	-	-	2.9	1.1	-	4.0	26.4	5.1	1.1	6.2
6/3	105	105	-	-	-	0.7	0.4	-	1.0	35.9	1.6	0.4	2.0
7/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.5</b>	<b>10.0</b>	<b>0.0</b>	<b>26.5</b>	-	-	-	-
1/1	388	388	-	-	-	0.4	0.2	-	0.7	6.2	2.7	0.2	2.9

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1/2	382	382	-	-	-	0.4	0.2	-	0.6	5.9	2.5	0.2	2.7
1/3	590	590	-	-	-	0.8	0.4	-	1.1	6.9	4.4	0.4	4.8
1/4+1/5	546	546	-	-	-	3.4	2.1	-	5.5	36.2	4.3	2.1	6.4
2/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	727	727	-	-	-	0.6	0.6	-	1.2	6.1	4.7	0.6	5.3
4/2	489	489	-	-	-	1.8	0.8	-	2.6	19.3	5.6	0.8	6.5
4/3	654	654	-	-	-	2.4	1.8	-	4.2	23.3	9.6	1.8	11.4
4/4	108	108	-	-	-	0.3	0.1	-	0.4	11.8	1.0	0.1	1.1
5/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	345	345	-	-	-	1.0	0.3	-	1.3	13.5	3.6	0.3	4.0
6/2	369	369	-	-	-	1.0	0.3	-	1.4	13.3	3.9	0.3	4.2
6/3	452	452	-	-	-	2.5	2.2	-	4.7	37.3	6.9	2.2	9.1
6/4	375	375	-	-	-	1.9	0.9	-	2.8	26.5	5.3	0.9	6.2
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>6.1</b>	<b>0.0</b>	<b>18.8</b>	-	-	-	-
1/1	834	834	-	-	-	1.3	0.6	-	1.9	8.3	11.1	0.6	11.7
1/2	961	961	-	-	-	1.6	0.7	-	2.3	8.7	13.6	0.7	14.3
1/3	170	170	-	-	-	2.4	1.5	-	3.8	81.5	5.4	1.5	6.9
2/2+2/1	764	764	-	-	-	1.9	0.6	-	2.6	12.1	12.2	0.6	12.8
2/3	1072	1072	-	-	-	3.6	1.4	-	5.0	16.7	22.6	1.4	24.0
3/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	103	103	-	-	-	1.5	1.2	-	2.7	94.1	3.3	1.2	4.5
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	116	116	116	0	0	0.1	0.3	-	0.4	11.3	1.1	0.3	1.4
2/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1072	1072	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4627</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>2.6</b>	<b>0.0</b>	<b>2.7</b>	-	-	-	-
1/1	63	63	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1704	1704	1704	0	0	0.0	0.6	-	0.6	1.3	12.3	0.6	12.9
3/1	2044	2044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1762	1762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1609	1609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1836	1836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1869	1869	1869	0	0	0.0	1.2	-	1.2	2.3	0.0	1.2	1.2
11/1	630	630	630	0	0	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
12/1	417	417	417	0	0	0.1	0.3	-	0.4	3.5	3.0	0.3	3.3
13/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.7	0.0	0.0	0.0
15/1	2432	2432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>483</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	183	183	183	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
3/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	63	63	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	234	0	0	0.0	0.2	-	0.2	2.6	0.0	0.2	0.2
9/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	63	63	63	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	3	3	3	0	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



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5/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3424</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>6.1</b>	<b>0.0</b>	<b>7.8</b>	-	-	-	-																																																																
1/1	1830	1830	1830	0	0	1.7	3.4	-	5.0	9.8	29.3	3.4	32.6																																																																
2/1	1278	1278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	884	884	884	0	0	0.0	1.6	-	1.6	6.4	0.0	1.6	1.6																																																																
6/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1550	1550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	710	710	710	0	0	0.0	1.2	-	1.2	6.2	0.0	1.2	1.2																																																																
9/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>6.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.59</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>21.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.28</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>12.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.13</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>8.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.49</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>9.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>26.45</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>18.76</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>3.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>112.22</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	6.0	Total Delay for Signalled Lanes (pcuHr):	22.59	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	21.2	Total Delay for Signalled Lanes (pcuHr):	7.28	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	12.6	Total Delay for Signalled Lanes (pcuHr):	9.13	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	8.5	Total Delay for Signalled Lanes (pcuHr):	15.49	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	9.3	Total Delay for Signalled Lanes (pcuHr):	26.45	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	19.4	Total Delay for Signalled Lanes (pcuHr):	18.76	Cycle Time (s):	120			PRC Over All Lanes (%)	3.1	Total Delay Over All Lanes(pcuHr):	112.22		
C1	Stream: 1	PRC for Signalled Lanes (%)	6.0	Total Delay for Signalled Lanes (pcuHr):	22.59	Cycle Time (s):	60																																																																						
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	32	18
Change Point	14	51

**Stage Stream: 3**

Stage	1	2
Duration	24	26
Change Point	12	41

**C2**

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

**C3**

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

**C4**

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

**C5**

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



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	100.0%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1	Left	U	1:1	N/A	C1:A		1	25	-	478	1900	823	58.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	25	-	568	1900	823	68.9%
1/3	Ahead	U	1:1	N/A	C1:A		1	25	-	428	1900	823	52.0%
2/1	Ahead	U	1:2	N/A	C1:E		1	32	-	638	1900	1045	61.0%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	32	-	463	1900	1045	44.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	42	1900	253	16.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	105	1900	253	41.4%
5/1		U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	18	-	774	1900:1900	326+602	83.4 : 83.4%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	18	-	333	1900	602	55.3%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	602	33.0%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	24	-	158	1900	792	20.0%
8/2	Right	U	1:3	N/A	C1:G		1	24	-	333	1900	792	42.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1140	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	26	-	481	1900	855	56.3%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	26	-	386	1900	855	45.1%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	26	-	589	1900:1900	855+855	34.6 : 34.3%
11/1	Ahead	U	1:1	N/A	C1:C		1	13	-	296	1900	443	66.8%
11/2	Ahead	U	1:1	N/A	C1:C		1	13	-	293	1900	443	66.1%
12/1	Ahead	U	N/A	N/A	-		-	-	-	507	1900	1900	26.7%
12/2	Ahead	U	N/A	N/A	-		-	-	-	719	1900	1900	37.8%
12/3	Right	U	N/A	N/A	-		-	-	-	0	1900	1900	0.0%
13/1		U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>100.0%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	542	1900	1298	41.7%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	736	1900	1298	56.7%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	401	1900	1077	37.2%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1315	1965:2105	933+382	100.0 : 100.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+261	20.7 : 20.7%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%

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<b>J3: Tesco &amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>83.7%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	302	1940	1423	21.2%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	310	2080	1525	20.3%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	416	2080	1525	27.3%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	18	-	743	1805:1935	425+462	83.7 : 83.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1192	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	35	-	836	1805	1083	77.1%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	304	1940	679	44.7%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	475	2080	728	65.2%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	102	2080	728	14.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	143	1764	941	15.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	172	1891	1009	17.1%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	255	1830	427	59.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	173	1962	458	37.8%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>73.9%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	447	1980	1501	29.8%
1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	605	2120	1608	37.6%

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1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	144	1805	196	73.6%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	586	1980:1720	1353+28	42.4 : 42.4%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1084	2120	1466	73.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1159	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	10	-	113	1741	160	70.8%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	10	-	30	1807	166	18.1%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.5%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	103	Inf	480	21.5%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.6%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	923	Inf	2818	32.8%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	1487	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1298	Inf	Inf	0.0%

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5/1	Ahead Right	U	N/A	N/A	-	-	-	-	380	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	436	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1467	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	812	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1670	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1609	Inf	2876	55.9%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	1015	Inf	1398	72.6%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	191	Inf	1446	13.2%
13/1		U	N/A	N/A	-	-	-	-	97	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	11	Inf	758	1.5%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	1892	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>24.8%</b>
1/1		U	N/A	N/A	-	-	-	-	282	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	35	Inf	977	3.6%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	35	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	248	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	156	Inf	988	15.8%
9/1	Ahead	U	N/A	N/A	-	-	-	-	191	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	248	Inf	1000	24.8%



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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	102	Inf	918	11.1%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>19.0%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	103	Inf	542	19.0%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	262	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	102	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	103	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	160	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	102	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	0	Inf	636	0.0%
4/1	Ahead	U	N/A	N/A	-	-	-	-	102	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	0	Inf	814	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>79.7%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1384	Inf	2170	63.8%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1069	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	320	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1141	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	898	Inf	1127	79.7%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1716	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	895	Inf	1145	78.2%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	823	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>7872</b>	<b>0</b>	<b>0</b>	<b>48.6</b>	<b>49.9</b>	<b>0.0</b>	<b>98.4</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>10.3</b>	<b>0.0</b>	<b>28.2</b>	-	-	-	-
1/1	478	478	-	-	-	1.2	0.7	-	1.9	14.4	4.8	0.7	5.5
1/2	567	567	-	-	-	1.5	1.1	-	2.6	16.6	6.4	1.1	7.5
1/3	428	428	-	-	-	1.1	0.5	-	1.7	14.1	4.4	0.5	4.9
2/1	637	637	-	-	-	0.2	0.0	-	0.2	0.9	1.2	0.0	1.2
2/2	463	463	-	-	-	0.1	0.0	-	0.1	0.6	0.6	0.0	0.6
3/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	42	42	-	-	-	0.3	0.1	-	0.4	31.1	0.6	0.1	0.7
4/2	105	105	-	-	-	0.7	0.4	-	1.0	35.4	1.5	0.4	1.8
5/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	774	774	-	-	-	3.9	2.4	-	6.3	29.5	7.7	2.4	10.1
6/3	333	333	-	-	-	1.6	0.6	-	2.2	23.7	4.5	0.6	5.1
7/1	199	199	199	0	0	0.0	0.2	-	0.3	5.1	0.6	0.2	0.9
8/1	158	158	-	-	-	0.5	0.1	-	0.6	13.7	2.0	0.1	2.1
8/2	333	333	-	-	-	1.4	0.4	-	1.7	18.8	5.5	0.4	5.9
9/1	1139	1139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	481	481	-	-	-	1.0	0.6	-	1.6	12.2	4.9	0.6	5.5
10/2	386	386	-	-	-	1.0	0.4	-	1.4	13.0	3.5	0.4	3.9
10/3+10/4	589	589	-	-	-	1.2	0.3	-	1.5	8.9	16.5	0.3	16.7

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11/1	296	296	-	-	-	1.1	1.0	-	2.1	25.9	1.8	1.0	2.8
11/2	293	293	-	-	-	1.1	1.0	-	2.1	25.7	1.8	1.0	2.8
12/1	507	507	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	719	719	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>20.0</b>	<b>0.0</b>	<b>27.1</b>	-	-	-	-
1/1	542	542	-	-	-	0.1	0.4	-	0.5	3.2	0.6	0.4	0.9
1/2	736	736	-	-	-	0.6	0.7	-	1.3	6.2	4.8	0.7	5.5
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	401	401	-	-	-	1.0	0.3	-	1.3	11.4	4.3	0.3	4.6
4/2+4/3	1315	1314	-	-	-	4.0	18.2	-	22.1	60.6	19.5	18.2	37.6
5/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>7.2</b>	<b>0.0</b>	<b>20.2</b>	-	-	-	-
1/1	302	302	-	-	-	0.2	0.1	-	0.3	4.1	1.5	0.1	1.6

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1/2	310	310	-	-	-	0.2	0.1	-	0.3	4.0	1.6	0.1	1.7
1/3	416	416	-	-	-	0.3	0.2	-	0.5	4.3	2.3	0.2	2.5
1/4+1/5	743	743	-	-	-	3.6	2.5	-	6.1	29.6	6.2	2.5	8.7
2/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1191	1191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	835	835	-	-	-	2.0	1.7	-	3.6	15.7	9.2	1.7	10.9
4/2	304	304	-	-	-	1.1	0.4	-	1.5	17.5	3.9	0.4	4.3
4/3	475	475	-	-	-	2.2	0.9	-	3.1	23.5	5.6	0.9	6.6
4/4	102	102	-	-	-	0.4	0.1	-	0.4	15.8	1.1	0.1	1.2
5/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	143	143	-	-	-	0.3	0.1	-	0.4	9.4	1.2	0.1	1.3
6/2	172	172	-	-	-	0.3	0.1	-	0.4	9.4	1.4	0.1	1.5
6/3	255	255	-	-	-	1.5	0.7	-	2.2	30.9	3.8	0.7	4.5
6/4	173	173	-	-	-	0.9	0.3	-	1.2	25.7	2.4	0.3	2.7
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>4.9</b>	<b>0.0</b>	<b>15.2</b>	-	-	-	-
1/1	447	447	-	-	-	0.6	0.2	-	0.8	6.2	4.6	0.2	4.8
1/2	605	605	-	-	-	0.8	0.3	-	1.1	6.7	6.7	0.3	7.0
1/3	144	144	-	-	-	2.1	1.3	-	3.4	85.1	4.6	1.3	6.0
2/2+2/1	586	586	-	-	-	1.3	0.4	-	1.7	10.2	8.3	0.4	8.7
2/3	1084	1084	-	-	-	3.5	1.4	-	4.9	16.3	22.6	1.4	24.0
3/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1159	1159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	113	113	-	-	-	1.7	1.2	-	2.8	89.8	3.6	1.2	4.8
6/2	30	30	-	-	-	0.4	0.1	-	0.5	63.6	0.9	0.1	1.0
<b>J5: WendleBury Road</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	5.2	0.3	0.1	0.5
2/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3749</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	-	-	-	-
1/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	923	923	923	0	0	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
3/1	1487	1487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1298	1298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1467	1467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1670	1670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1609	1609	1609	0	0	0.0	0.6	-	0.6	1.4	0.0	0.6	0.6
11/1	1015	1015	1015	0	0	0.0	1.3	-	1.3	4.7	0.0	1.3	1.3
12/1	191	191	191	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
15/1	1892	1892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>541</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	35	35	35	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	156	156	156	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	248	248	248	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
11/1	102	102	102	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
<b>J8: Bicester Avenue</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1
2/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	102	102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	102	102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	102	102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3177</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>4.6</b>	<b>0.0</b>	<b>4.9</b>	-	-	-	-																																																																
1/1	1384	1384	1384	0	0	0.1	0.9	-	1.0	2.7	9.2	0.9	10.1																																																																
2/1	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1141	1141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	898	898	898	0	0	0.0	1.9	-	1.9	7.7	0.0	1.9	1.9																																																																
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1716	1716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	895	895	895	0	0	0.2	1.8	-	2.0	7.9	6.7	1.8	8.5																																																																
9/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>30.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.82</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>7.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.76</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>60.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.81</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-11.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>27.07</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>7.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.19</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.23</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-11.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>98.44</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	30.6	Total Delay for Signalled Lanes (pcuHr):	11.82	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	7.9	Total Delay for Signalled Lanes (pcuHr):	8.76	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	60.0	Total Delay for Signalled Lanes (pcuHr):	6.81	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-11.1	Total Delay for Signalled Lanes (pcuHr):	27.07	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	7.5	Total Delay for Signalled Lanes (pcuHr):	20.19	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	21.7	Total Delay for Signalled Lanes (pcuHr):	15.23	Cycle Time (s):	120			PRC Over All Lanes (%)	-11.1	Total Delay Over All Lanes(pcuHr):	98.44		
C1	Stream: 1	PRC for Signalled Lanes (%)	30.6	Total Delay for Signalled Lanes (pcuHr):	11.82	Cycle Time (s):	60																																																																						
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	36	14
Change Point	10	51

**Stage Stream: 3**

Stage	1	2
Duration	14	36
Change Point	55	14

**C2**

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

**C3**

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

**C4**

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

**C5**

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



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	555	1900	760	73.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	579	1900	760	76.2%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	461	1900	760	60.7%
2/1	Ahead	U	1:2	N/A	C1:E		1	36	-	628	1900	1172	53.6%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	36	-	474	1900	1172	40.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	968	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	37	1900	253	14.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	62	1900	253	24.5%
5/1		U	N/A	N/A	-		-	-	-	968	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	14	-	744	1900:1900	475+475	70.5 : 86.1%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	14	-	282	1900	475	59.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	168	Inf	477	35.2%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	14	-	311	1900	475	65.5%
8/2	Right	U	1:3	N/A	C1:G		1	14	-	282	1900	475	59.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1037	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	36	-	542	1900	1172	46.3%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	36	-	640	1900	1172	54.6%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	36	-	750	1900:1900	953+947	39.5 : 39.5%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	376	1900	507	74.2%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	374	1900	507	73.8%
12/1	Ahead	U	N/A	N/A	-		-	-	-	683	1900	1900	35.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	920	1900	1900	48.4%
12/3	Right	U	N/A	N/A	-		-	-	-	2	1900	1900	0.1%
13/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.4%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	710	1900	1298	54.7%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	938	1900	1298	72.2%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	26	1900:1900	253+0	10.3 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	26	1900	538	4.8%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	419	1900	1077	38.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1056	1965:2105	935+378	80.4 : 80.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	992	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	539	1900:1900	507+271	69.3 : 69.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.7%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	33	-	386	1940	1099	35.1%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	33	-	292	2080	1179	24.8%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	33	-	430	2080	1179	36.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	12	-	544	1805:1935	346+364	76.7 : 76.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	41	-	725	1805	1263	57.4%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	16	-	312	1940	550	56.8%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	16	-	408	2080	589	69.2%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	16	-	90	2080	589	15.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	35	12	328	1764	1058	31.0%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	35	12	379	1891	1135	33.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	23	-	504	1830	732	68.9%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	23	-	320	1962	785	40.8%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.2%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	640	1980	1518	42.2%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	708	2120	1625	43.6%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	15	-	169	1805	241	70.2%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	80	-	674	1980:1720	1287+66	49.8 : 49.8%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	80	-	918	2120	1431	64.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	93	1741	145	64.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>27.4%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	423	27.4%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	918	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>65.0%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1244	Inf	3131	39.7%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1603	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1272	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	716	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	896	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1399	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	421	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1592	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1706	Inf	2624	65.0%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	614	Inf	1438	42.7%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	385	Inf	1374	28.0%
13/1		U	N/A	N/A	-	-	-	-	134	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	560	1.3%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2288	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.5%</b>
1/1		U	N/A	N/A	-	-	-	-	11	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	183	Inf	981	18.6%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	56	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	183	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	62	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	56	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	202	Inf	939	21.5%
9/1	Ahead	U	N/A	N/A	-	-	-	-	385	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	62	Inf	1000	6.2%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	5	Inf	979	0.5%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.2%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	546	21.2%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	244	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	239	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>0.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	0	Inf	657	0.0%
4/1	Ahead	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	0	Inf	848	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>84.5%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1754	Inf	2077	84.5%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1243	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	640	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1229	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	892	Inf	1202	74.2%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	129	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1475	Inf	Inf	0.0%



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

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8152</b>	<b>0</b>	<b>0</b>	<b>53.1</b>	<b>37.7</b>	<b>0.0</b>	<b>90.7</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>168</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>13.3</b>	<b>0.0</b>	<b>30.5</b>	-	-	-	-
1/1	555	555	-	-	-	2.0	1.3	-	3.3	21.4	6.6	1.3	7.9
1/2	579	579	-	-	-	2.0	1.6	-	3.5	22.0	7.1	1.6	8.7
1/3	461	461	-	-	-	1.4	0.8	-	2.2	17.0	5.9	0.8	6.7
2/1	628	628	-	-	-	0.1	0.0	-	0.1	0.3	0.8	0.0	0.8
2/2	474	474	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
3/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	37	37	-	-	-	0.2	0.1	-	0.3	30.4	0.5	0.1	0.6
4/2	62	62	-	-	-	0.4	0.2	-	0.6	32.0	0.9	0.2	1.1
5/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	744	744	-	-	-	4.4	1.8	-	6.1	29.6	6.5	1.8	8.3
6/3	282	282	-	-	-	1.6	0.7	-	2.3	29.1	4.1	0.7	4.8
7/1	168	168	168	0	0	0.0	0.3	-	0.3	6.5	0.5	0.3	0.8
8/1	311	311	-	-	-	0.6	0.9	-	1.6	18.0	2.7	0.9	3.6
8/2	282	282	-	-	-	0.1	0.7	-	0.8	10.4	0.1	0.7	0.8
9/1	1037	1037	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	542	542	-	-	-	0.7	0.4	-	1.1	7.3	3.4	0.4	3.8
10/2	640	640	-	-	-	0.5	0.6	-	1.1	6.2	3.8	0.6	4.4
10/3+10/4	750	750	-	-	-	0.6	0.3	-	0.9	4.6	18.1	0.3	18.5

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11/1	376	376	-	-	-	1.4	1.4	-	2.8	26.6	4.5	1.4	5.9
11/2	374	374	-	-	-	1.4	1.4	-	2.7	26.4	4.5	1.4	5.9
12/1	683	683	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	920	920	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/3	2	2	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
13/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>5.8</b>	<b>0.0</b>	<b>14.5</b>	-	-	-	-
1/1	710	710	-	-	-	0.6	0.6	-	1.2	6.3	4.6	0.6	5.2
1/2	938	938	-	-	-	1.1	1.3	-	2.4	9.1	7.5	1.3	8.8
1/3+1/4	26	26	-	-	-	0.1	0.1	-	0.1	20.5	0.4	0.1	0.5
2/1	26	26	-	-	-	0.0	0.0	-	0.0	4.1	0.3	0.0	0.3
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	419	419	-	-	-	0.9	0.3	-	1.3	10.7	4.4	0.3	4.7
4/2+4/3	1056	1056	-	-	-	2.4	2.0	-	4.4	15.0	10.1	2.0	12.2
5/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	992	992	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	539	539	-	-	-	2.9	1.1	-	4.0	26.6	5.2	1.1	6.3
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>6.8</b>	<b>0.0</b>	<b>21.6</b>	-	-	-	-
1/1	386	386	-	-	-	0.8	0.3	-	1.0	9.6	3.4	0.3	3.7

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1/2	292	292	-	-	-	0.5	0.2	-	0.7	8.6	2.4	0.2	2.6
1/3	430	430	-	-	-	0.8	0.3	-	1.1	9.5	3.8	0.3	4.1
1/4+1/5	544	544	-	-	-	3.3	1.6	-	4.9	32.2	4.2	1.6	5.8
2/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	725	725	-	-	-	0.8	0.7	-	1.5	7.3	7.1	0.7	7.7
4/2	312	312	-	-	-	1.5	0.7	-	2.2	25.0	3.9	0.7	4.5
4/3	408	408	-	-	-	2.4	1.1	-	3.5	30.6	6.4	1.1	7.5
4/4	90	90	-	-	-	0.4	0.1	-	0.5	20.1	1.1	0.1	1.2
5/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	328	328	-	-	-	0.5	0.2	-	0.8	8.4	2.6	0.2	2.9
6/2	379	379	-	-	-	0.6	0.3	-	0.9	8.4	3.2	0.3	3.4
6/3	504	504	-	-	-	2.1	1.1	-	3.2	22.7	6.9	1.1	8.0
6/4	320	320	-	-	-	1.1	0.3	-	1.5	16.8	3.8	0.3	4.2
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>4.2</b>	<b>0.0</b>	<b>14.7</b>	-	-	-	-
1/1	640	640	-	-	-	0.9	0.4	-	1.2	6.9	7.3	0.4	7.7
1/2	708	708	-	-	-	1.0	0.4	-	1.4	6.9	8.3	0.4	8.6
1/3	169	169	-	-	-	2.3	1.1	-	3.5	74.1	5.4	1.1	6.5
2/2+2/1	674	674	-	-	-	1.7	0.5	-	2.2	11.8	10.1	0.5	10.6
2/3	918	918	-	-	-	2.8	0.9	-	3.7	14.6	17.3	0.9	18.2
3/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	93	93	-	-	-	1.4	0.9	-	2.2	86.7	3.0	0.9	3.9
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.2	-	0.2	6.8	0.6	0.2	0.8
2/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3956</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	-	-	-	-
1/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1244	1244	1244	0	0	0.0	0.3	-	0.3	1.0	0.0	0.3	0.3
3/1	1603	1603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1272	1272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1399	1399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1592	1592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1706	1706	1706	0	0	0.0	0.9	-	0.9	2.0	0.0	0.9	0.9
11/1	614	614	614	0	0	0.0	0.4	-	0.4	2.2	0.0	0.4	0.4
12/1	385	385	385	0	0	0.0	0.2	-	0.2	1.8	0.0	0.2	0.2
13/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
15/1	2288	2288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>452</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	183	183	183	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
3/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	202	202	202	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
9/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	62	62	62	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	5	5	5	0	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3344</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>5.2</b>	<b>0.0</b>	<b>7.0</b>	-	-	-	-																																																																
1/1	1754	1754	1754	0	0	1.8	2.7	-	4.5	9.2	27.3	2.7	29.9																																																																
2/1	1243	1243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1229	1229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	892	892	892	0	0	0.0	1.4	-	1.4	5.8	0.0	1.4	1.4																																																																
6/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1475	1475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	698	698	698	0	0	0.0	1.1	-	1.1	5.5	0.0	1.1	1.1																																																																
9/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>18.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.41</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>4.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.48</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>37.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.51</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>11.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.51</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.64</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>28.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.68</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>4.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>90.72</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	18.1	Total Delay for Signalled Lanes (pcuHr):	15.41	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	4.5	Total Delay for Signalled Lanes (pcuHr):	8.48	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	37.5	Total Delay for Signalled Lanes (pcuHr):	5.51	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	11.9	Total Delay for Signalled Lanes (pcuHr):	14.51	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	17.4	Total Delay for Signalled Lanes (pcuHr):	21.64	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	28.2	Total Delay for Signalled Lanes (pcuHr):	14.68	Cycle Time (s):	120			PRC Over All Lanes (%)	4.5	Total Delay Over All Lanes(pcuHr):	90.72		
C1	Stream: 1	PRC for Signalled Lanes (%)	18.1	Total Delay for Signalled Lanes (pcuHr):	15.41	Cycle Time (s):	60																																																																						
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	26	24
Change Point	14	45

**Stage Stream: 3**

Stage	1	2
Duration	22	28
Change Point	10	37

**C2**

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

**C3**

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

**C4**

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

**C5**

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





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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	93.3%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	90.4%
1/1	Left	U	1:1	N/A	C1:A		1	22	-	444	1900	728	61.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	22	-	476	1900	728	65.4%
1/3	Ahead	U	1:1	N/A	C1:A		1	22	-	410	1900	728	56.3%
2/1	Ahead	U	1:2	N/A	C1:E		1	26	-	549	1900	855	64.2%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	26	-	436	1900	855	51.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	54	1900	253	21.3%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	99	1900	253	39.1%
5/1		U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	24	-	1099	1900:1900	423+792	90.4 : 90.4%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	24	-	333	1900	792	42.1%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	688	28.9%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	106	1900	728	14.6%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	333	1900	728	45.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1265	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	308	1900	918	33.5%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	340	1900	918	37.0%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	667	1900:1900	908+905	36.8 : 36.8%
11/1	Ahead	U	1:1	N/A	C1:C		1	16	-	334	1900	538	62.0%
11/2	Ahead	U	1:1	N/A	C1:C		1	16	-	333	1900	538	61.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	287	1900	1900	15.1%
12/2	Ahead	U	N/A	N/A	-		-	-	-	662	1900	1900	34.8%
12/3	Right	U	N/A	N/A	-		-	-	-	11	1900	1900	0.6%
13/1		U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>93.3%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	300	1900	1298	23.1%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	706	1900	1298	54.4%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	300	1900	1077	27.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1243	1965:2105	917+415	93.3 : 93.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	87	1900:1900	507+267	11.3 : 11.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	61	1900	253	24.1%
7/1	Ahead	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.3%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	202	1940	1552	13.0%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	261	2080	1664	15.7%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	469	2080	1664	28.2%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	10	-	476	1805:1935	308+332	74.3 : 74.3%
2/1	Ahead	U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1032	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	43	-	803	1805	1324	60.7%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	32	-	462	1940	1067	43.3%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	32	-	604	2080	1144	52.8%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	32	-	109	2080	1144	9.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	19	10	130	1764	588	22.1%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	19	10	103	1891	630	16.3%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	185	1830	305	60.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	198	1962	327	60.6%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.1%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	592	1980	1485	39.9%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	684	2120	1590	43.0%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	132	1805	196	67.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	429	1980:1720	1342+22	31.5 : 31.5%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	857	2120	1449	59.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	11	-	129	1741	174	74.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	11	-	26	1807	181	14.4%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.7%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	95	Inf	438	21.7%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	196	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>48.7%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1201	Inf	3170	37.9%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1394	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1261	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	353	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	297	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1235	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	372	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1286	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1410	Inf	2896	48.7%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	423	Inf	1535	27.6%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	220	Inf	1503	14.6%
13/1		U	N/A	N/A	-	-	-	-	232	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	1	Inf	938	0.1%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	1531	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	37	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.9%</b>
1/1		U	N/A	N/A	-	-	-	-	132	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	17	Inf	967	1.8%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	48	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	142	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	172	Inf	984	17.5%
9/1	Ahead	U	N/A	N/A	-	-	-	-	220	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	179	Inf	1000	17.9%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	89	Inf	953	9.3%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.1%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	95	Inf	557	17.1%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	196	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	64	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	95	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	132	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.5%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	64	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	43	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	31	Inf	701	4.4%
4/1	Ahead	U	N/A	N/A	-	-	-	-	89	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	37	Inf	828	4.5%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>69.8%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1067	Inf	2170	49.2%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	810	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	262	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1021	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	842	Inf	1206	69.8%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1543	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	917	Inf	1326	69.2%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	706	Inf	Inf	0.0%



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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	6995	0	0	41.9	32.2	0.0	74.1	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	199	0	0	16.8	11.1	0.0	27.9	-	-	-	-
1/1	444	444	-	-	-	1.2	0.8	-	2.0	16.1	4.4	0.8	5.2
1/2	476	476	-	-	-	1.3	0.9	-	2.3	17.1	5.0	0.9	5.9
1/3	410	410	-	-	-	1.1	0.6	-	1.8	15.6	4.4	0.6	5.0
2/1	549	549	-	-	-	0.2	0.0	-	0.2	1.4	1.3	0.0	1.3
2/2	436	436	-	-	-	0.1	0.0	-	0.1	0.8	0.5	0.0	0.5
3/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	54	54	-	-	-	0.3	0.1	-	0.4	30.0	0.8	0.1	0.9
4/2	99	99	-	-	-	0.6	0.3	-	1.0	35.0	1.5	0.3	1.8
5/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1099	1099	-	-	-	4.6	4.4	-	9.0	29.5	11.1	4.4	15.5
6/3	333	333	-	-	-	1.1	0.4	-	1.5	16.3	3.9	0.4	4.2
7/1	199	199	199	0	0	0.0	0.2	-	0.2	4.0	0.4	0.2	0.6
8/1	106	106	-	-	-	0.3	0.1	-	0.4	14.4	1.1	0.1	1.2
8/2	333	333	-	-	-	1.6	0.4	-	2.0	22.0	5.5	0.4	6.0
9/1	1265	1265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	308	308	-	-	-	0.6	0.3	-	0.9	10.1	3.2	0.3	3.5
10/2	340	340	-	-	-	0.7	0.3	-	1.0	10.9	3.3	0.3	3.6
10/3+10/4	667	667	-	-	-	1.3	0.3	-	1.6	8.6	14.9	0.3	15.1

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11/1	334	334	-	-	-	0.7	0.8	-	1.5	16.6	1.2	0.8	2.0
11/2	333	333	-	-	-	0.7	0.8	-	1.5	16.5	1.2	0.8	2.0
12/1	287	287	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	662	662	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	11	11	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>7.3</b>	<b>0.0</b>	<b>12.7</b>	-	-	-	-
1/1	300	300	-	-	-	0.0	0.2	-	0.2	2.3	0.7	0.2	0.9
1/2	706	706	-	-	-	0.6	0.6	-	1.2	6.1	5.3	0.6	5.9
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	300	300	-	-	-	0.6	0.2	-	0.8	10.0	2.8	0.2	3.0
4/2+4/3	1243	1243	-	-	-	3.3	6.2	-	9.5	27.5	15.7	6.2	21.8
5/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	87	87	-	-	-	0.4	0.1	-	0.5	19.2	0.7	0.1	0.8
6/3	61	61	-	-	-	0.4	0.2	-	0.6	32.7	0.9	0.2	1.1
7/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>5.3</b>	<b>0.0</b>	<b>15.4</b>	-	-	-	-
1/1	202	202	-	-	-	0.1	0.1	-	0.2	2.7	0.7	0.1	0.8

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1/2	261	261	-	-	-	0.1	0.1	-	0.2	2.7	0.9	0.1	1.0
1/3	469	469	-	-	-	0.2	0.2	-	0.4	3.1	2.0	0.2	2.2
1/4+1/5	476	476	-	-	-	3.0	1.4	-	4.5	33.7	3.8	1.4	5.3
2/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1032	1032	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	803	803	-	-	-	0.8	0.8	-	1.5	6.9	5.2	0.8	5.9
4/2	462	462	-	-	-	0.8	0.4	-	1.2	9.1	3.9	0.4	4.3
4/3	604	604	-	-	-	1.6	0.6	-	2.1	12.8	6.8	0.6	7.3
4/4	109	109	-	-	-	0.2	0.1	-	0.2	7.8	0.9	0.1	0.9
5/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	130	130	-	-	-	0.5	0.1	-	0.7	18.3	1.6	0.1	1.7
6/2	103	103	-	-	-	0.4	0.1	-	0.5	17.5	1.2	0.1	1.3
6/3	185	185	-	-	-	1.2	0.8	-	2.0	38.0	2.8	0.8	3.6
6/4	198	198	-	-	-	1.3	0.8	-	2.0	37.0	3.0	0.8	3.8
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>4.1</b>	<b>0.0</b>	<b>13.5</b>	-	-	-	-
1/1	592	592	-	-	-	0.9	0.3	-	1.2	7.4	6.9	0.3	7.2
1/2	684	684	-	-	-	1.1	0.4	-	1.4	7.5	8.4	0.4	8.7
1/3	132	132	-	-	-	1.9	1.0	-	2.9	78.9	4.2	1.0	5.2
2/2+2/1	429	429	-	-	-	0.9	0.2	-	1.1	9.5	5.6	0.2	5.9
2/3	857	857	-	-	-	2.4	0.7	-	3.1	13.1	15.0	0.7	15.7
3/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	129	129	-	-	-	1.9	1.3	-	3.2	90.2	4.2	1.3	5.5
6/2	26	26	-	-	-	0.4	0.1	-	0.4	61.0	0.8	0.1	0.9
<b>J5: WendleBury Road</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.2	6.1	0.4	0.1	0.6
2/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3255</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	-	-	-	-
1/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1201	1201	1201	0	0	0.0	0.3	-	0.3	0.9	0.0	0.3	0.3
3/1	1394	1394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1235	1235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1286	1286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1410	1410	1410	0	0	0.0	0.5	-	0.5	1.2	0.0	0.5	0.5
11/1	423	423	423	0	0	0.0	0.2	-	0.2	1.6	0.0	0.2	0.2
12/1	220	220	220	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	1	1	1	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
15/1	1531	1531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>457</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	17	17	17	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	172	172	172	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	179	179	179	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	89	89	89	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
<b>J8: Bicester Avenue</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.1	3.9	0.0	0.1	0.1
2/1	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	64	64	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	64	64	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	37	37	37	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>2826</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>2.7</b>	<b>0.0</b>	<b>2.9</b>	-	-	-	-																																																																
1/1	1067	1067	1067	0	0	0.1	0.5	-	0.6	2.0	7.8	0.5	8.3																																																																
2/1	810	810	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1021	1021	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	842	842	842	0	0	0.0	1.2	-	1.2	4.9	0.0	1.2	1.2																																																																
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1543	1543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	917	917	917	0	0	0.1	1.1	-	1.2	4.7	4.6	1.1	5.7																																																																
9/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>37.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.50</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-0.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.84</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>96.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.95</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-3.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.74</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.43</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.46</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-3.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>74.09</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	37.7	Total Delay for Signalled Lanes (pcuHr):	10.50	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	-0.5	Total Delay for Signalled Lanes (pcuHr):	10.84	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	96.8	Total Delay for Signalled Lanes (pcuHr):	5.95	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-3.7	Total Delay for Signalled Lanes (pcuHr):	12.74	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	21.1	Total Delay for Signalled Lanes (pcuHr):	15.43	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	21.5	Total Delay for Signalled Lanes (pcuHr):	13.46	Cycle Time (s):	120			PRC Over All Lanes (%)	-3.7	Total Delay Over All Lanes(pcuHr):	74.09		
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	25	25
Change Point	14	44

**Stage Stream: 3**

Stage	1	2
Duration	18	32
Change Point	12	35

**C2**

Stage	1	2	3
Duration	3	7	31
Change Point	9	18	30

**C3**

Stage	1	2	3
Duration	24	7	18
Change Point	26	52	6

**C4**

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

**C5**

Stage	1	2	3
Duration	73	8	5
Change Point	72	40	56





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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.7%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	566	1900	665	85.1%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	503	1900	665	75.6%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	490	1900	665	73.7%
2/1	Ahead	U	1:2	N/A	C1:E		1	25	-	554	1900	823	67.3%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	25	-	501	1900	823	60.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1097	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	34	1900	253	13.4%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	84	1900	253	33.2%
5/1		U	N/A	N/A	-		-	-	-	1097	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	25	-	988	1900:1900	560+823	71.4 : 71.4%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	25	-	355	1900	823	43.1%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	181	Inf	527	34.3%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	18	-	188	1900	602	31.2%
8/2	Right	U	1:3	N/A	C1:G		1	18	-	355	1900	602	59.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1142	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	32	-	612	1900	1045	58.6%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	32	-	559	1900	1045	53.5%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	32	-	994	1900:1900	950+950	52.3 : 52.3%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	497	1900	602	82.6%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	497	1900	602	82.6%
12/1	Ahead	U	N/A	N/A	-		-	-	-	609	1900	1900	32.1%
12/2	Ahead	U	N/A	N/A	-		-	-	-	896	1900	1900	47.2%
12/3	Right	U	N/A	N/A	-		-	-	-	18	1900	1900	0.9%
13/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>85.7%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	656	1900	1298	50.5%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	929	1900	1298	71.6%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	1	1900:1900	253+0	0.4 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	1	1900	538	0.2%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	310	1900	1077	28.8%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1145	1965:2105	913+422	85.7 : 85.7%
5/1	Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	979	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	414	1900:1900	507+297	51.5 : 51.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	100	1900	253	39.5%
7/1	Ahead	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.7%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	389	1940	1261	30.8%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	353	2080	1352	26.1%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	616	2080	1352	45.6%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	458	1805:1935	297+316	74.7 : 74.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	994	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	622	1805	1354	45.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	520	1940	808	64.3%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	608	2080	867	70.2%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	105	2080	867	12.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	888	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	27	9	297	1764	823	36.1%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	27	9	336	1891	882	38.1%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	429	1830	579	74.0%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	378	1962	621	60.8%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.5%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	817	1980	1518	53.8%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	888	2120	1625	54.6%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	13	-	161	1805	211	76.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	730	1980:1720	1328+57	52.7 : 52.7%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1011	2120	1466	68.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	105	1741	145	72.4%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	20	1807	151	13.3%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>32.4%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	115	Inf	355	32.4%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1011	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>67.3%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1533	Inf	3125	49.0%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1844	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1574	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	631	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	799	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1581	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	428	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1741	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1808	Inf	2688	67.3%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	588	Inf	1331	44.2%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	361	Inf	1224	29.5%
13/1		U	N/A	N/A	-	-	-	-	66	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	517	1.4%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2373	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>19.8%</b>
1/1		U	N/A	N/A	-	-	-	-	16	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	130	Inf	969	13.4%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	93	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	174	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	58	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	49	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	187	Inf	942	19.8%
9/1	Ahead	U	N/A	N/A	-	-	-	-	361	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	117	Inf	1000	11.7%

LinSig V1 style report

11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	51	Inf	981	5.2%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.6%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	115	Inf	532	21.6%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	307	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	21	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	115	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	286	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	21	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	710	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	51	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	59	Inf	843	7.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>81.3%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1685	Inf	2072	81.3%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1211	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	610	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1211	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	889	Inf	1208	73.6%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	136	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1455	Inf	Inf	0.0%

LinSig V1 style report

8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	702	Inf	1045	67.2%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	8572	0	0	59.2	42.2	0.0	101.4	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	181	0	0	23.6	15.8	0.0	39.4	-	-	-	-
1/1	566	566	-	-	-	2.6	2.7	-	5.3	33.7	8.5	2.7	11.3
1/2	503	503	-	-	-	2.3	1.5	-	3.8	27.5	7.0	1.5	8.5
1/3	490	490	-	-	-	2.4	1.4	-	3.8	27.7	6.7	1.4	8.1
2/1	554	554	-	-	-	0.1	0.0	-	0.1	0.9	0.9	0.0	0.9
2/2	501	501	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
3/1	1097	1097	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	34	34	-	-	-	0.2	0.1	-	0.2	25.8	0.4	0.1	0.5
4/2	84	84	-	-	-	0.5	0.2	-	0.8	32.5	1.0	0.2	1.2
5/1	1097	1097	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	988	988	-	-	-	3.6	1.2	-	4.9	17.8	8.0	1.2	9.2
6/3	355	355	-	-	-	1.2	0.4	-	1.5	15.7	4.0	0.4	4.4
7/1	181	181	181	0	0	0.1	0.3	-	0.4	7.4	1.0	0.3	1.2
8/1	188	188	-	-	-	0.9	0.2	-	1.1	21.4	2.4	0.2	2.6
8/2	355	355	-	-	-	2.0	0.7	-	2.7	27.6	5.9	0.7	6.6
9/1	1142	1142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	612	612	-	-	-	1.8	0.7	-	2.5	14.8	8.2	0.7	8.9
10/2	559	559	-	-	-	1.6	0.6	-	2.2	14.0	7.4	0.6	8.0
10/3+10/4	994	994	-	-	-	2.5	0.5	-	3.0	10.9	15.9	0.5	16.4



LinSig V1 style report

11/1	497	497	-	-	-	0.9	2.3	-	3.1	22.8	1.8	2.3	4.0
11/2	497	497	-	-	-	0.9	2.3	-	3.1	22.8	1.8	2.3	4.0
12/1	609	609	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
12/2	896	896	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
12/3	18	18	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>5.7</b>	<b>0.0</b>	<b>13.3</b>	-	-	-	-
1/1	656	656	-	-	-	0.6	0.5	-	1.1	5.9	3.0	0.5	3.5
1/2	929	929	-	-	-	0.9	1.2	-	2.1	8.2	7.4	1.2	8.6
1/3+1/4	1	1	-	-	-	0.0	0.0	-	0.0	9.5	0.0	0.0	0.0
2/1	1	1	-	-	-	0.0	0.0	-	0.0	3.8	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	310	310	-	-	-	0.7	0.2	-	0.9	10.3	3.1	0.2	3.3
4/2+4/3	1145	1145	-	-	-	2.7	2.9	-	5.6	17.7	11.8	2.9	14.7
5/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	979	979	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	414	414	-	-	-	2.1	0.5	-	2.6	22.9	3.7	0.5	4.2
6/3	100	100	-	-	-	0.7	0.3	-	1.0	35.5	1.5	0.3	1.8
7/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>7.6</b>	<b>0.0</b>	<b>23.0</b>	-	-	-	-
1/1	389	389	-	-	-	0.5	0.2	-	0.7	6.7	2.8	0.2	3.0

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1/2	353	353	-	-	-	0.4	0.2	-	0.6	6.2	2.5	0.2	2.6
1/3	616	616	-	-	-	0.9	0.4	-	1.3	7.7	5.0	0.4	5.4
1/4+1/5	458	458	-	-	-	3.0	1.4	-	4.5	35.1	3.7	1.4	5.1
2/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	622	622	-	-	-	0.4	0.4	-	0.8	4.6	3.7	0.4	4.1
4/2	520	520	-	-	-	1.8	0.9	-	2.7	18.5	6.3	0.9	7.2
4/3	608	608	-	-	-	2.4	1.2	-	3.5	20.9	8.9	1.2	10.0
4/4	105	105	-	-	-	0.3	0.1	-	0.4	12.0	1.0	0.1	1.1
5/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	297	297	-	-	-	0.8	0.3	-	1.1	13.7	3.1	0.3	3.4
6/2	336	336	-	-	-	1.0	0.3	-	1.3	13.7	3.5	0.3	3.9
6/3	429	429	-	-	-	2.2	1.4	-	3.6	30.0	6.3	1.4	7.7
6/4	378	378	-	-	-	1.8	0.8	-	2.6	24.7	5.3	0.8	6.0
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>5.7</b>	<b>0.0</b>	<b>17.3</b>	-	-	-	-
1/1	817	817	-	-	-	1.3	0.6	-	1.8	8.1	10.7	0.6	11.2
1/2	888	888	-	-	-	1.4	0.6	-	2.0	8.1	11.8	0.6	12.4
1/3	161	161	-	-	-	2.3	1.5	-	3.8	85.6	5.2	1.5	6.7
2/2+2/1	730	730	-	-	-	1.7	0.6	-	2.3	11.4	11.1	0.6	11.6
2/3	1011	1011	-	-	-	3.0	1.1	-	4.1	14.7	19.7	1.1	20.8
3/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	105	105	-	-	-	1.6	1.2	-	2.8	96.0	3.4	1.2	4.6
6/2	20	20	-	-	-	0.3	0.1	-	0.4	64.8	0.6	0.1	0.7
<b>J5: WendleBury Road</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	115	115	115	0	0	0.1	0.2	-	0.3	10.0	1.0	0.2	1.2
2/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1011	1011	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4297</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	-	-	-	-
1/1	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1533	1533	1533	0	0	0.0	0.5	-	0.5	1.1	3.5	0.5	4.0
3/1	1844	1844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1574	1574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1581	1581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1741	1741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1808	1808	1808	0	0	0.0	1.0	-	1.0	2.0	0.0	1.0	1.0
11/1	588	588	588	0	0	0.0	0.4	-	0.4	2.4	0.0	0.4	0.4
12/1	361	361	361	0	0	0.0	0.2	-	0.2	2.1	1.1	0.2	1.3
13/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.5	0.0	0.0	0.0
15/1	2373	2373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>485</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	130	130	130	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
3/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	187	187	187	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
9/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	117	117	117	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
11/1	51	51	51	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	115	115	115	0	0	0.0	0.1	-	0.1	4.3	0.0	0.1	0.1
2/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3276</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>4.6</b>	<b>0.0</b>	<b>5.4</b>	-	-	-	-																																																																
1/1	1685	1685	1685	0	0	0.9	2.2	-	3.0	6.5	13.4	2.2	15.6																																																																
2/1	1211	1211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1211	1211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	889	889	889	0	0	0.0	1.4	-	1.4	5.6	0.0	1.4	1.4																																																																
6/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1455	1455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	702	702	702	0	0	0.0	1.0	-	1.0	5.2	0.0	1.0	1.0																																																																
9/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>5.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.21</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>26.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.60</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>52.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.53</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>5.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.33</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>20.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>23.03</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.26</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>5.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>101.41</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	5.7	Total Delay for Signalled Lanes (pcuHr):	20.21	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	26.0	Total Delay for Signalled Lanes (pcuHr):	6.60	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	52.5	Total Delay for Signalled Lanes (pcuHr):	11.53	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	5.0	Total Delay for Signalled Lanes (pcuHr):	13.33	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	20.5	Total Delay for Signalled Lanes (pcuHr):	23.03	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	17.7	Total Delay for Signalled Lanes (pcuHr):	17.26	Cycle Time (s):	120			PRC Over All Lanes (%)	5.0	Total Delay Over All Lanes(pcuHr):	101.41		
C1	Stream: 1	PRC for Signalled Lanes (%)	5.7	Total Delay for Signalled Lanes (pcuHr):	20.21	Cycle Time (s):	60																																																																						
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	21	29
Change Point	14	40

**Stage Stream: 3**

Stage	1	2
Duration	20	30
Change Point	10	35

**C2**

Stage	1	2	3
Duration	3	7	31
Change Point	13	22	34

**C3**

Stage	1	2	3
Duration	25	15	9
Change Point	24	51	13

**C4**

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

**C5**

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



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	100.8%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	508	1900	665	75.9%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	518	1900	665	77.4%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	479	1900	665	71.6%
2/1	Ahead	U	1:2	N/A	C1:E		1	21	-	582	1900	697	83.1%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	21	-	520	1900	697	74.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1044	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	111	1900	253	43.8%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	131	1900	253	51.7%
5/1		U	N/A	N/A	-		-	-	-	1044	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	29	-	1243	1900:1900	417+950	90.9 : 90.9%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	29	-	382	1900	950	40.2%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	198	Inf	587	33.7%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	20	-	81	1900	665	12.1%
8/2	Right	U	1:3	N/A	C1:G		1	20	-	382	1900	665	57.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1446	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	30	-	522	1900	982	53.2%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	30	-	451	1900	982	45.9%



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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	30	-	851	1900:1900	935+938	45.4 : 45.4%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	425	1900	602	70.6%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	426	1900	602	70.8%
12/1	Ahead	U	N/A	N/A	-		-	-	-	472	1900	1900	24.8%
12/2	Ahead	U	N/A	N/A	-		-	-	-	738	1900	1900	38.8%
12/3	Right	U	N/A	N/A	-		-	-	-	95	1900	1900	5.0%
13/1		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>100.8%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	483	1900	1298	37.2%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	778	1900	1298	59.9%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	403	1900	1077	37.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1346	1965:2105	914+422	100.8 : 100.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+268	20.5 : 20.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%

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<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>84.6%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	404	1940	1552	26.0%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	364	2080	1664	21.9%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	629	2080	1664	37.8%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	17	-	727	1805:1935	414+445	84.6 : 84.6%
2/1	Ahead	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	36	-	844	1805	1113	75.6%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	25	-	602	1940	841	71.5%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	25	-	694	2080	901	76.7%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	25	-	124	2080	901	13.7%
5/1	Ahead	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	26	17	160	1764	794	20.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	26	17	154	1891	851	18.1%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	205	1830	305	67.2%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	222	1962	327	67.9%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>86.4%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	762	1980	1501	50.7%
1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	819	2120	1608	50.8%

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1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	153	1805	196	78.1%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	738	1980:1720	1360+21	53.5 : 53.5%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1267	2120	1466	86.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1356	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	10	-	130	1741	160	81.5%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	10	-	61	1807	166	36.8%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>26.7%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	99	Inf	371	26.7%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1267	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.7%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1489	Inf	2913	51.0%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2002	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1830	Inf	Inf	0.0%

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5/1	Ahead Right	U	N/A	N/A	-	-	-	-	427	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	412	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1733	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	693	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	2005	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1803	Inf	2841	63.5%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	965	Inf	1241	77.7%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	255	Inf	1128	22.6%
13/1		U	N/A	N/A	-	-	-	-	96	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	11	Inf	637	1.7%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2134	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	35	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.0%</b>
1/1		U	N/A	N/A	-	-	-	-	132	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	17	Inf	973	1.7%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	81	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	48	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	145	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	50	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	207	Inf	984	21.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	255	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	180	Inf	1000	18.0%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	68	Inf	952	7.1%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.2%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	99	Inf	544	18.2%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	252	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	45	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	207	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.4%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	45	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	43	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	31	Inf	705	4.4%
4/1	Ahead	U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	35	Inf	834	4.2%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>80.0%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1367	Inf	2171	63.0%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1044	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	327	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1087	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	866	Inf	1084	79.9%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	4	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1749	Inf	Inf	0.0%

LinSig V1 style report

8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	930	Inf	1162	80.0%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	887	Inf	Inf	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8617</b>	<b>0</b>	<b>0</b>	<b>59.3</b>	<b>66.0</b>	<b>0.0</b>	<b>125.3</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>198</b>	<b>0</b>	<b>0</b>	<b>21.8</b>	<b>15.7</b>	<b>0.0</b>	<b>37.4</b>	-	-	-	-
1/1	505	505	-	-	-	1.9	1.5	-	3.4	24.2	7.6	1.5	9.2
1/2	515	515	-	-	-	1.9	1.7	-	3.6	25.2	7.9	1.7	9.6
1/3	476	476	-	-	-	1.9	1.2	-	3.1	23.4	7.1	1.2	8.4
2/1	579	579	-	-	-	0.3	0.0	-	0.3	1.9	1.3	0.0	1.3
2/2	517	517	-	-	-	0.2	0.0	-	0.2	1.7	0.9	0.0	0.9
3/1	1041	1041	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	111	111	-	-	-	0.5	0.4	-	0.9	29.1	1.7	0.4	2.1
4/2	131	131	-	-	-	0.8	0.5	-	1.3	36.6	2.0	0.5	2.5
5/1	1041	1041	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1243	1243	-	-	-	4.3	4.7	-	9.0	25.9	13.2	4.7	17.9
6/3	382	382	-	-	-	1.0	0.3	-	1.3	12.6	3.9	0.3	4.3
7/1	198	198	198	0	0	0.1	0.3	-	0.3	5.9	0.8	0.3	1.1
8/1	81	81	-	-	-	0.3	0.1	-	0.4	18.6	0.8	0.1	0.9
8/2	382	382	-	-	-	2.3	0.7	-	2.9	27.6	6.4	0.7	7.0
9/1	1443	1443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	522	522	-	-	-	1.5	0.6	-	2.0	14.1	6.6	0.6	7.1
10/2	451	451	-	-	-	1.2	0.4	-	1.6	12.7	5.4	0.4	5.8
10/3+10/4	851	851	-	-	-	2.1	0.4	-	2.5	10.6	14.9	0.4	15.4

LinSig V1 style report

11/1	425	425	-	-	-	0.8	1.2	-	2.0	16.7	1.4	1.2	2.5
11/2	426	426	-	-	-	0.8	1.2	-	2.0	16.7	1.4	1.2	2.6
12/1	472	472	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	738	738	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	95	95	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>23.0</b>	<b>0.0</b>	<b>31.2</b>	-	-	-	-
1/1	483	483	-	-	-	0.3	0.3	-	0.6	4.2	1.1	0.3	1.4
1/2	778	778	-	-	-	1.2	0.7	-	1.9	9.0	7.2	0.7	8.0
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	403	403	-	-	-	1.0	0.3	-	1.3	11.7	4.4	0.3	4.7
4/2+4/3	1346	1336	-	-	-	4.2	21.2	-	25.4	68.0	20.1	21.2	41.3
5/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>10.0</b>	<b>0.0</b>	<b>24.9</b>	-	-	-	-
1/1	404	404	-	-	-	0.2	0.2	-	0.3	3.1	1.7	0.2	1.9



LinSig V1 style report

1/2	364	364	-	-	-	0.1	0.1	-	0.3	2.8	1.4	0.1	1.6
1/3	629	629	-	-	-	0.3	0.3	-	0.6	3.5	3.0	0.3	3.3
1/4+1/5	727	727	-	-	-	3.7	2.6	-	6.3	31.4	6.2	2.6	8.9
2/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1192	1192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	842	842	-	-	-	1.8	1.5	-	3.3	14.2	9.3	1.5	10.8
4/2	601	601	-	-	-	2.0	1.2	-	3.2	19.3	7.2	1.2	8.4
4/3	692	692	-	-	-	2.8	1.6	-	4.4	23.1	10.6	1.6	12.2
4/4	124	124	-	-	-	0.3	0.1	-	0.4	11.0	1.2	0.1	1.3
5/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	160	160	-	-	-	0.4	0.1	-	0.6	12.8	1.6	0.1	1.7
6/2	154	154	-	-	-	0.4	0.1	-	0.5	12.5	1.5	0.1	1.6
6/3	205	205	-	-	-	1.3	1.0	-	2.3	41.1	3.2	1.0	4.2
6/4	222	222	-	-	-	1.4	1.0	-	2.5	40.3	3.5	1.0	4.5
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>8.6</b>	<b>0.0</b>	<b>22.9</b>	-	-	-	-
1/1	761	761	-	-	-	1.2	0.5	-	1.7	8.1	9.9	0.5	10.4
1/2	817	817	-	-	-	1.3	0.5	-	1.8	8.0	10.7	0.5	11.2
1/3	153	153	-	-	-	2.2	1.7	-	3.9	91.1	4.9	1.7	6.6
2/2+2/1	738	738	-	-	-	1.8	0.6	-	2.4	11.7	11.7	0.6	12.3
2/3	1267	1267	-	-	-	5.0	3.1	-	8.1	22.9	32.0	3.1	35.1
3/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1356	1356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	130	130	-	-	-	1.9	1.9	-	3.9	107.3	4.2	1.9	6.2
6/2	61	61	-	-	-	0.9	0.3	-	1.2	68.4	1.9	0.3	2.2
<b>J5: WendleBury Road</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	99	99	99	0	0	0.0	0.2	-	0.2	8.4	0.7	0.2	0.9
2/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1267	1267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4520</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	-	-	-	-
1/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1486	1486	1486	0	0	0.0	0.5	-	0.5	1.3	9.0	0.5	9.5
3/1	1999	1999	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1827	1827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1733	1733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	2005	2005	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1803	1803	1803	0	0	0.0	0.9	-	0.9	1.7	0.0	0.9	0.9
11/1	965	965	965	0	0	0.0	1.7	-	1.7	6.4	0.0	1.7	1.7
12/1	255	255	255	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
13/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.9	0.0	0.0	0.0
15/1	2134	2134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>472</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	17	17	17	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	207	207	207	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
9/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	180	180	180	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	68	68	68	0	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	99	99	99	0	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1
2/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	35	35	35	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J10: Middleton Stoney Road</b>	-	-	<b>3163</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>4.8</b>	<b>0.0</b>	<b>5.0</b>	-	-	-	-
1/1	1367	1367	1367	0	0	0.1	0.8	-	0.9	2.4	7.3	0.8	8.2
2/1	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	866	866	866	0	0	0.0	1.9	-	1.9	8.1	0.0	1.9	1.9
6/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1749	1749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	930	930	930	0	0	0.2	2.0	-	2.1	8.3	5.7	2.0	7.7
9/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%):				16.3	Total Delay for Signalled Lanes (pcuHr):				16.27	Cycle Time (s): 60			
C1 Stream: 2 PRC for Signalled Lanes (%):				-1.1	Total Delay for Signalled Lanes (pcuHr):				10.85	Cycle Time (s): 60			
C1 Stream: 3 PRC for Signalled Lanes (%):				56.7	Total Delay for Signalled Lanes (pcuHr):				9.47	Cycle Time (s): 60			
C2 PRC for Signalled Lanes (%):				-12.0	Total Delay for Signalled Lanes (pcuHr):				31.17	Cycle Time (s): 60			
C3 PRC for Signalled Lanes (%):				6.3	Total Delay for Signalled Lanes (pcuHr):				24.86	Cycle Time (s): 60			
C4 PRC for Signalled Lanes (%):				0.0	Total Delay for Signalled Lanes (pcuHr):				0.00	Cycle Time (s): 120			
C5 PRC for Signalled Lanes (%):				4.2	Total Delay for Signalled Lanes (pcuHr):				22.87	Cycle Time (s): 120			
PRC Over All Lanes (%):				-12.0	Total Delay Over All Lanes(pcuHr):				125.29				

**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	25	25
Change Point	15	45

**Stage Stream: 3**

Stage	1	2
Duration	19	31
Change Point	12	36

**C2**

Stage	1	2	3
Duration	3	7	31
Change Point	9	18	30

**C3**

Stage	1	2	3
Duration	23	9	17
Change Point	29	54	10

**C4**

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

**C5**

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



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	87.2%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
1/1	Left	U	1:1	N/A	C1:A		1	21	-	588	1900	697	84.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	21	-	571	1900	697	82.0%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	522	1900	697	74.9%
2/1	Ahead	U	1:2	N/A	C1:E		1	25	-	616	1900	823	74.8%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	25	-	539	1900	823	65.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1114	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	41	1900	253	16.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	75	1900	253	29.6%
5/1		U	N/A	N/A	-		-	-	-	1114	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	25	-	1060	1900:1900	551+823	77.1 : 77.1%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	25	-	439	1900	823	53.3%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	167	Inf	483	34.6%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	19	-	194	1900	633	30.6%
8/2	Right	U	1:3	N/A	C1:G		1	19	-	439	1900	633	69.3%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1251	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	31	-	618	1900	1013	61.0%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	31	-	598	1900	1013	59.0%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	31	-	971	1900:1900	949+951	51.1 : 51.1%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	485	1900	570	85.1%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	486	1900	570	85.3%
12/1	Ahead	U	N/A	N/A	-		-	-	-	643	1900	1900	33.8%
12/2	Ahead	U	N/A	N/A	-		-	-	-	1018	1900	1900	53.6%
12/3	Right	U	N/A	N/A	-		-	-	-	19	1900	1900	1.0%
13/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	1035	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.4%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	696	1900	1298	53.6%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	1027	1900	1298	79.1%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	8	1900:1900	249+253	0.8 : 2.4%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	2	1900	538	0.4%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	6	1900	538	1.1%
3/1		U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	434	1900	1077	40.3%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1140	1965:2105	900+450	84.4 : 84.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1080	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	541	1900:1900	507+279	68.9 : 68.9%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	105	1900	253	41.4%
7/1	Ahead	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%



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7/3	Ahead	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
<b>J3: Tesco &amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>82.3%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	397	1940	1293	30.7%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	367	2080	1387	26.5%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	596	2080	1387	43.0%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	11	-	546	1805:1935	326+348	81.0 : 81.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	971	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	42	-	727	1805	1294	56.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	524	1940	776	67.5%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	662	2080	832	79.6%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	108	2080	832	13.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	871	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	11	347	1764	853	40.7%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	11	367	1891	914	40.2%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	452	1830	549	82.3%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	375	1962	589	63.7%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.3%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	871	1980	1518	57.4%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	967	2120	1625	59.5%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	14	-	170	1805	226	75.3%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	758	1980:1720	1309+60	55.4 : 55.4%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	1078	2120	1449	74.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1142	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	103	1741	145	71.0%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>35.3%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	329	35.3%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1078	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>71.3%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	126	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1732	Inf	3117	55.6%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	2044	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1753	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	699	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	830	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1619	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	438	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1836	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1879	Inf	2637	71.3%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	655	Inf	1308	50.1%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	408	Inf	1100	37.1%
13/1		U	N/A	N/A	-	-	-	-	136	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	483	1.4%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2442	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>24.8%</b>
1/1		U	N/A	N/A	-	-	-	-	16	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	130	Inf	967	13.4%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	174	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	67	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	55	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	234	Inf	942	24.8%
9/1	Ahead	U	N/A	N/A	-	-	-	-	408	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	126	Inf	1000	12.6%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	48	Inf	978	4.9%
<b>J8: Bicester Avenue</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.3%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	546	21.3%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	246	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	18	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	228	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	18	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	711	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	48	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	59	Inf	844	7.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>87.2%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1828	Inf	2096	87.2%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1279	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	652	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1221	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	909	Inf	1164	78.1%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	103	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1574	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	710	Inf	998	71.2%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	768	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>9168</b>	<b>0</b>	<b>0</b>	<b>66.1</b>	<b>51.8</b>	<b>0.0</b>	<b>117.9</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>167</b>	<b>0</b>	<b>0</b>	<b>25.4</b>	<b>18.6</b>	<b>0.0</b>	<b>44.0</b>	-	-	-	-
1/1	588	588	-	-	-	2.6	2.6	-	5.1	31.5	8.1	2.6	10.7
1/2	571	571	-	-	-	2.7	2.2	-	4.9	31.0	7.6	2.2	9.8
1/3	522	522	-	-	-	2.6	1.5	-	4.1	28.4	7.3	1.5	8.7
2/1	616	616	-	-	-	0.1	0.0	-	0.1	0.8	0.8	0.0	0.8
2/2	539	539	-	-	-	0.1	0.0	-	0.1	0.4	0.3	0.0	0.3
3/1	1114	1114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	41	41	-	-	-	0.2	0.1	-	0.3	27.5	0.5	0.1	0.6
4/2	75	75	-	-	-	0.5	0.2	-	0.7	33.0	0.9	0.2	1.1
5/1	1114	1114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1060	1060	-	-	-	4.0	1.7	-	5.7	19.3	9.0	1.7	10.7
6/3	439	439	-	-	-	1.5	0.6	-	2.1	17.2	5.4	0.6	5.9
7/1	167	167	167	0	0	0.1	0.3	-	0.4	8.2	0.9	0.3	1.2
8/1	194	194	-	-	-	0.9	0.2	-	1.1	20.0	2.5	0.2	2.8
8/2	439	439	-	-	-	2.4	1.1	-	3.6	29.2	7.3	1.1	8.4
9/1	1251	1251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	618	618	-	-	-	1.7	0.8	-	2.5	14.7	8.5	0.8	9.3
10/2	598	598	-	-	-	1.7	0.7	-	2.5	14.8	8.2	0.7	8.9
10/3+10/4	971	971	-	-	-	2.3	0.5	-	2.8	10.5	15.1	0.5	15.6

LinSig V1 style report

11/1	485	485	-	-	-	0.9	2.7	-	3.6	26.6	1.8	2.7	4.4
11/2	486	486	-	-	-	0.9	2.7	-	3.6	26.8	1.8	2.7	4.5
12/1	643	643	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	1018	1018	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
12/3	19	19	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>6.9</b>	<b>0.0</b>	<b>15.8</b>	-	-	-	-
1/1	696	696	-	-	-	0.7	0.6	-	1.3	6.6	3.7	0.6	4.3
1/2	1027	1027	-	-	-	1.0	1.9	-	2.9	10.1	8.7	1.9	10.6
1/3+1/4	8	8	-	-	-	0.0	0.0	-	0.0	15.7	0.1	0.0	0.1
2/1	2	2	-	-	-	0.0	0.0	-	0.0	4.0	0.0	0.0	0.0
2/2	6	6	-	-	-	0.0	0.0	-	0.0	3.8	0.0	0.0	0.0
3/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	434	434	-	-	-	1.0	0.3	-	1.3	11.1	4.5	0.3	4.9
4/2+4/3	1140	1140	-	-	-	2.6	2.6	-	5.3	16.6	11.2	2.6	13.8
5/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	541	541	-	-	-	2.9	1.1	-	4.0	26.4	5.1	1.1	6.2
6/3	105	105	-	-	-	0.7	0.4	-	1.0	35.9	1.6	0.4	2.0
7/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>10.3</b>	<b>0.0</b>	<b>27.7</b>	-	-	-	-
1/1	397	397	-	-	-	0.5	0.2	-	0.7	6.2	2.8	0.2	3.0

LinSig V1 style report

1/2	367	367	-	-	-	0.4	0.2	-	0.6	5.8	2.4	0.2	2.6
1/3	596	596	-	-	-	0.8	0.4	-	1.2	6.9	4.6	0.4	5.0
1/4+1/5	546	546	-	-	-	3.4	2.1	-	5.5	36.1	4.4	2.1	6.4
2/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	727	727	-	-	-	0.7	0.6	-	1.4	6.8	6.1	0.6	6.7
4/2	524	524	-	-	-	1.9	1.0	-	2.9	20.2	6.7	1.0	7.7
4/3	662	662	-	-	-	3.1	1.9	-	5.0	27.0	10.2	1.9	12.1
4/4	108	108	-	-	-	0.3	0.1	-	0.4	13.2	1.1	0.1	1.2
5/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	347	347	-	-	-	1.0	0.3	-	1.3	13.5	3.7	0.3	4.0
6/2	367	367	-	-	-	1.0	0.3	-	1.3	13.2	3.9	0.3	4.2
6/3	452	452	-	-	-	2.5	2.2	-	4.7	37.3	6.9	2.2	9.1
6/4	375	375	-	-	-	1.9	0.9	-	2.8	26.5	5.3	0.9	6.2
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>6.2</b>	<b>0.0</b>	<b>19.0</b>	-	-	-	-
1/1	871	871	-	-	-	1.4	0.7	-	2.1	8.6	11.9	0.7	12.5
1/2	967	967	-	-	-	1.6	0.7	-	2.3	8.7	13.7	0.7	14.4
1/3	170	170	-	-	-	2.4	1.5	-	3.8	81.5	5.4	1.5	6.9
2/2+2/1	758	758	-	-	-	1.9	0.6	-	2.5	12.1	11.9	0.6	12.5
2/3	1078	1078	-	-	-	3.6	1.4	-	5.0	16.9	23.1	1.4	24.5
3/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1142	1142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



LinSig V1 style report

4/2	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	103	103	-	-	-	1.5	1.2	-	2.7	94.1	3.3	1.2	4.5
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	116	116	116	0	0	0.1	0.3	-	0.4	11.9	1.2	0.3	1.5
2/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1078	1078	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4681</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>2.7</b>	<b>0.0</b>	<b>2.8</b>	-	-	-	-
1/1	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1732	1732	1732	0	0	0.0	0.6	-	0.7	1.4	14.0	0.6	14.6
3/1	2044	2044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1753	1753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1619	1619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1836	1836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1879	1879	1879	0	0	0.0	1.2	-	1.2	2.4	0.0	1.2	1.2
11/1	655	655	655	0	0	0.0	0.5	-	0.5	2.8	0.0	0.5	0.5
12/1	408	408	408	0	0	0.1	0.3	-	0.4	3.2	2.8	0.3	3.1
13/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.8	0.0	0.0	0.0
15/1	2442	2442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>538</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	130	130	130	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	234	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
9/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	126	126	126	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
11/1	48	48	48	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3447</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>6.3</b>	<b>0.0</b>	<b>7.7</b>	-	-	-	-																																																																
1/1	1828	1828	1828	0	0	1.4	3.3	-	4.7	9.3	29.2	3.3	32.6																																																																
2/1	1279	1279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1221	1221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	909	909	909	0	0	0.0	1.8	-	1.8	7.0	0.0	1.8	1.8																																																																
6/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1574	1574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	710	710	710	0	0	0.0	1.2	-	1.2	6.2	0.0	1.2	1.2																																																																
9/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>5.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.37</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>16.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.99</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>29.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.44</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.82</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>9.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>27.65</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>19.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>3.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>117.90</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	5.6	Total Delay for Signalled Lanes (pcuHr):	22.37	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	16.7	Total Delay for Signalled Lanes (pcuHr):	7.99	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	29.8	Total Delay for Signalled Lanes (pcuHr):	12.44	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	6.6	Total Delay for Signalled Lanes (pcuHr):	15.82	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	9.3	Total Delay for Signalled Lanes (pcuHr):	27.65	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	19.4	Total Delay for Signalled Lanes (pcuHr):	19.00	Cycle Time (s):	120			PRC Over All Lanes (%)	3.2	Total Delay Over All Lanes(pcuHr):	117.90		
C1	Stream: 1	PRC for Signalled Lanes (%)	5.6	Total Delay for Signalled Lanes (pcuHr):	22.37	Cycle Time (s):	60																																																																						
C1	Stream: 2	PRC for Signalled Lanes (%)	16.7	Total Delay for Signalled Lanes (pcuHr):	7.99	Cycle Time (s):	60																																																																						
C1	Stream: 3	PRC for Signalled Lanes (%)	29.8	Total Delay for Signalled Lanes (pcuHr):	12.44	Cycle Time (s):	60																																																																						
C2		PRC for Signalled Lanes (%)	6.6	Total Delay for Signalled Lanes (pcuHr):	15.82	Cycle Time (s):	60																																																																						
C3		PRC for Signalled Lanes (%)	9.3	Total Delay for Signalled Lanes (pcuHr):	27.65	Cycle Time (s):	60																																																																						
C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120																																																																						
C5		PRC for Signalled Lanes (%)	19.4	Total Delay for Signalled Lanes (pcuHr):	19.00	Cycle Time (s):	120																																																																						
		PRC Over All Lanes (%)	3.2	Total Delay Over All Lanes(pcuHr):	117.90																																																																								

**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	31	19
Change Point	14	50

**Stage Stream: 3**

Stage	1	2
Duration	21	29
Change Point	12	38

**C2**

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

**C3**

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

**C4**

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

**C5**

Stage	1	2	3
Duration	74	7	5
Change Point	72	41	56



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	98.1%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/1	Left	U	1:1	N/A	C1:A		1	22	-	478	1900	728	65.6%
1/2	Ahead	U	1:1	N/A	C1:A		1	22	-	554	1900	728	76.1%
1/3	Ahead	U	1:1	N/A	C1:A		1	22	-	416	1900	728	57.1%
2/1	Ahead	U	1:2	N/A	C1:E		1	31	-	633	1900	1013	62.5%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	31	-	442	1900	1013	43.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	42	1900	253	16.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	105	1900	253	41.4%
5/1		U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	19	-	753	1900:1900	275+633	82.9 : 82.9%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	19	-	337	1900	633	53.2%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	596	33.4%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	21	-	154	1900	697	22.1%
8/2	Right	U	1:3	N/A	C1:G		1	21	-	337	1900	697	48.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1158	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	29	-	479	1900	950	50.4%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	29	-	393	1900	950	41.4%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	29	-	594	1900:1900	925+913	32.3 : 32.3%
11/1	Ahead	U	1:1	N/A	C1:C		1	16	-	299	1900	538	55.5%
11/2	Ahead	U	1:1	N/A	C1:C		1	16	-	295	1900	538	54.8%
12/1	Ahead	U	N/A	N/A	-		-	-	-	501	1900	1900	26.4%
12/2	Ahead	U	N/A	N/A	-		-	-	-	730	1900	1900	38.4%
12/3	Right	U	N/A	N/A	-		-	-	-	0	1900	1900	0.0%
13/1		U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>98.1%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	532	1900	1298	41.0%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	751	1900	1298	57.8%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	401	1900	1077	37.2%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1289	1965:2105	934+379	<b>98.1 : 98.1%</b>
5/1	Ahead	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+261	20.7 : 20.7%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	416	Inf	Inf	0.0%	
<b>J3: Tesco &amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>83.1%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A	1	43	-	335	1940	1423	23.5%	
1/2	A41S Ahead	U	N/A	N/A	C3:A	1	43	-	282	2080	1525	18.5%	
1/3	A41S Ahead	U	N/A	N/A	C3:A	1	43	-	421	2080	1525	27.6%	
1/4+1/5	A41S Right	U	N/A	N/A	C3:B	1	18	-	743	1805:1935	433+461	83.1 : 83.1%	
2/1	Ahead	U	N/A	N/A	-	-	-	-	479	Inf	Inf	0.0%	
2/2	Ahead	U	N/A	N/A	-	-	-	-	393	Inf	Inf	0.0%	
2/3	Ahead	U	N/A	N/A	-	-	-	-	594	Inf	Inf	0.0%	
3/1		U	N/A	N/A	-	-	-	-	1196	Inf	Inf	0.0%	
3/2		U	N/A	N/A	-	-	-	-	383	Inf	Inf	0.0%	
4/1	A41N Left	U	N/A	N/A	C3:D	1	35	-	836	1805	1083	77.2%	
4/2	A41N Ahead	U	N/A	N/A	C3:C	1	20	-	322	1940	679	47.4%	
4/3	A41N Ahead	U	N/A	N/A	C3:C	1	20	-	414	2080	728	56.9%	
4/4	A41N Ahead	U	N/A	N/A	C3:C	1	20	-	102	2080	728	14.0%	
5/1	Ahead	U	N/A	N/A	-	-	-	-	473	Inf	Inf	0.0%	
5/2	Ahead	U	N/A	N/A	-	-	-	-	537	Inf	Inf	0.0%	
5/3	Ahead	U	N/A	N/A	-	-	-	-	144	Inf	Inf	0.0%	
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	151	1764	941	16.1%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	165	1891	1009	16.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	255	1830	427	59.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	173	1962	458	37.8%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>77.9%</b>	
1/1	A41 North Ahead	U	N/A	N/A	C5:C	1	91	-	473	1980	1518	31.2%	



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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	537	2120	1625	33.0%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	144	1805	196	73.6%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	83	-	591	1980:1720	1369+28	42.3 : 42.3%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	83	-	1089	2120	1484	73.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1164	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	113	1741	145	77.9%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	30	1807	151	19.9%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.1%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	103	Inf	489	21.1%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1089	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>69.8%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	923	Inf	2869	32.2%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1488	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1296	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	396	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	441	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1441	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	748	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1680	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1573	Inf	2864	54.9%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	987	Inf	1413	69.8%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	204	Inf	1445	14.1%
13/1		U	N/A	N/A	-	-	-	-	98	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	11	Inf	768	1.4%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	1871	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	37	Inf	Inf	0.0%
<b>J7: Site Access</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.3%</b>
1/1		U	N/A	N/A	-	-	-	-	132	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	17	Inf	967	1.8%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	48	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	146	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	156	Inf	984	15.9%
9/1	Ahead	U	N/A	N/A	-	-	-	-	204	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	183	Inf	1000	18.3%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	85	Inf	952	8.9%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.7%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	103	Inf	551	18.7%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	220	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	60	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	103	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	160	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.5%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	60	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	43	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	31	Inf	702	4.4%
4/1	Ahead	U	N/A	N/A	-	-	-	-	85	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	37	Inf	829	4.5%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>77.8%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1389	Inf	2170	64.0%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1075	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	319	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1147	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	880	Inf	1133	77.7%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1690	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	887	Inf	1140	77.8%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	815	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>7768</b>	<b>0</b>	<b>0</b>	<b>48.3</b>	<b>44.1</b>	<b>0.0</b>	<b>92.4</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>10.2</b>	<b>0.0</b>	<b>28.2</b>	-	-	-	-
1/1	478	478	-	-	-	1.6	0.9	-	2.5	19.1	5.5	0.9	6.4
1/2	554	554	-	-	-	1.9	1.6	-	3.5	22.7	7.1	1.6	8.6
1/3	416	416	-	-	-	1.4	0.7	-	2.1	17.8	4.8	0.7	5.5
2/1	633	633	-	-	-	0.2	0.0	-	0.2	1.0	1.3	0.0	1.3
2/2	442	442	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
3/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	42	42	-	-	-	0.3	0.1	-	0.4	31.2	0.6	0.1	0.7
4/2	105	105	-	-	-	0.7	0.4	-	1.0	35.6	1.6	0.4	2.0
5/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	753	753	-	-	-	3.6	2.4	-	6.0	28.7	8.0	2.4	10.4
6/3	337	337	-	-	-	1.5	0.6	-	2.1	22.3	4.5	0.6	5.1
7/1	199	199	199	0	0	0.0	0.3	-	0.3	4.9	0.5	0.3	0.7
8/1	154	154	-	-	-	0.5	0.1	-	0.7	15.4	1.9	0.1	2.1
8/2	337	337	-	-	-	1.5	0.5	-	1.9	20.7	5.6	0.5	6.1
9/1	1158	1158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	479	479	-	-	-	0.9	0.5	-	1.4	10.5	3.5	0.5	4.0
10/2	393	393	-	-	-	0.7	0.4	-	1.1	9.9	2.8	0.4	3.2
10/3+10/4	594	594	-	-	-	1.0	0.2	-	1.2	7.5	16.5	0.2	16.7

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11/1	299	299	-	-	-	1.0	0.6	-	1.7	20.1	1.8	0.6	2.5
11/2	295	295	-	-	-	1.0	0.6	-	1.6	20.0	1.8	0.6	2.4
12/1	501	501	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	730	730	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>14.7</b>	<b>0.0</b>	<b>21.8</b>	-	-	-	-
1/1	532	532	-	-	-	0.1	0.3	-	0.5	3.2	1.1	0.3	1.5
1/2	751	751	-	-	-	0.8	0.7	-	1.5	7.0	5.5	0.7	6.2
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	401	401	-	-	-	1.0	0.3	-	1.3	11.3	4.2	0.3	4.5
4/2+4/3	1289	1289	-	-	-	3.8	12.9	-	16.6	46.4	18.4	12.9	31.2
5/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>6.9</b>	<b>0.0</b>	<b>19.7</b>	-	-	-	-
1/1	335	335	-	-	-	0.2	0.2	-	0.4	4.2	1.8	0.2	1.9

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1/2	282	282	-	-	-	0.2	0.1	-	0.3	3.9	1.4	0.1	1.5
1/3	421	421	-	-	-	0.3	0.2	-	0.5	4.3	2.3	0.2	2.5
1/4+1/5	743	743	-	-	-	3.6	2.4	-	6.0	29.1	6.0	2.4	8.4
2/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1196	1196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	836	836	-	-	-	2.0	1.7	-	3.7	16.0	9.2	1.7	10.9
4/2	322	322	-	-	-	1.1	0.4	-	1.6	17.4	4.1	0.4	4.5
4/3	414	414	-	-	-	1.9	0.7	-	2.6	22.2	4.5	0.7	5.2
4/4	102	102	-	-	-	0.4	0.1	-	0.5	16.0	1.1	0.1	1.2
5/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	151	151	-	-	-	0.3	0.1	-	0.4	9.4	1.3	0.1	1.4
6/2	165	165	-	-	-	0.3	0.1	-	0.4	9.3	1.4	0.1	1.5
6/3	255	255	-	-	-	1.5	0.7	-	2.2	30.9	3.8	0.7	4.5
6/4	173	173	-	-	-	0.9	0.3	-	1.2	25.7	2.4	0.3	2.7
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>5.3</b>	<b>0.0</b>	<b>15.3</b>	-	-	-	-
1/1	473	473	-	-	-	0.6	0.2	-	0.8	6.0	4.7	0.2	5.0
1/2	537	537	-	-	-	0.7	0.2	-	0.9	6.0	5.5	0.2	5.8
1/3	144	144	-	-	-	2.1	1.3	-	3.4	85.1	4.6	1.3	6.0
2/2+2/1	591	591	-	-	-	1.2	0.4	-	1.6	9.8	8.0	0.4	8.4
2/3	1089	1089	-	-	-	3.4	1.4	-	4.7	15.6	22.4	1.4	23.8
3/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1164	1164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

4/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	113	113	-	-	-	1.7	1.6	-	3.3	104.9	3.7	1.6	5.3
6/2	30	30	-	-	-	0.4	0.1	-	0.6	66.2	0.9	0.1	1.0
<b>J5: WendleBury Road</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	5.0	0.3	0.1	0.4
2/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1089	1089	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3698</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	-	-	-	-
1/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	923	923	923	0	0	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
3/1	1488	1488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1296	1296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1441	1441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1680	1680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1573	1573	1573	0	0	0.0	0.6	-	0.6	1.4	0.0	0.6	0.6
11/1	987	987	987	0	0	0.0	1.2	-	1.2	4.2	0.0	1.2	1.2
12/1	204	204	204	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
13/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



LinSig V1 style report

14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
15/1	1871	1871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>441</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	17	17	17	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	156	156	156	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	183	183	183	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	85	85	85	0	0	0.0	0.0	-	0.0	2.1	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1
2/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

5/1	37	37	37	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3156</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>4.3</b>	<b>0.0</b>	<b>4.8</b>	-	-	-	-																																																																
1/1	1389	1389	1389	0	0	0.2	0.9	-	1.1	2.9	10.5	0.9	11.4																																																																
2/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1147	1147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	880	880	880	0	0	0.0	1.7	-	1.7	7.0	0.0	1.7	1.7																																																																
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1690	1690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	887	887	887	0	0	0.2	1.7	-	1.9	7.8	6.9	1.7	8.6																																																																
9/1	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>18.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.79</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>8.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.32</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>78.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.31</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-9.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.76</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>8.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>19.74</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>15.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.27</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-9.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>92.40</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	18.3	Total Delay for Signalled Lanes (pcuHr):	12.79	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	8.6	Total Delay for Signalled Lanes (pcuHr):	8.32	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	78.5	Total Delay for Signalled Lanes (pcuHr):	6.31	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-9.0	Total Delay for Signalled Lanes (pcuHr):	21.76	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	8.2	Total Delay for Signalled Lanes (pcuHr):	19.74	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):	15.27	Cycle Time (s):	120			PRC Over All Lanes (%)	-9.0	Total Delay Over All Lanes(pcuHr):	92.40		
C1	Stream: 1	PRC for Signalled Lanes (%)	18.3	Total Delay for Signalled Lanes (pcuHr):	12.79	Cycle Time (s):	60																																																																						
C1	Stream: 2	PRC for Signalled Lanes (%)	8.6	Total Delay for Signalled Lanes (pcuHr):	8.32	Cycle Time (s):	60																																																																						
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C2		PRC for Signalled Lanes (%)	-9.0	Total Delay for Signalled Lanes (pcuHr):	21.76	Cycle Time (s):	60																																																																						
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C5		PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):	15.27	Cycle Time (s):	120																																																																						
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	36	14
Change Point	10	51

**Stage Stream: 3**

Stage	1	2
Duration	15	35
Change Point	54	14

**C2**

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

**C3**

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

**C4**

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

**C5**

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



LinSig V1 style report

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	89.1%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	89.1%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	555	1900	760	73.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	581	1900	760	76.4%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	484	1900	760	63.7%
2/1	Ahead	U	1:2	N/A	C1:E		1	36	-	631	1900	1172	53.9%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	36	-	496	1900	1172	42.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	36	1900	253	14.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	62	1900	253	24.5%
5/1		U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	14	-	760	1900:1900	475+475	70.9 : 89.1%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	14	-	284	1900	475	59.8%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	168	Inf	478	35.1%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	15	-	309	1900	507	61.0%
8/2	Right	U	1:3	N/A	C1:G		1	15	-	284	1900	507	56.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1054	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	35	-	543	1900	1140	47.6%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	35	-	637	1900	1140	55.9%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	35	-	752	1900:1900	950+950	39.6 : 39.6%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	376	1900	507	74.2%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	376	1900	507	74.2%
12/1	Ahead	U	N/A	N/A	-		-	-	-	682	1900	1900	35.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	920	1900	1900	48.4%
12/3	Right	U	N/A	N/A	-		-	-	-	1	1900	1900	0.1%
13/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.3%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	713	1900	1298	54.9%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	935	1900	1298	72.0%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	25	1900:1900	253+0	9.9 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	25	1900	538	4.6%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	420	1900	1077	39.0%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1081	1965:2105	920+409	81.3 : 81.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	539	1900:1900	507+271	69.3 : 69.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	484	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>77.1%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	372	1940	1132	32.9%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	304	2080	1213	25.1%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	432	2080	1213	35.6%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	12	-	544	1805:1935	341+364	77.1 : 77.1%
2/1	Ahead	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	41	-	725	1805	1263	57.4%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	329	1940	582	56.5%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	434	2080	624	69.6%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	90	2080	624	14.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	12	331	1764	1029	32.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	12	376	1891	1103	34.1%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	22	-	504	1830	701	71.8%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	22	-	320	1962	752	42.5%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.2%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	660	1980	1518	43.5%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	731	2120	1625	45.0%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	15	-	169	1805	241	70.2%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	80	-	672	1980:1720	1287+66	49.6 : 49.6%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	80	-	920	2120	1431	64.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	976	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	93	1741	145	64.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>28.0%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	414	28.0%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	920	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>65.4%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	126	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1273	Inf	3103	41.0%



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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1603	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1263	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	716	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	896	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1409	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	456	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1592	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1716	Inf	2624	65.4%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	639	Inf	1432	44.6%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	376	Inf	1374	27.4%
13/1		U	N/A	N/A	-	-	-	-	134	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	555	1.3%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2298	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.4%</b>
1/1		U	N/A	N/A	-	-	-	-	16	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	130	Inf	967	13.4%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	100	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	174	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	67	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	56	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	202	Inf	942	21.4%
9/1	Ahead	U	N/A	N/A	-	-	-	-	376	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	126	Inf	1000	12.6%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	49	Inf	978	5.0%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.4%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	543	21.4%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	258	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	19	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	239	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	19	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	711	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	49	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	59	Inf	843	7.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>84.5%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1754	Inf	2077	84.5%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1246	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	637	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1231	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	917	Inf	1201	76.4%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	129	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1501	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	698	Inf	1021	68.4%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	713	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8390</b>	<b>0</b>	<b>0</b>	<b>53.7</b>	<b>38.5</b>	<b>0.0</b>	<b>92.2</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>168</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>13.4</b>	<b>0.0</b>	<b>30.9</b>	-	-	-	-
1/1	555	555	-	-	-	2.0	1.3	-	3.3	21.4	6.6	1.3	7.9
1/2	581	581	-	-	-	2.0	1.6	-	3.6	22.2	7.4	1.6	9.0
1/3	484	484	-	-	-	1.5	0.9	-	2.4	17.6	6.1	0.9	7.0
2/1	631	631	-	-	-	0.1	0.0	-	0.1	0.3	0.8	0.0	0.8
2/2	496	496	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
3/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	36	36	-	-	-	0.2	0.1	-	0.3	30.5	0.5	0.1	0.6
4/2	62	62	-	-	-	0.4	0.2	-	0.6	32.0	0.9	0.2	1.1
5/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	760	760	-	-	-	4.5	2.0	-	6.4	30.5	6.7	2.0	8.7
6/3	284	284	-	-	-	1.6	0.7	-	2.3	29.2	4.1	0.7	4.8
7/1	168	168	168	0	0	0.0	0.3	-	0.3	6.5	0.5	0.3	0.8
8/1	309	309	-	-	-	0.6	0.8	-	1.3	15.7	1.7	0.8	2.5
8/2	284	284	-	-	-	0.1	0.6	-	0.7	9.2	0.1	0.6	0.8
9/1	1054	1054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	543	543	-	-	-	0.7	0.5	-	1.1	7.5	3.4	0.5	3.9
10/2	637	637	-	-	-	0.6	0.6	-	1.2	6.7	4.2	0.6	4.9
10/3+10/4	752	752	-	-	-	0.7	0.3	-	1.0	4.8	18.1	0.3	18.4

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11/1	376	376	-	-	-	1.3	1.4	-	2.7	26.3	4.9	1.4	6.3
11/2	376	376	-	-	-	1.3	1.4	-	2.7	26.3	4.9	1.4	6.3
12/1	682	682	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	920	920	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
13/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>5.9</b>	<b>0.0</b>	<b>14.8</b>	-	-	-	-
1/1	713	713	-	-	-	0.7	0.6	-	1.3	6.7	4.6	0.6	5.2
1/2	935	935	-	-	-	1.1	1.3	-	2.4	9.1	7.5	1.3	8.7
1/3+1/4	25	25	-	-	-	0.1	0.1	-	0.1	20.5	0.4	0.1	0.5
2/1	25	25	-	-	-	0.0	0.0	-	0.0	4.1	0.2	0.0	0.3
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	420	420	-	-	-	0.9	0.3	-	1.3	10.8	4.4	0.3	4.7
4/2+4/3	1081	1081	-	-	-	2.4	2.1	-	4.6	15.2	10.2	2.1	12.3
5/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	539	539	-	-	-	2.9	1.1	-	4.0	26.6	5.2	1.1	6.3
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>7.0</b>	<b>0.0</b>	<b>22.1</b>	-	-	-	-
1/1	372	372	-	-	-	0.7	0.2	-	0.9	8.8	3.1	0.2	3.3

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1/2	304	304	-	-	-	0.5	0.2	-	0.7	8.1	2.4	0.2	2.6
1/3	432	432	-	-	-	0.8	0.3	-	1.1	8.9	3.7	0.3	4.0
1/4+1/5	544	544	-	-	-	3.3	1.7	-	4.9	32.5	4.2	1.7	5.9
2/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	725	725	-	-	-	0.8	0.7	-	1.5	7.3	7.1	0.7	7.8
4/2	329	329	-	-	-	1.6	0.6	-	2.2	24.1	4.0	0.6	4.6
4/3	434	434	-	-	-	2.4	1.1	-	3.5	29.2	6.8	1.1	7.9
4/4	90	90	-	-	-	0.4	0.1	-	0.5	19.0	1.1	0.1	1.2
5/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	331	331	-	-	-	0.6	0.2	-	0.8	9.0	2.8	0.2	3.0
6/2	376	376	-	-	-	0.7	0.3	-	0.9	9.0	3.2	0.3	3.5
6/3	504	504	-	-	-	2.2	1.3	-	3.5	24.7	7.1	1.3	8.4
6/4	320	320	-	-	-	1.2	0.4	-	1.6	17.8	3.9	0.4	4.3
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>4.3</b>	<b>0.0</b>	<b>14.8</b>	-	-	-	-
1/1	660	660	-	-	-	0.9	0.4	-	1.3	7.0	7.7	0.4	8.1
1/2	731	731	-	-	-	1.0	0.4	-	1.4	7.0	8.5	0.4	8.9
1/3	169	169	-	-	-	2.3	1.1	-	3.5	74.1	5.4	1.1	6.5
2/2+2/1	672	672	-	-	-	1.7	0.5	-	2.2	11.8	10.1	0.5	10.6
2/3	920	920	-	-	-	2.9	0.9	-	3.7	14.7	17.4	0.9	18.3
3/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	93	93	-	-	-	1.4	0.9	-	2.2	86.7	3.0	0.9	3.9
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.2	-	0.2	7.1	0.6	0.2	0.8
2/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4011</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	-	-	-	-
1/1	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1273	1273	1273	0	0	0.0	0.3	-	0.3	1.0	0.0	0.3	0.3
3/1	1603	1603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1263	1263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1409	1409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1592	1592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1716	1716	1716	0	0	0.0	0.9	-	0.9	2.0	0.0	0.9	0.9
11/1	639	639	639	0	0	0.0	0.4	-	0.4	2.3	0.0	0.4	0.4
12/1	376	376	376	0	0	0.0	0.2	-	0.2	1.8	0.0	0.2	0.2
13/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
15/1	2298	2298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>507</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	130	130	130	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
3/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	202	202	202	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
9/1	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	126	126	126	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
11/1	49	49	49	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



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5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3369</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>5.3</b>	<b>0.0</b>	<b>7.1</b>	-	-	-	-																																																																
1/1	1754	1754	1754	0	0	1.8	2.7	-	4.4	9.1	27.3	2.7	29.9																																																																
2/1	1246	1246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	917	917	917	0	0	0.0	1.6	-	1.6	6.3	0.0	1.6	1.6																																																																
6/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1501	1501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	698	698	698	0	0	0.0	1.1	-	1.1	5.5	0.0	1.1	1.1																																																																
9/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>17.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.60</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>1.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.81</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>47.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.40</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>10.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.76</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>16.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.05</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>28.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.81</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>1.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>92.23</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	17.7	Total Delay for Signalled Lanes (pcuHr):	15.60	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	1.1	Total Delay for Signalled Lanes (pcuHr):	8.81	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	47.6	Total Delay for Signalled Lanes (pcuHr):	5.40	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	10.6	Total Delay for Signalled Lanes (pcuHr):	14.76	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	16.7	Total Delay for Signalled Lanes (pcuHr):	22.05	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	28.2	Total Delay for Signalled Lanes (pcuHr):	14.81	Cycle Time (s):	120			PRC Over All Lanes (%)	1.1	Total Delay Over All Lanes(pcuHr):	92.23		
C1	Stream: 1	PRC for Signalled Lanes (%)	17.7	Total Delay for Signalled Lanes (pcuHr):	15.60	Cycle Time (s):	60																																																																						
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	26	24
Change Point	14	45

**Stage Stream: 3**

Stage	1	2
Duration	22	28
Change Point	11	38

**C2**

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

**C3**

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

**C4**

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

**C5**

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



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	93.7%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	444	1900	760	58.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	478	1900	760	62.9%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	412	1900	760	54.2%
2/1	Ahead	U	1:2	N/A	C1:E		1	26	-	548	1900	855	64.1%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	26	-	441	1900	855	51.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	56	1900	253	22.1%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	99	1900	253	39.1%
5/1		U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	24	-	1102	1900:1900	420+792	90.9 : 90.9%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	24	-	330	1900	792	41.7%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	689	28.9%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	109	1900	728	15.0%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	330	1900	728	45.3%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1268	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	316	1900	918	34.4%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	335	1900	918	36.5%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	664	1900:1900	908+903	36.7 : 36.7%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	333	1900	507	65.7%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	331	1900	507	65.3%
12/1	Ahead	U	N/A	N/A	-		-	-	-	298	1900	1900	15.7%
12/2	Ahead	U	N/A	N/A	-		-	-	-	652	1900	1900	34.3%
12/3	Right	U	N/A	N/A	-		-	-	-	13	1900	1900	0.7%
13/1		U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	312	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>93.7%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	312	1900	1298	24.0%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	695	1900	1298	53.5%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	300	1900	1077	27.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1247	1965:2105	917+414	<b>93.7 : 93.7%</b>
5/1	Ahead	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	87	1900:1900	507+267	11.3 : 11.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	61	1900	253	24.1%
7/1	Ahead	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	412	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>77.7%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	192	1940	1552	12.4%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	274	2080	1664	16.5%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	466	2080	1664	28.0%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	476	1805:1935	300+313	77.7 : 77.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	803	1805	1354	59.3%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	465	1940	1099	42.3%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	605	2080	1179	51.3%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	109	2080	1179	9.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	122	1764	559	21.8%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	111	1891	599	18.5%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	185	1830	305	60.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	198	1962	327	60.6%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.1%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	587	1980	1485	39.5%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	693	2120	1590	43.6%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	132	1805	196	67.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	432	1980:1720	1342+22	31.7 : 31.7%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	854	2120	1449	59.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	942	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	11	-	129	1741	174	74.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	11	-	26	1807	181	14.4%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.8%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	95	Inf	437	21.8%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	854	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>48.7%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1201	Inf	3167	37.9%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1394	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1261	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	354	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	298	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1236	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	376	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1286	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1411	Inf	2895	48.7%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	426	Inf	1534	27.8%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	221	Inf	1503	14.7%
13/1		U	N/A	N/A	-	-	-	-	232	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	1	Inf	937	0.1%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	1533	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	37	Inf	Inf	0.0%
<b>J7: Site Access</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.3%</b>
1/1		U	N/A	N/A	-	-	-	-	140	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	18	Inf	967	1.9%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	49	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	146	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	172	Inf	984	17.5%
9/1	Ahead	U	N/A	N/A	-	-	-	-	221	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	183	Inf	1000	18.3%



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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	93	Inf	952	9.8%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.1%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	95	Inf	556	17.1%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	200	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	95	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	132	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.5%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	43	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	31	Inf	700	4.4%
4/1	Ahead	U	N/A	N/A	-	-	-	-	93	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	37	Inf	826	4.5%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>70.1%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1068	Inf	2170	49.2%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	811	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	262	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1022	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	845	Inf	1205	70.1%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1547	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	918	Inf	1325	69.3%
9/1	Right Right2	U	N/A	N/A	-	-	-	707	Inf	Inf	0.0%	

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>7014</b>	<b>0</b>	<b>0</b>	<b>42.0</b>	<b>32.9</b>	<b>0.0</b>	<b>74.9</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>11.4</b>	<b>0.0</b>	<b>28.3</b>	-	-	-	-
1/1	444	444	-	-	-	1.1	0.7	-	1.8	14.9	4.0	0.7	4.7
1/2	478	478	-	-	-	1.3	0.8	-	2.1	15.8	4.8	0.8	5.6
1/3	412	412	-	-	-	1.1	0.6	-	1.7	14.6	4.3	0.6	4.9
2/1	548	548	-	-	-	0.2	0.0	-	0.2	1.6	1.3	0.0	1.3
2/2	441	441	-	-	-	0.1	0.0	-	0.1	1.1	0.6	0.0	0.6
3/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	56	56	-	-	-	0.3	0.1	-	0.5	29.8	0.8	0.1	1.0
4/2	99	99	-	-	-	0.6	0.3	-	1.0	35.0	1.5	0.3	1.8
5/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1102	1102	-	-	-	4.6	4.6	-	9.3	30.3	11.2	4.6	15.8
6/3	330	330	-	-	-	1.1	0.4	-	1.5	16.3	3.9	0.4	4.2
7/1	199	199	199	0	0	0.0	0.2	-	0.2	4.1	0.4	0.2	0.6
8/1	109	109	-	-	-	0.4	0.1	-	0.4	14.6	1.1	0.1	1.2
8/2	330	330	-	-	-	1.7	0.4	-	2.1	23.0	5.5	0.4	5.9
9/1	1268	1268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	316	316	-	-	-	0.7	0.3	-	0.9	10.6	3.8	0.3	4.1
10/2	335	335	-	-	-	0.8	0.3	-	1.0	11.2	3.4	0.3	3.7
10/3+10/4	664	664	-	-	-	1.4	0.3	-	1.7	9.0	14.9	0.3	15.1

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11/1	333	333	-	-	-	0.7	0.9	-	1.7	18.1	1.2	0.9	2.1
11/2	331	331	-	-	-	0.7	0.9	-	1.7	18.0	1.2	0.9	2.1
12/1	298	298	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	652	652	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/3	13	13	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>7.6</b>	<b>0.0</b>	<b>13.0</b>	-	-	-	-
1/1	312	312	-	-	-	0.0	0.2	-	0.2	2.3	0.7	0.2	0.9
1/2	695	695	-	-	-	0.6	0.6	-	1.2	6.0	5.0	0.6	5.6
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	300	300	-	-	-	0.6	0.2	-	0.8	10.0	2.8	0.2	3.0
4/2+4/3	1247	1247	-	-	-	3.4	6.4	-	9.8	28.2	15.7	6.4	22.1
5/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	87	87	-	-	-	0.4	0.1	-	0.5	19.2	0.7	0.1	0.8
6/3	61	61	-	-	-	0.4	0.2	-	0.6	32.7	0.9	0.2	1.1
7/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>5.5</b>	<b>0.0</b>	<b>15.5</b>	-	-	-	-
1/1	192	192	-	-	-	0.1	0.1	-	0.1	2.7	0.7	0.1	0.8

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1/2	274	274	-	-	-	0.1	0.1	-	0.2	2.7	1.0	0.1	1.1
1/3	466	466	-	-	-	0.2	0.2	-	0.4	3.1	1.9	0.2	2.1
1/4+1/5	476	476	-	-	-	3.2	1.7	-	4.9	36.7	3.8	1.7	5.5
2/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	803	803	-	-	-	0.7	0.7	-	1.4	6.3	4.7	0.7	5.4
4/2	465	465	-	-	-	0.7	0.4	-	1.1	8.4	3.6	0.4	4.0
4/3	605	605	-	-	-	1.5	0.5	-	2.0	11.8	6.6	0.5	7.2
4/4	109	109	-	-	-	0.2	0.1	-	0.2	7.2	0.8	0.1	0.9
5/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	122	122	-	-	-	0.5	0.1	-	0.6	19.2	1.5	0.1	1.6
6/2	111	111	-	-	-	0.5	0.1	-	0.6	18.6	1.3	0.1	1.4
6/3	185	185	-	-	-	1.2	0.8	-	2.0	38.0	2.8	0.8	3.6
6/4	198	198	-	-	-	1.3	0.8	-	2.0	37.0	3.0	0.8	3.8
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>4.1</b>	<b>0.0</b>	<b>13.5</b>	-	-	-	-
1/1	587	587	-	-	-	0.9	0.3	-	1.2	7.3	6.8	0.3	7.2
1/2	693	693	-	-	-	1.1	0.4	-	1.5	7.6	8.5	0.4	8.9
1/3	132	132	-	-	-	1.9	1.0	-	2.9	78.9	4.2	1.0	5.2
2/2+2/1	432	432	-	-	-	0.9	0.2	-	1.1	9.6	5.7	0.2	5.9
2/3	854	854	-	-	-	2.4	0.7	-	3.1	13.1	14.9	0.7	15.7
3/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	129	129	-	-	-	1.9	1.3	-	3.2	90.2	4.2	1.3	5.5
6/2	26	26	-	-	-	0.4	0.1	-	0.4	61.0	0.8	0.1	0.9
<b>J5: WendleBury Road</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.2	6.1	0.4	0.1	0.6
2/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3260</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	-	-	-	-
1/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1201	1201	1201	0	0	0.0	0.3	-	0.3	0.9	0.0	0.3	0.3
3/1	1394	1394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1236	1236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1286	1286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1411	1411	1411	0	0	0.0	0.5	-	0.5	1.2	0.0	0.5	0.5
11/1	426	426	426	0	0	0.0	0.2	-	0.2	1.6	0.0	0.2	0.2
12/1	221	221	221	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	1	1	1	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
15/1	1533	1533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>466</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	18	18	18	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	172	172	172	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	183	183	183	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	93	93	93	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
<b>J8: Bicester Avenue</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.1	3.9	0.0	0.1	0.1
2/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	37	37	37	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0	
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
<b>J10: Middleton Stoney Road</b>	-	-	<b>2831</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>2.8</b>	<b>0.0</b>	<b>3.0</b>	-	-	-	-	
1/1	1068	1068	1068	0	0	0.1	0.5	-	0.6	2.0	7.9	0.5	8.4	
2/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	845	845	845	0	0	0.0	1.2	-	1.2	5.0	0.0	1.2	1.2	
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	1547	1547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	918	918	918	0	0	0.1	1.1	-	1.2	4.8	4.6	1.1	5.7	
9/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 Stream: 1 PRC for Signalled Lanes (%)				36.9	Total Delay for Signalled Lanes (pcuHr):				10.37	Cycle Time (s): 60				
C1 Stream: 2 PRC for Signalled Lanes (%)				-1.1	Total Delay for Signalled Lanes (pcuHr):				11.15	Cycle Time (s): 60				
C1 Stream: 3 PRC for Signalled Lanes (%)				98.6	Total Delay for Signalled Lanes (pcuHr):				6.18	Cycle Time (s): 60				
C2 PRC for Signalled Lanes (%)				-4.1	Total Delay for Signalled Lanes (pcuHr):				12.99	Cycle Time (s): 60				
C3 PRC for Signalled Lanes (%)				15.9	Total Delay for Signalled Lanes (pcuHr):				15.50	Cycle Time (s): 60				
C4 PRC for Signalled Lanes (%)				0.0	Total Delay for Signalled Lanes (pcuHr):				0.00	Cycle Time (s): 120				
C5 PRC for Signalled Lanes (%)				21.5	Total Delay for Signalled Lanes (pcuHr):				13.47	Cycle Time (s): 120				
PRC Over All Lanes (%)				-4.1	Total Delay Over All Lanes(pcuHr):				74.88					



**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	28	22
Change Point	11	44

**Stage Stream: 3**

Stage	1	2
Duration	14	36
Change Point	56	15

**C2**

Stage	1	2	3
Duration	3	7	31
Change Point	39	48	0

**C3**

Stage	1	2	3
Duration	24	7	18
Change Point	29	55	9

**C4**

Stage	1	2	3
Duration	0	5	81
Change Point	70	85	98

**C5**

Stage	1	2	3
Duration	73	8	5
Change Point	70	38	54



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.6%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	566	1900	665	85.1%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	505	1900	665	75.9%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	485	1900	665	72.9%
2/1	Ahead	U	1:2	N/A	C1:E		1	28	-	555	1900	918	60.4%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	28	-	497	1900	918	54.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	40	1900	253	15.8%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	78	1900	253	30.8%
5/1		U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	22	-	1012	1900:1900	560+728	76.1 : 80.5%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	22	-	328	1900	728	45.0%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	181	Inf	506	35.7%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	14	-	215	1900	475	45.3%
8/2	Right	U	1:3	N/A	C1:G		1	14	-	328	1900	475	69.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1141	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	36	-	603	1900	1172	51.5%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	36	-	559	1900	1172	47.7%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	36	-	987	1900:1900	951+949	51.9 : 51.9%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	494	1900	602	82.1%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	493	1900	602	81.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	627	1900	1900	33.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	869	1900	1900	45.7%
12/3	Right	U	N/A	N/A	-		-	-	-	18	1900	1900	0.9%
13/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>85.6%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	668	1900	1298	51.5%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	907	1900	1298	69.9%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	2	1900:1900	253+0	0.8 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	2	1900	538	0.4%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	309	1900	1077	28.7%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1142	1965:2105	915+419	85.6 : 85.6%
5/1	Ahead	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	414	1900:1900	507+297	51.5 : 51.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	100	1900	253	39.5%
7/1	Ahead	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	485	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>74.7%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	407	1940	1261	32.3%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	327	2080	1352	24.2%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	608	2080	1352	45.0%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	458	1805:1935	297+316	74.7 : 74.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	622	1805	1354	45.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	519	1940	808	64.2%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	603	2080	867	69.6%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	105	2080	867	12.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	882	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	27	9	298	1764	823	36.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	27	9	335	1891	882	38.0%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	428	1830	579	73.9%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	379	1962	621	61.0%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.5%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	817	1980	1518	53.8%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	882	2120	1625	54.3%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	13	-	161	1805	211	76.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	723	1980:1720	1327+57	52.2 : 52.2%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1002	2120	1466	68.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	891	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	105	1741	145	72.4%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	20	1807	151	13.3%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>32.3%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	115	Inf	356	32.3%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	891	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	302	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	891	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1002	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>66.7%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1532	Inf	3129	49.0%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1844	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1563	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	605	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	789	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1562	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	424	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1725	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1805	Inf	2707	66.7%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	587	Inf	1342	43.7%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	324	Inf	1224	26.5%
13/1		U	N/A	N/A	-	-	-	-	66	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	532	1.3%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2344	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>19.6%</b>
1/1		U	N/A	N/A	-	-	-	-	6	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	93	Inf	969	9.6%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	93	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	137	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	53	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	49	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	187	Inf	955	19.6%
9/1	Ahead	U	N/A	N/A	-	-	-	-	324	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	112	Inf	1000	11.2%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	46	Inf	982	4.7%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.6%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	115	Inf	533	21.6%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	302	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	16	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	115	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	286	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	16	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	711	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	46	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	59	Inf	844	7.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>80.9%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1675	Inf	2072	80.9%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1202	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	609	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1203	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	887	Inf	1210	73.3%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	136	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1451	Inf	Inf	0.0%



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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	701	Inf	1051	66.7%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	700	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8470</b>	<b>0</b>	<b>0</b>	<b>56.6</b>	<b>42.5</b>	<b>0.0</b>	<b>99.1</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>181</b>	<b>0</b>	<b>0</b>	<b>19.6</b>	<b>16.5</b>	<b>0.0</b>	<b>36.0</b>	-	-	-	-
1/1	566	566	-	-	-	2.5	2.7	-	5.2	33.0	8.1	2.7	10.8
1/2	505	505	-	-	-	2.1	1.5	-	3.6	25.8	6.5	1.5	8.1
1/3	485	485	-	-	-	2.0	1.3	-	3.3	24.3	6.7	1.3	8.0
2/1	555	555	-	-	-	0.1	0.0	-	0.1	0.6	0.9	0.0	0.9
2/2	497	497	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
3/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	40	40	-	-	-	0.2	0.1	-	0.3	30.1	0.6	0.1	0.7
4/2	78	78	-	-	-	0.5	0.2	-	0.7	33.0	1.2	0.2	1.4
5/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1012	1012	-	-	-	4.4	1.8	-	6.2	22.2	8.6	1.8	10.4
6/3	328	328	-	-	-	1.3	0.4	-	1.7	18.3	4.0	0.4	4.4
7/1	181	181	181	0	0	0.0	0.3	-	0.3	6.1	0.6	0.3	0.8
8/1	215	215	-	-	-	0.8	0.4	-	1.2	20.6	3.2	0.4	3.6
8/2	328	328	-	-	-	0.6	1.1	-	1.7	18.7	4.9	1.1	6.0
9/1	1141	1141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	603	603	-	-	-	0.7	0.5	-	1.2	7.1	3.8	0.5	4.4
10/2	559	559	-	-	-	0.5	0.5	-	1.0	6.2	3.2	0.5	3.7
10/3+10/4	987	987	-	-	-	0.9	0.5	-	1.5	5.3	19.3	0.5	19.8

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11/1	494	494	-	-	-	1.5	2.2	-	3.7	26.8	6.6	2.2	8.8
11/2	493	493	-	-	-	1.5	2.2	-	3.7	26.7	6.6	2.2	8.8
12/1	627	627	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
12/2	869	869	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/3	18	18	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>14.0</b>	-	-	-	-
1/1	668	668	-	-	-	1.1	0.5	-	1.6	8.8	6.1	0.5	6.6
1/2	907	907	-	-	-	1.0	1.2	-	2.2	8.7	5.5	1.2	6.7
1/3+1/4	2	2	-	-	-	0.0	0.0	-	0.0	50.4	0.0	0.0	0.0
2/1	2	2	-	-	-	0.0	0.0	-	0.0	3.9	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	309	309	-	-	-	0.7	0.2	-	0.9	10.6	3.3	0.2	3.5
4/2+4/3	1142	1142	-	-	-	2.7	2.9	-	5.6	17.6	11.8	2.9	14.7
5/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	414	414	-	-	-	2.1	0.5	-	2.6	22.9	3.7	0.5	4.2
6/3	100	100	-	-	-	0.7	0.3	-	1.0	35.5	1.5	0.3	1.8
7/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>7.5</b>	<b>0.0</b>	<b>23.1</b>	-	-	-	-
1/1	407	407	-	-	-	0.5	0.2	-	0.8	6.8	2.9	0.2	3.2

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1/2	327	327	-	-	-	0.4	0.2	-	0.6	6.1	2.2	0.2	2.3
1/3	608	608	-	-	-	0.9	0.4	-	1.3	7.6	4.9	0.4	5.3
1/4+1/5	458	458	-	-	-	3.0	1.4	-	4.5	35.1	3.7	1.4	5.1
2/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	622	622	-	-	-	0.4	0.4	-	0.8	4.8	4.0	0.4	4.4
4/2	519	519	-	-	-	1.8	0.9	-	2.6	18.3	6.6	0.9	7.5
4/3	603	603	-	-	-	2.5	1.1	-	3.6	21.6	8.9	1.1	10.1
4/4	105	105	-	-	-	0.3	0.1	-	0.4	12.4	1.0	0.1	1.1
5/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	298	298	-	-	-	0.9	0.3	-	1.1	13.7	3.1	0.3	3.4
6/2	335	335	-	-	-	1.0	0.3	-	1.3	13.7	3.5	0.3	3.8
6/3	428	428	-	-	-	2.2	1.4	-	3.6	30.0	6.3	1.4	7.7
6/4	379	379	-	-	-	1.8	0.8	-	2.6	24.7	5.3	0.8	6.0
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>5.6</b>	<b>0.0</b>	<b>17.1</b>	-	-	-	-
1/1	817	817	-	-	-	1.3	0.6	-	1.8	8.1	10.7	0.6	11.2
1/2	882	882	-	-	-	1.4	0.6	-	2.0	8.0	11.5	0.6	12.1
1/3	161	161	-	-	-	2.3	1.5	-	3.8	85.6	5.2	1.5	6.7
2/2+2/1	723	723	-	-	-	1.7	0.5	-	2.3	11.3	10.8	0.5	11.4
2/3	1002	1002	-	-	-	3.0	1.1	-	4.1	14.6	19.5	1.1	20.6
3/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	105	105	-	-	-	1.6	1.2	-	2.8	96.0	3.4	1.2	4.6
6/2	20	20	-	-	-	0.3	0.1	-	0.4	64.8	0.6	0.1	0.7
<b>J5: WendleBury Road</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	115	115	115	0	0	0.1	0.2	-	0.3	9.9	1.0	0.2	1.2
2/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1002	1002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4255</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	-	-	-	-
1/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1532	1532	1532	0	0	0.0	0.5	-	0.5	1.1	3.5	0.5	4.0
3/1	1844	1844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1563	1563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1562	1562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1725	1725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1805	1805	1805	0	0	0.0	1.0	-	1.0	2.0	0.0	1.0	1.0
11/1	587	587	587	0	0	0.0	0.4	-	0.4	2.4	0.0	0.4	0.4
12/1	324	324	324	0	0	0.0	0.2	-	0.2	2.0	0.7	0.2	0.9
13/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.4	0.0	0.0	0.0
15/1	2344	2344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>438</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	93	93	93	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
3/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	187	187	187	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
9/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	112	112	112	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
11/1	46	46	46	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	115	115	115	0	0	0.0	0.1	-	0.1	4.3	0.0	0.1	0.1
2/1	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3263</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>4.4</b>	<b>0.0</b>	<b>6.0</b>	-	-	-	-																																																																
1/1	1675	1675	1675	0	0	1.5	2.1	-	3.6	7.8	25.1	2.1	27.2																																																																
2/1	1202	1202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	887	887	887	0	0	0.0	1.4	-	1.4	5.5	0.0	1.4	1.4																																																																
6/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1451	1451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	701	701	701	0	0	0.0	1.0	-	1.0	5.1	0.0	1.0	1.0																																																																
9/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>5.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.49</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>11.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.04</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>30.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.54</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>5.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.97</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>20.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>23.11</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.12</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>5.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>99.07</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	5.7	Total Delay for Signalled Lanes (pcuHr):	20.49	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	11.9	Total Delay for Signalled Lanes (pcuHr):	8.04	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	30.3	Total Delay for Signalled Lanes (pcuHr):	6.54	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	5.1	Total Delay for Signalled Lanes (pcuHr):	13.97	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	20.5	Total Delay for Signalled Lanes (pcuHr):	23.11	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	17.7	Total Delay for Signalled Lanes (pcuHr):	17.12	Cycle Time (s):	120			PRC Over All Lanes (%)	5.1	Total Delay Over All Lanes(pcuHr):	99.07		
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	22	28
Change Point	14	41

**Stage Stream: 3**

Stage	1	2
Duration	22	28
Change Point	10	37

**C2**

Stage	1	2	3
Duration	3	7	31
Change Point	16	25	37

**C3**

Stage	1	2	3
Duration	26	14	9
Change Point	33	1	22

**C4**

Stage	1	2	3
Duration	0	5	81
Change Point	119	14	27

**C5**

Stage	1	2	3
Duration	73	7	6
Change Point	119	87	102





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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	101.0%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
1/1	Left	U	1:1	N/A	C1:A		1	21	-	508	1900	697	72.3%
1/2	Ahead	U	1:1	N/A	C1:A		1	21	-	520	1900	697	74.0%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	481	1900	697	68.5%
2/1	Ahead	U	1:2	N/A	C1:E		1	22	-	582	1900	728	79.3%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	22	-	524	1900	728	71.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	111	1900	253	43.8%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	135	1900	253	53.3%
5/1		U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	28	-	1243	1900:1900	398+918	94.4 : 94.4%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	28	-	382	1900	918	41.6%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	198	Inf	586	33.8%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	81	1900	728	11.1%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	382	1900	728	52.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1449	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	523	1900	918	57.0%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	455	1900	918	49.5%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	846	1900:1900	906+906	46.7 : 46.7%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	423	1900	570	74.2%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	423	1900	570	74.2%
12/1	Ahead	U	N/A	N/A	-		-	-	-	473	1900	1900	24.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	738	1900	1900	38.8%
12/3	Right	U	N/A	N/A	-		-	-	-	99	1900	1900	5.2%
13/1		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>101.0%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	484	1900	1298	37.3%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	778	1900	1298	59.9%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	403	1900	1077	37.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1350	1965:2105	913+424	101.0 : 101.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+268	20.5 : 20.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%

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<b>J3: Tesco &amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>87.8%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	405	1940	1552	26.1%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	368	2080	1664	22.1%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	624	2080	1664	37.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	16	-	727	1805:1935	399+429	87.8 : 87.8%
2/1	Ahead	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	37	-	844	1805	1143	73.6%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	605	1940	873	69.1%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	695	2080	936	73.9%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	124	2080	936	13.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	140	1764	764	18.3%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	174	1891	819	21.2%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	205	1830	305	67.2%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	222	1962	327	67.9%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>86.1%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	745	1980	1501	49.5%
1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	840	2120	1608	52.1%

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1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	153	1805	196	78.0%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	742	1980:1720	1360+20	53.8 : 53.8%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1263	2120	1466	86.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1351	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	10	-	130	1741	160	81.5%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	10	-	61	1807	166	36.8%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>26.7%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	99	Inf	370	26.7%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1263	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>78.0%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1491	Inf	2910	51.1%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2002	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1830	Inf	Inf	0.0%

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5/1	Ahead Right	U	N/A	N/A	-	-	-	-	428	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	413	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1734	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	697	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	2005	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1804	Inf	2840	63.5%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	968	Inf	1241	78.0%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	256	Inf	1129	22.7%
13/1		U	N/A	N/A	-	-	-	-	96	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	11	Inf	636	1.7%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2136	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	35	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.0%</b>
1/1		U	N/A	N/A	-	-	-	-	140	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	18	Inf	973	1.8%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	81	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	49	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	151	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	50	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	207	Inf	984	21.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	256	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	186	Inf	1000	18.6%

LinSig V1 style report

11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	70	Inf	950	7.4%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.2%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	99	Inf	544	18.2%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	254	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	47	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	207	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.4%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	47	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	43	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	31	Inf	705	4.4%
4/1	Ahead	U	N/A	N/A	-	-	-	-	70	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	35	Inf	834	4.2%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>80.2%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1368	Inf	2171	63.0%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1045	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	327	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1088	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	869	Inf	1084	80.2%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	4	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1753	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	931	Inf	1161	80.2%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	888	Inf	Inf	0.0%



LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8637</b>	<b>0</b>	<b>0</b>	<b>60.0</b>	<b>69.4</b>	<b>0.0</b>	<b>129.3</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>198</b>	<b>0</b>	<b>0</b>	<b>21.3</b>	<b>17.9</b>	<b>0.0</b>	<b>39.2</b>	-	-	-	-
1/1	504	504	-	-	-	1.6	1.3	-	2.9	20.8	7.5	1.3	8.8
1/2	516	516	-	-	-	1.7	1.4	-	3.1	21.7	7.7	1.4	9.1
1/3	477	477	-	-	-	1.7	1.1	-	2.7	20.7	7.0	1.1	8.0
2/1	578	578	-	-	-	0.3	0.0	-	0.3	1.9	1.3	0.0	1.3
2/2	520	520	-	-	-	0.3	0.0	-	0.3	1.8	1.0	0.0	1.0
3/1	1038	1038	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	111	111	-	-	-	0.4	0.4	-	0.8	27.0	1.7	0.4	2.1
4/2	135	135	-	-	-	0.9	0.6	-	1.4	38.1	1.9	0.6	2.5
5/1	1038	1038	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1243	1243	-	-	-	4.6	7.1	-	11.7	33.8	13.7	7.1	20.8
6/3	382	382	-	-	-	1.1	0.4	-	1.4	13.4	4.0	0.4	4.4
7/1	198	198	198	0	0	0.1	0.3	-	0.3	6.1	0.9	0.3	1.1
8/1	81	81	-	-	-	0.3	0.1	-	0.3	14.7	0.7	0.1	0.8
8/2	382	382	-	-	-	2.2	0.5	-	2.7	25.8	6.4	0.5	6.9
9/1	1445	1445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	523	523	-	-	-	1.4	0.7	-	2.1	14.2	6.7	0.7	7.4
10/2	455	455	-	-	-	1.2	0.5	-	1.6	13.0	5.5	0.5	6.0
10/3+10/4	846	846	-	-	-	1.9	0.4	-	2.4	10.0	14.9	0.4	15.4

LinSig V1 style report

11/1	423	423	-	-	-	0.9	1.4	-	2.3	19.3	1.4	1.4	2.8
11/2	423	423	-	-	-	0.9	1.4	-	2.3	19.3	1.4	1.4	2.8
12/1	473	473	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	738	738	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	99	99	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>23.9</b>	<b>0.0</b>	<b>32.3</b>	-	-	-	-
1/1	484	484	-	-	-	0.2	0.3	-	0.5	3.7	0.8	0.3	1.1
1/2	778	778	-	-	-	1.4	0.7	-	2.2	10.0	7.1	0.7	7.8
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	403	403	-	-	-	1.0	0.3	-	1.3	11.8	4.4	0.3	4.7
4/2+4/3	1350	1337	-	-	-	4.3	22.1	-	26.3	70.3	20.6	22.1	42.7
5/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>10.3</b>	<b>0.0</b>	<b>26.0</b>	-	-	-	-
1/1	405	405	-	-	-	0.2	0.2	-	0.3	3.1	1.7	0.2	1.9

LinSig V1 style report

1/2	368	368	-	-	-	0.1	0.1	-	0.3	2.9	1.4	0.1	1.6
1/3	624	624	-	-	-	0.3	0.3	-	0.6	3.4	2.9	0.3	3.2
1/4+1/5	727	727	-	-	-	3.9	3.4	-	7.3	35.9	6.4	3.4	9.8
2/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1191	1191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	841	841	-	-	-	1.9	1.4	-	3.3	14.0	9.7	1.4	11.0
4/2	604	604	-	-	-	1.9	1.1	-	3.0	17.8	7.7	1.1	8.9
4/3	692	692	-	-	-	3.4	1.4	-	4.8	25.1	10.5	1.4	11.9
4/4	124	124	-	-	-	0.4	0.1	-	0.4	12.5	1.3	0.1	1.4
5/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	140	140	-	-	-	0.4	0.1	-	0.5	13.4	1.4	0.1	1.5
6/2	174	174	-	-	-	0.5	0.1	-	0.6	13.4	1.8	0.1	1.9
6/3	205	205	-	-	-	1.3	1.0	-	2.3	41.1	3.2	1.0	4.2
6/4	222	222	-	-	-	1.4	1.0	-	2.5	40.3	3.5	1.0	4.5
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>8.5</b>	<b>0.0</b>	<b>22.8</b>	-	-	-	-
1/1	744	744	-	-	-	1.2	0.5	-	1.6	8.0	9.5	0.5	10.0
1/2	837	837	-	-	-	1.3	0.5	-	1.9	8.1	10.9	0.5	11.5
1/3	153	153	-	-	-	2.2	1.6	-	3.9	91.0	4.9	1.6	6.6
2/2+2/1	742	742	-	-	-	1.8	0.6	-	2.4	11.8	11.8	0.6	12.4
2/3	1263	1263	-	-	-	4.9	3.0	-	7.9	22.7	31.9	3.0	34.9
3/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1351	1351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	130	130	-	-	-	1.9	1.9	-	3.9	107.3	4.2	1.9	6.2
6/2	61	61	-	-	-	0.9	0.3	-	1.2	68.4	1.9	0.3	2.2
<b>J5: WendleBury Road</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	99	99	99	0	0	0.0	0.2	-	0.2	8.4	0.7	0.2	0.9
2/1	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1263	1263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4526</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	-	-	-	-
1/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1487	1487	1487	0	0	0.0	0.5	-	0.5	1.3	9.0	0.5	9.5
3/1	1998	1998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1827	1827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1734	1734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	2005	2005	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1804	1804	1804	0	0	0.0	0.9	-	0.9	1.7	0.0	0.9	0.9
11/1	968	968	968	0	0	0.0	1.8	-	1.8	6.5	0.0	1.8	1.8
12/1	256	256	256	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
13/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.9	0.0	0.0	0.0
15/1	2136	2136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>481</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	18	18	18	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	207	207	207	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
9/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	186	186	186	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	70	70	70	0	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	99	99	99	0	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1
2/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	70	70	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	35	35	35	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0	
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
<b>J10: Middleton Stoney Road</b>	-	-	<b>3168</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>4.8</b>	<b>0.0</b>	<b>5.1</b>	-	-	-	-	
1/1	1368	1368	1368	0	0	0.1	0.9	-	0.9	2.5	8.0	0.9	8.9	
2/1	1045	1045	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	869	869	869	0	0	0.0	2.0	-	2.0	8.2	0.0	2.0	2.0	
6/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	1753	1753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	931	931	931	0	0	0.2	2.0	-	2.2	8.4	5.9	2.0	7.9	
9/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 Stream: 1 PRC for Signalled Lanes (%)				21.3	Total Delay for Signalled Lanes (pcuHr):				15.57	Cycle Time (s): 60				
C1 Stream: 2 PRC for Signalled Lanes (%)				-4.9	Total Delay for Signalled Lanes (pcuHr):				13.66	Cycle Time (s): 60				
C1 Stream: 3 PRC for Signalled Lanes (%)				58.0	Total Delay for Signalled Lanes (pcuHr):				9.13	Cycle Time (s): 60				
C2 PRC for Signalled Lanes (%)				-12.2	Total Delay for Signalled Lanes (pcuHr):				32.26	Cycle Time (s): 60				
C3 PRC for Signalled Lanes (%)				2.5	Total Delay for Signalled Lanes (pcuHr):				25.99	Cycle Time (s): 60				
C4 PRC for Signalled Lanes (%)				0.0	Total Delay for Signalled Lanes (pcuHr):				0.00	Cycle Time (s): 120				
C5 PRC for Signalled Lanes (%)				4.5	Total Delay for Signalled Lanes (pcuHr):				22.80	Cycle Time (s): 120				
PRC Over All Lanes (%)				-12.2	Total Delay Over All Lanes(pcuHr):				129.34					

**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	28	22
Change Point	15	48

**Stage Stream: 3**

Stage	1	2
Duration	22	28
Change Point	10	37

**C2**

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

**C3**

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

**C4**

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

**C5**

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





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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	87.6%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	87.6%
1/1	Left	U	1:1	N/A	C1:A		1	21	-	588	1900	697	84.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	21	-	567	1900	697	81.4%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	523	1900	697	75.1%
2/1	Ahead	U	1:2	N/A	C1:E		1	28	-	607	1900	918	66.1%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	28	-	545	1900	918	59.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	32	1900	253	12.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	89	1900	253	35.1%
5/1		U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	22	-	1061	1900:1900	483+728	87.6 : 87.6%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	22	-	435	1900	728	59.7%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	167	Inf	468	35.7%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	198	1900	728	27.2%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	435	1900	728	59.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1245	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	609	1900	918	66.3%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	603	1900	918	65.7%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	959	1900:1900	907+905	52.9 : 52.9%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	480	1900	570	84.2%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	479	1900	570	84.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	638	1900	1900	33.6%
12/2	Ahead	U	N/A	N/A	-		-	-	-	1014	1900	1900	53.4%
12/3	Right	U	N/A	N/A	-		-	-	-	24	1900	1900	1.3%
13/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	1032	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.4%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	690	1900	1298	53.1%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	1017	1900	1298	78.3%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	15	1900:1900	253+253	3.2 : 2.8%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	8	1900	538	1.5%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	7	1900	538	1.3%
3/1		U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	7	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	427	1900	1077	39.7%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1137	1965:2105	903+444	84.4 : 84.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1070	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	541	1900:1900	507+279	68.9 : 68.9%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	105	1900	253	41.4%
7/1	Ahead	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	523	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>85.0%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	393	1940	1261	31.2%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	367	2080	1352	27.1%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	584	2080	1352	43.2%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	10	-	546	1805:1935	315+327	85.0 : 85.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	43	-	727	1805	1324	54.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	518	1940	776	66.8%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	662	2080	832	79.6%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	108	2080	832	13.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	966	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	10	348	1764	853	40.8%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	10	366	1891	914	40.0%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	452	1830	579	78.0%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	375	1962	621	60.4%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.3%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	866	1980	1518	57.0%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	966	2120	1625	59.4%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	14	-	170	1805	226	75.3%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	754	1980:1720	1309+60	55.1 : 55.1%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	1066	2120	1449	73.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1130	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	103	1741	145	71.0%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>35.1%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	330	35.1%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.6%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1729	Inf	3121	55.4%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	2044	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1742	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	673	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	820	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1600	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	434	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1820	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1876	Inf	2656	70.6%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	654	Inf	1320	49.6%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	371	Inf	1100	33.7%
13/1		U	N/A	N/A	-	-	-	-	136	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	497	1.4%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2413	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>24.5%</b>
1/1		U	N/A	N/A	-	-	-	-	6	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	93	Inf	967	9.6%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	137	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	60	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	55	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	234	Inf	955	24.5%
9/1	Ahead	U	N/A	N/A	-	-	-	-	371	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	119	Inf	1000	11.9%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	45	Inf	980	4.6%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.2%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	546	21.2%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	243	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	15	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	228	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	15	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	712	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	45	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	59	Inf	845	7.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>86.4%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1812	Inf	2096	86.4%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1264	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	651	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1213	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	907	Inf	1169	77.6%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	103	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1564	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	709	Inf	1008	70.3%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	760	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>9058</b>	<b>0</b>	<b>0</b>	<b>65.3</b>	<b>52.6</b>	<b>0.0</b>	<b>117.9</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>167</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>20.2</b>	<b>0.0</b>	<b>44.4</b>	-	-	-	-
1/1	588	588	-	-	-	2.4	2.6	-	5.0	30.4	8.7	2.6	11.3
1/2	567	567	-	-	-	2.2	2.1	-	4.3	27.5	8.5	2.1	10.6
1/3	523	523	-	-	-	1.9	1.5	-	3.4	23.6	7.5	1.5	9.0
2/1	607	607	-	-	-	0.1	0.0	-	0.1	0.6	0.7	0.0	0.7
2/2	545	545	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
3/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	32	32	-	-	-	0.2	0.1	-	0.3	30.4	0.4	0.1	0.5
4/2	89	89	-	-	-	0.6	0.3	-	0.8	33.5	1.2	0.3	1.5
5/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1061	1061	-	-	-	4.8	3.4	-	8.1	27.6	9.7	3.4	13.1
6/3	435	435	-	-	-	1.8	0.7	-	2.5	20.9	5.7	0.7	6.4
7/1	167	167	167	0	0	0.1	0.3	-	0.3	7.4	0.7	0.3	1.0
8/1	198	198	-	-	-	0.6	0.2	-	0.8	15.2	2.4	0.2	2.6
8/2	435	435	-	-	-	1.9	0.7	-	2.6	21.8	7.2	0.7	8.0
9/1	1245	1245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	609	609	-	-	-	1.4	1.0	-	2.3	13.9	5.9	1.0	6.9
10/2	603	603	-	-	-	1.2	1.0	-	2.2	13.0	5.5	1.0	6.5
10/3+10/4	959	959	-	-	-	2.7	0.6	-	3.3	12.4	19.1	0.6	19.7



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11/1	480	480	-	-	-	1.1	2.5	-	3.7	27.5	2.2	2.5	4.7
11/2	479	479	-	-	-	1.1	2.5	-	3.6	27.3	2.2	2.5	4.7
12/1	638	638	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	1014	1014	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
12/3	24	24	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	1032	1032	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>6.8</b>	<b>0.0</b>	<b>15.4</b>	-	-	-	-
1/1	690	690	-	-	-	0.2	0.6	-	0.8	4.2	4.9	0.6	5.5
1/2	1017	1017	-	-	-	1.1	1.8	-	2.9	10.2	8.6	1.8	10.4
1/3+1/4	15	15	-	-	-	0.1	0.0	-	0.1	29.7	0.1	0.0	0.1
2/1	8	8	-	-	-	0.0	0.0	-	0.0	3.9	0.1	0.0	0.1
2/2	7	7	-	-	-	0.0	0.0	-	0.0	3.9	0.1	0.0	0.1
3/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	7	7	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	427	427	-	-	-	1.0	0.3	-	1.3	11.2	4.5	0.3	4.8
4/2+4/3	1137	1137	-	-	-	2.6	2.6	-	5.3	16.6	11.2	2.6	13.8
5/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1070	1070	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	541	541	-	-	-	2.9	1.1	-	4.0	26.4	5.1	1.1	6.2
6/3	105	105	-	-	-	0.7	0.4	-	1.0	35.9	1.6	0.4	2.0
7/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>10.2</b>	<b>0.0</b>	<b>27.3</b>	-	-	-	-
1/1	393	393	-	-	-	0.5	0.2	-	0.7	6.7	2.8	0.2	3.1

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1/2	367	367	-	-	-	0.5	0.2	-	0.6	6.3	2.5	0.2	2.7
1/3	584	584	-	-	-	0.8	0.4	-	1.2	7.5	4.7	0.4	5.1
1/4+1/5	546	546	-	-	-	3.6	2.7	-	6.2	41.1	4.4	2.7	7.1
2/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	727	727	-	-	-	0.7	0.6	-	1.3	6.2	4.3	0.6	4.9
4/2	518	518	-	-	-	1.8	1.0	-	2.8	19.7	6.7	1.0	7.7
4/3	662	662	-	-	-	2.8	1.9	-	4.7	25.3	8.3	1.9	10.2
4/4	108	108	-	-	-	0.3	0.1	-	0.4	13.4	1.1	0.1	1.2
5/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	348	348	-	-	-	1.0	0.3	-	1.3	13.5	3.7	0.3	4.0
6/2	366	366	-	-	-	1.0	0.3	-	1.3	13.2	3.9	0.3	4.2
6/3	452	452	-	-	-	2.3	1.7	-	4.1	32.4	6.8	1.7	8.5
6/4	375	375	-	-	-	1.8	0.8	-	2.6	24.6	5.2	0.8	6.0
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>6.1</b>	<b>0.0</b>	<b>18.8</b>	-	-	-	-
1/1	866	866	-	-	-	1.4	0.7	-	2.1	8.6	11.8	0.7	12.4
1/2	966	966	-	-	-	1.6	0.7	-	2.3	8.7	13.7	0.7	14.4
1/3	170	170	-	-	-	2.4	1.5	-	3.8	81.5	5.4	1.5	6.9
2/2+2/1	754	754	-	-	-	1.9	0.6	-	2.5	12.1	11.9	0.6	12.5
2/3	1066	1066	-	-	-	3.5	1.4	-	4.9	16.6	22.5	1.4	23.9
3/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1130	1130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	103	103	-	-	-	1.5	1.2	-	2.7	94.1	3.3	1.2	4.5
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	116	116	116	0	0	0.1	0.3	-	0.4	11.8	1.2	0.3	1.5
2/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4637</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>2.6</b>	<b>0.0</b>	<b>2.7</b>	-	-	-	-
1/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1729	1729	1729	0	0	0.0	0.6	-	0.7	1.4	13.9	0.6	14.6
3/1	2044	2044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1742	1742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1600	1600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1820	1820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1876	1876	1876	0	0	0.0	1.2	-	1.2	2.3	0.0	1.2	1.2
11/1	654	654	654	0	0	0.0	0.5	-	0.5	2.7	0.0	0.5	0.5
12/1	371	371	371	0	0	0.0	0.3	-	0.3	2.9	2.4	0.3	2.6
13/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.7	0.0	0.0	0.0
15/1	2413	2413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>491</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	93	93	93	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	234	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
9/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	119	119	119	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
11/1	45	45	45	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3428</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>6.0</b>	<b>0.0</b>	<b>8.5</b>	-	-	-	-																																																																
1/1	1812	1812	1812	0	0	2.5	3.1	-	5.6	11.1	28.8	3.1	31.9																																																																
2/1	1264	1264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1213	1213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	907	907	907	0	0	0.0	1.7	-	1.7	6.8	0.0	1.7	1.7																																																																
6/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1564	1564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	709	709	709	0	0	0.0	1.2	-	1.2	6.0	0.0	1.2	1.2																																																																
9/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>6.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.11</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>2.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.83</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>35.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.31</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.41</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>5.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>27.26</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>18.82</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>2.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>117.92</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	6.6	Total Delay for Signalled Lanes (pcuHr):	21.11	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	2.7	Total Delay for Signalled Lanes (pcuHr):	10.83	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	35.7	Total Delay for Signalled Lanes (pcuHr):	11.31	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	6.7	Total Delay for Signalled Lanes (pcuHr):	15.41	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	5.9	Total Delay for Signalled Lanes (pcuHr):	27.26	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	19.4	Total Delay for Signalled Lanes (pcuHr):	18.82	Cycle Time (s):	120			PRC Over All Lanes (%)	2.7	Total Delay Over All Lanes(pcuHr):	117.92		
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	31	19
Change Point	14	50

**Stage Stream: 3**

Stage	1	2
Duration	21	29
Change Point	12	38

**C2**

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

**C3**

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

**C4**

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

**C5**

Stage	1	2	3
Duration	74	7	5
Change Point	72	41	56



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	98.6%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	82.7%
1/1	Left	U	1:1	N/A	C1:A		1	22	-	478	1900	728	65.6%
1/2	Ahead	U	1:1	N/A	C1:A		1	22	-	559	1900	728	76.8%
1/3	Ahead	U	1:1	N/A	C1:A		1	22	-	415	1900	728	57.0%
2/1	Ahead	U	1:2	N/A	C1:E		1	31	-	633	1900	1013	62.5%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	31	-	446	1900	1013	44.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	42	1900	253	16.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	105	1900	253	41.4%
5/1		U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	19	-	760	1900:1900	285+633	82.7 : 82.7%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	19	-	330	1900	633	52.1%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	598	33.3%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	21	-	161	1900	697	23.1%
8/2	Right	U	1:3	N/A	C1:G		1	21	-	330	1900	697	47.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1157	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	29	-	465	1900	950	48.9%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	29	-	408	1900	950	42.9%



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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	29	-	593	1900:1900	925+910	32.3 : 32.3%
11/1	Ahead	U	1:1	N/A	C1:C		1	16	-	299	1900	538	55.5%
11/2	Ahead	U	1:1	N/A	C1:C		1	16	-	294	1900	538	54.6%
12/1	Ahead	U	N/A	N/A	-		-	-	-	494	1900	1900	26.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	738	1900	1900	38.8%
12/3	Right	U	N/A	N/A	-		-	-	-	0	1900	1900	0.0%
13/1		U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>98.6%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	524	1900	1298	40.4%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	760	1900	1298	58.5%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	401	1900	1077	37.2%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1293	1965:2105	936+375	<b>98.6 : 98.6%</b>
5/1	Ahead	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+261	20.7 : 20.7%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	415	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>83.7%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	305	1940	1423	21.4%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	313	2080	1525	20.5%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	420	2080	1525	27.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	18	-	743	1805:1935	425+462	83.7 : 83.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1192	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	35	-	836	1805	1083	77.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	321	1940	679	47.3%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	419	2080	728	57.6%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	102	2080	728	14.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	140	1764	941	14.9%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	175	1891	1009	17.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	255	1830	427	59.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	173	1962	458	37.8%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.9%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	461	1980	1518	30.4%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	552	2120	1625	34.0%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	144	1805	196	73.6%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	83	-	592	1980:1720	1369+28	42.4 : 42.4%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	83	-	1088	2120	1484	73.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1163	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	113	1741	145	77.9%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	30	1807	151	19.9%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.1%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	103	Inf	488	21.1%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1088	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.1%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	184	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	919	Inf	2866	32.1%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1487	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1296	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	396	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	442	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1442	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	752	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1680	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1574	Inf	2864	55.0%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	990	Inf	1413	70.1%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	205	Inf	1446	14.2%
13/1		U	N/A	N/A	-	-	-	-	97	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	11	Inf	767	1.4%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	1873	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	37	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.4%</b>
1/1		U	N/A	N/A	-	-	-	-	140	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	18	Inf	967	1.9%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	49	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	147	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	156	Inf	984	15.9%
9/1	Ahead	U	N/A	N/A	-	-	-	-	205	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	184	Inf	1000	18.4%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	92	Inf	951	9.7%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.7%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	103	Inf	550	18.7%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	227	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	67	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	103	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	160	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.5%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	67	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	43	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	31	Inf	700	4.4%
4/1	Ahead	U	N/A	N/A	-	-	-	-	92	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	37	Inf	827	4.5%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>78.0%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1390	Inf	2170	64.1%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1076	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	319	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1148	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	883	Inf	1132	78.0%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1694	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	888	Inf	1140	77.9%
9/1	Right Right2	U	N/A	N/A	-	-	-	816	Inf	Inf	0.0%	

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>7783</b>	<b>0</b>	<b>0</b>	<b>48.4</b>	<b>45.3</b>	<b>0.0</b>	<b>93.7</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>10.2</b>	<b>0.0</b>	<b>28.2</b>	-	-	-	-
1/1	478	478	-	-	-	1.6	0.9	-	2.6	19.2	5.5	0.9	6.4
1/2	559	559	-	-	-	2.0	1.6	-	3.6	23.1	7.1	1.6	8.7
1/3	415	415	-	-	-	1.4	0.7	-	2.1	17.9	4.8	0.7	5.5
2/1	633	633	-	-	-	0.2	0.0	-	0.2	1.0	1.2	0.0	1.2
2/2	446	446	-	-	-	0.1	0.0	-	0.1	0.5	0.5	0.0	0.5
3/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	42	42	-	-	-	0.3	0.1	-	0.4	31.2	0.6	0.1	0.7
4/2	105	105	-	-	-	0.7	0.4	-	1.0	35.6	1.6	0.4	2.0
5/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	760	760	-	-	-	3.7	2.3	-	6.0	28.5	8.0	2.3	10.3
6/3	330	330	-	-	-	1.5	0.5	-	2.0	22.1	4.4	0.5	4.9
7/1	199	199	199	0	0	0.0	0.2	-	0.3	4.9	0.4	0.2	0.7
8/1	161	161	-	-	-	0.5	0.2	-	0.7	15.5	2.0	0.2	2.2
8/2	330	330	-	-	-	1.4	0.4	-	1.9	20.6	5.5	0.4	5.9
9/1	1157	1157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	465	465	-	-	-	0.8	0.5	-	1.3	9.9	3.2	0.5	3.7
10/2	408	408	-	-	-	0.8	0.4	-	1.2	10.5	3.2	0.4	3.6
10/3+10/4	593	593	-	-	-	1.0	0.2	-	1.2	7.5	16.5	0.2	16.7

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11/1	299	299	-	-	-	1.0	0.6	-	1.7	20.1	1.8	0.6	2.5
11/2	294	294	-	-	-	1.0	0.6	-	1.6	20.0	1.8	0.6	2.4
12/1	494	494	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	738	738	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>15.8</b>	<b>0.0</b>	<b>22.9</b>	-	-	-	-
1/1	524	524	-	-	-	0.1	0.3	-	0.5	3.2	1.2	0.3	1.5
1/2	760	760	-	-	-	0.8	0.7	-	1.5	7.0	5.6	0.7	6.3
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	401	401	-	-	-	1.0	0.3	-	1.3	11.3	4.2	0.3	4.5
4/2+4/3	1293	1293	-	-	-	3.8	13.9	-	17.8	49.4	18.5	13.9	32.4
5/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>7.0</b>	<b>0.0</b>	<b>19.9</b>	-	-	-	-
1/1	305	305	-	-	-	0.2	0.1	-	0.4	4.1	1.5	0.1	1.7



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1/2	313	313	-	-	-	0.2	0.1	-	0.3	4.0	1.6	0.1	1.7
1/3	420	420	-	-	-	0.3	0.2	-	0.5	4.3	2.3	0.2	2.5
1/4+1/5	743	743	-	-	-	3.6	2.5	-	6.1	29.6	6.2	2.5	8.7
2/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1192	1192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	836	836	-	-	-	2.1	1.7	-	3.7	16.0	9.2	1.7	10.9
4/2	321	321	-	-	-	1.1	0.4	-	1.6	17.7	4.1	0.4	4.5
4/3	419	419	-	-	-	1.9	0.7	-	2.6	22.2	4.6	0.7	5.3
4/4	102	102	-	-	-	0.4	0.1	-	0.5	16.0	1.1	0.1	1.2
5/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	140	140	-	-	-	0.3	0.1	-	0.4	9.4	1.2	0.1	1.3
6/2	175	175	-	-	-	0.4	0.1	-	0.5	9.4	1.5	0.1	1.6
6/3	255	255	-	-	-	1.5	0.7	-	2.2	30.9	3.8	0.7	4.5
6/4	173	173	-	-	-	0.9	0.3	-	1.2	25.7	2.4	0.3	2.7
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>5.3</b>	<b>0.0</b>	<b>15.3</b>	-	-	-	-
1/1	461	461	-	-	-	0.5	0.2	-	0.8	6.0	4.6	0.2	4.8
1/2	552	552	-	-	-	0.7	0.3	-	0.9	6.1	5.7	0.3	5.9
1/3	144	144	-	-	-	2.1	1.3	-	3.4	85.1	4.6	1.3	6.0
2/2+2/1	592	592	-	-	-	1.2	0.4	-	1.6	9.8	8.1	0.4	8.4
2/3	1088	1088	-	-	-	3.3	1.4	-	4.7	15.6	22.1	1.4	23.4
3/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1163	1163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	113	113	-	-	-	1.7	1.6	-	3.3	104.9	3.7	1.6	5.3
6/2	30	30	-	-	-	0.4	0.1	-	0.6	66.2	0.9	0.1	1.0
<b>J5: WendleBury Road</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	5.0	0.3	0.1	0.4
2/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3699</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	-	-	-	-
1/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	919	919	919	0	0	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
3/1	1487	1487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1296	1296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1442	1442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1680	1680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1574	1574	1574	0	0	0.0	0.6	-	0.6	1.4	0.0	0.6	0.6
11/1	990	990	990	0	0	0.0	1.2	-	1.2	4.2	0.0	1.2	1.2
12/1	205	205	205	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
13/1	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
15/1	1873	1873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>450</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	18	18	18	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	156	156	156	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	184	184	184	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	92	92	92	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
<b>J8: Bicester Avenue</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1
2/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	37	37	37	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3161</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>4.4</b>	<b>0.0</b>	<b>4.8</b>	-	-	-	-																																																																
1/1	1390	1390	1390	0	0	0.2	0.9	-	1.1	2.9	10.4	0.9	11.3																																																																
2/1	1076	1076	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1148	1148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	883	883	883	0	0	0.0	1.7	-	1.7	7.1	0.0	1.7	1.7																																																																
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1694	1694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	888	888	888	0	0	0.2	1.7	-	1.9	7.9	6.9	1.7	8.6																																																																
9/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>17.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.90</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>8.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.26</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>83.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.28</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-9.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.89</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>7.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>19.88</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>15.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.27</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-9.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>93.73</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	17.3	Total Delay for Signalled Lanes (pcuHr):	12.90	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	8.8	Total Delay for Signalled Lanes (pcuHr):	8.26	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	83.9	Total Delay for Signalled Lanes (pcuHr):	6.28	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-9.5	Total Delay for Signalled Lanes (pcuHr):	22.89	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	7.5	Total Delay for Signalled Lanes (pcuHr):	19.88	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):	15.27	Cycle Time (s):	120			PRC Over All Lanes (%)	-9.5	Total Delay Over All Lanes(pcuHr):	93.73		
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	36	14
Change Point	10	51

**Stage Stream: 3**

Stage	1	2
Duration	15	35
Change Point	55	15

**C2**

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

**C3**

Stage	1	2	3
Duration	17	10	22
Change Point	32	51	8

**C4**

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

**C5**

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



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	555	1900	760	73.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	586	1900	760	77.1%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	476	1900	760	62.6%
2/1	Ahead	U	1:2	N/A	C1:E		1	36	-	633	1900	1172	54.0%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	36	-	491	1900	1172	41.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	36	1900	253	14.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	62	1900	253	24.5%
5/1		U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	14	-	754	1900:1900	475+475	70.3 : 88.4%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	14	-	287	1900	475	60.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	168	Inf	482	34.9%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	15	-	306	1900	507	60.4%
8/2	Right	U	1:3	N/A	C1:G		1	15	-	287	1900	507	56.6%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	35	-	539	1900	1140	47.3%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	35	-	632	1900	1140	55.4%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	35	-	745	1900:1900	954+946	39.2 : 39.2%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	374	1900	507	73.8%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	371	1900	507	73.2%
12/1	Ahead	U	N/A	N/A	-		-	-	-	675	1900	1900	35.5%
12/2	Ahead	U	N/A	N/A	-		-	-	-	918	1900	1900	48.3%
12/3	Right	U	N/A	N/A	-		-	-	-	1	1900	1900	0.1%
13/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.5%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	702	1900	1298	54.1%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	930	1900	1298	71.6%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	32	1900:1900	253+253	6.3 : 6.3%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	16	1900	538	3.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	16	1900	538	3.0%
3/1		U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	413	1900	1077	38.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1078	1965:2105	926+396	81.5 : 81.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	984	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	539	1900:1900	507+271	69.3 : 69.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%



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7/3	Ahead	U	N/A	N/A	-	-	-	-	476	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>76.7%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	385	1940	1132	34.0%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	282	2080	1213	23.2%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	425	2080	1213	35.0%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	12	-	544	1805:1935	346+364	76.7 : 76.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	41	-	725	1805	1263	57.4%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	328	1940	582	56.4%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	429	2080	624	68.8%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	90	2080	624	14.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	12	326	1764	1029	31.7%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	12	381	1891	1103	34.5%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	22	-	504	1830	701	71.8%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	22	-	320	1962	752	42.5%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.2%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	654	1980	1518	43.1%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	731	2120	1625	45.0%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	15	-	169	1805	241	70.2%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	80	-	663	1980:1720	1286+67	49.0 : 49.0%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	80	-	913	2120	1431	63.8%
3/1	Ahead	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	969	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	93	1741	145	64.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>27.9%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	415	27.9%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	913	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>64.8%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1270	Inf	3106	40.9%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1603	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1252	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	690	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	886	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1390	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	452	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1576	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1713	Inf	2643	64.8%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	638	Inf	1444	44.2%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	339	Inf	1374	24.7%
13/1		U	N/A	N/A	-	-	-	-	134	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	569	1.2%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2269	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.2%</b>
1/1		U	N/A	N/A	-	-	-	-	6	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	93	Inf	967	9.6%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	100	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	137	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	60	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	56	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	202	Inf	955	21.2%
9/1	Ahead	U	N/A	N/A	-	-	-	-	339	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	119	Inf	1000	11.9%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	46	Inf	980	4.7%
<b>J8: Bicester Avenue</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.3%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	544	21.3%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	255	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	16	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	239	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	16	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	711	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	46	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	59	Inf	844	7.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>83.7%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1738	Inf	2077	83.7%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1231	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	636	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1223	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	915	Inf	1206	75.8%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	129	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1491	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	697	Inf	1031	67.6%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	705	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8280</b>	<b>0</b>	<b>0</b>	<b>53.4</b>	<b>37.9</b>	<b>0.0</b>	<b>91.3</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>168</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>13.2</b>	<b>0.0</b>	<b>30.6</b>	-	-	-	-
1/1	555	555	-	-	-	2.0	1.3	-	3.3	21.5	6.6	1.3	7.9
1/2	586	586	-	-	-	2.0	1.7	-	3.7	22.6	7.4	1.7	9.1
1/3	476	476	-	-	-	1.5	0.8	-	2.3	17.5	6.1	0.8	6.9
2/1	633	633	-	-	-	0.1	0.0	-	0.1	0.3	0.7	0.0	0.7
2/2	491	491	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
3/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	36	36	-	-	-	0.2	0.1	-	0.3	30.4	0.5	0.1	0.6
4/2	62	62	-	-	-	0.4	0.2	-	0.6	32.0	0.9	0.2	1.1
5/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	754	754	-	-	-	4.4	1.9	-	6.3	30.2	6.7	1.9	8.5
6/3	287	287	-	-	-	1.6	0.8	-	2.3	29.4	4.2	0.8	5.0
7/1	168	168	168	0	0	0.0	0.3	-	0.3	6.4	0.5	0.3	0.8
8/1	306	306	-	-	-	0.6	0.8	-	1.3	15.6	2.3	0.8	3.0
8/2	287	287	-	-	-	0.1	0.6	-	0.7	8.8	0.1	0.6	0.7
9/1	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	539	539	-	-	-	0.7	0.4	-	1.2	7.7	3.5	0.4	3.9
10/2	632	632	-	-	-	0.5	0.6	-	1.1	6.5	3.8	0.6	4.5
10/3+10/4	745	745	-	-	-	0.7	0.3	-	1.0	4.8	18.0	0.3	18.3

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11/1	374	374	-	-	-	1.3	1.4	-	2.7	25.9	4.5	1.4	5.9
11/2	371	371	-	-	-	1.3	1.3	-	2.6	25.6	4.5	1.3	5.8
12/1	675	675	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	918	918	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
13/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>5.9</b>	<b>0.0</b>	<b>14.7</b>	-	-	-	-
1/1	702	702	-	-	-	0.7	0.6	-	1.3	6.6	4.6	0.6	5.2
1/2	930	930	-	-	-	1.2	1.3	-	2.4	9.3	7.6	1.3	8.8
1/3+1/4	32	32	-	-	-	0.1	0.0	-	0.1	16.2	0.3	0.0	0.3
2/1	16	16	-	-	-	0.0	0.0	-	0.0	4.0	0.2	0.0	0.2
2/2	16	16	-	-	-	0.0	0.0	-	0.0	4.0	0.2	0.0	0.2
3/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	413	413	-	-	-	0.9	0.3	-	1.2	10.7	4.3	0.3	4.6
4/2+4/3	1078	1078	-	-	-	2.4	2.2	-	4.6	15.4	10.6	2.2	12.7
5/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	539	539	-	-	-	2.9	1.1	-	4.0	26.6	5.2	1.1	6.3
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>6.9</b>	<b>0.0</b>	<b>22.0</b>	-	-	-	-
1/1	385	385	-	-	-	0.7	0.3	-	1.0	8.9	3.3	0.3	3.6

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1/2	282	282	-	-	-	0.5	0.2	-	0.6	8.0	2.2	0.2	2.3
1/3	425	425	-	-	-	0.8	0.3	-	1.0	8.8	3.7	0.3	3.9
1/4+1/5	544	544	-	-	-	3.3	1.6	-	4.9	32.2	4.2	1.6	5.8
2/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	725	725	-	-	-	0.8	0.7	-	1.5	7.4	7.1	0.7	7.8
4/2	328	328	-	-	-	1.5	0.6	-	2.1	23.6	3.9	0.6	4.6
4/3	429	429	-	-	-	2.4	1.1	-	3.5	29.6	6.7	1.1	7.8
4/4	90	90	-	-	-	0.4	0.1	-	0.5	19.2	1.1	0.1	1.2
5/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	326	326	-	-	-	0.6	0.2	-	0.8	9.0	2.7	0.2	2.9
6/2	381	381	-	-	-	0.7	0.3	-	1.0	9.0	3.3	0.3	3.5
6/3	504	504	-	-	-	2.2	1.3	-	3.5	24.7	7.1	1.3	8.4
6/4	320	320	-	-	-	1.2	0.4	-	1.6	17.8	3.9	0.4	4.3
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>4.2</b>	<b>0.0</b>	<b>14.7</b>	-	-	-	-
1/1	654	654	-	-	-	0.9	0.4	-	1.3	7.0	7.4	0.4	7.8
1/2	731	731	-	-	-	1.0	0.4	-	1.4	7.0	8.5	0.4	8.9
1/3	169	169	-	-	-	2.3	1.1	-	3.5	74.1	5.4	1.1	6.5
2/2+2/1	663	663	-	-	-	1.7	0.5	-	2.2	11.7	10.0	0.5	10.5
2/3	913	913	-	-	-	2.8	0.9	-	3.7	14.6	17.2	0.9	18.1
3/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	969	969	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



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4/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	93	93	-	-	-	1.4	0.9	-	2.2	86.7	3.0	0.9	3.9
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.2	-	0.2	7.1	0.6	0.2	0.8
2/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3967</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	-	-	-	-
1/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1270	1270	1270	0	0	0.0	0.3	-	0.3	1.0	0.0	0.3	0.3
3/1	1603	1603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1252	1252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	886	886	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1390	1390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1576	1576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1713	1713	1713	0	0	0.0	0.9	-	0.9	1.9	0.0	0.9	0.9
11/1	638	638	638	0	0	0.0	0.4	-	0.4	2.2	0.0	0.4	0.4
12/1	339	339	339	0	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
13/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0
15/1	2269	2269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>460</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	93	93	93	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
3/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	202	202	202	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
9/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	119	119	119	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
11/1	46	46	46	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3350</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>5.1</b>	<b>0.0</b>	<b>6.8</b>	-	-	-	-																																																																
1/1	1738	1738	1738	0	0	1.7	2.5	-	4.2	8.7	26.7	2.5	29.2																																																																
2/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	915	915	915	0	0	0.0	1.6	-	1.6	6.1	0.0	1.6	1.6																																																																
6/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1491	1491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	697	697	697	0	0	0.0	1.0	-	1.0	5.4	0.0	1.0	1.0																																																																
9/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	26	24
Change Point	14	45

**Stage Stream: 3**

Stage	1	2
Duration	21	29
Change Point	12	38

**C2**

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

**C3**

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

**C4**

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

**C5**

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



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	94.9%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	90.8%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	444	1900	760	58.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	489	1900	760	64.3%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	418	1900	760	55.0%
2/1	Ahead	U	1:2	N/A	C1:E		1	26	-	561	1900	855	65.6%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	26	-	445	1900	855	52.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	56	1900	253	22.1%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	99	1900	253	39.1%
5/1		U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	24	-	1107	1900:1900	427+792	90.8 : 90.8%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	24	-	341	1900	792	43.1%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	688	28.9%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	21	-	98	1900	697	14.1%
8/2	Right	U	1:3	N/A	C1:G		1	21	-	341	1900	697	48.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1280	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	29	-	314	1900	950	33.1%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	29	-	338	1900	950	35.6%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	29	-	667	1900:1900	924+916	36.2 : 36.2%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	335	1900	507	66.1%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	332	1900	507	65.5%
12/1	Ahead	U	N/A	N/A	-		-	-	-	285	1900	1900	15.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	666	1900	1900	35.1%
12/3	Right	U	N/A	N/A	-		-	-	-	13	1900	1900	0.7%
13/1		U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>94.9%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	301	1900	1298	23.2%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	707	1900	1298	54.5%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	300	1900	1077	27.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1264	1965:2105	916+416	<b>94.9 : 94.9%</b>
5/1	Ahead	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	87	1900:1900	507+267	11.3 : 11.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	61	1900	253	24.1%
7/1	Ahead	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.8%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	208	1940	1552	13.4%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	259	2080	1664	15.6%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	469	2080	1664	28.2%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	476	1805:1935	296+316	77.8 : 77.8%
2/1	Ahead	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1033	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	803	1805	1354	59.3%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	477	1940	1099	43.4%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	626	2080	1179	53.1%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	109	2080	1179	9.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	130	1764	559	23.3%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	103	1891	599	17.2%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	185	1830	305	60.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	198	1962	327	60.6%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.1%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	607	1980	1485	40.9%



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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	706	2120	1590	44.4%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	132	1805	196	67.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	433	1980:1720	1342+22	31.7 : 31.7%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	857	2120	1449	59.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	11	-	129	1741	174	74.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	11	-	26	1807	181	14.4%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>22.1%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	95	Inf	430	22.1%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>49.6%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1201	Inf	3133	38.3%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1394	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1265	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	359	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	299	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1263	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	418	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1290	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1434	Inf	2892	49.6%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	445	Inf	1519	29.3%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	230	Inf	1503	15.3%
13/1		U	N/A	N/A	-	-	-	-	232	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	1	Inf	923	0.1%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	1561	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	37	Inf	Inf	0.0%
<b>J7: Site Access</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>22.5%</b>
1/1		U	N/A	N/A	-	-	-	-	215	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	27	Inf	967	2.8%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	58	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	188	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	172	Inf	981	17.5%
9/1	Ahead	U	N/A	N/A	-	-	-	-	230	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	225	Inf	1000	22.5%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	126	Inf	938	13.4%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.3%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	95	Inf	548	17.3%	
2/1	Right Ahead	U	N/A	N/A	-	-	-	233	Inf	Inf	0.0%	
3/1	Ahead	U	N/A	N/A	-	-	-	101	Inf	Inf	0.0%	
4/1	Left	U	N/A	N/A	-	-	-	0	Inf	Inf	0.0%	
5/1	Ahead	U	N/A	N/A	-	-	-	95	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-	-	-	132	Inf	Inf	0.0%	
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.5%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	101	Inf	Inf	0.0%	
2/1		U	N/A	N/A	-	-	-	43	Inf	Inf	0.0%	
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	31	Inf	693	4.5%	
4/1	Ahead	U	N/A	N/A	-	-	-	126	Inf	Inf	0.0%	
5/1	Right Ahead	O	N/A	N/A	-	-	-	37	Inf	815	4.5%	
6/1	Ahead	U	N/A	N/A	-	-	-	0	Inf	Inf	0.0%	
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>71.4%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	1069	Inf	2170	49.3%	
2/1	Ahead Right	U	N/A	N/A	-	-	-	812	Inf	Inf	0.0%	
3/1		U	N/A	N/A	-	-	-	262	Inf	Inf	0.0%	
4/1		U	N/A	N/A	-	-	-	1023	Inf	Inf	0.0%	
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	859	Inf	1203	71.4%	
6/1	Right Right2	U	N/A	N/A	-	-	-	5	Inf	Inf	0.0%	
7/1	Ahead	U	N/A	N/A	-	-	-	1564	Inf	Inf	0.0%	

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	921	Inf	1324	69.5%
9/1	Right Right2	U	N/A	N/A	-	-	-	710	Inf	Inf	0.0%	

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>7167</b>	<b>0</b>	<b>0</b>	<b>42.7</b>	<b>34.5</b>	<b>0.0</b>	<b>77.2</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>11.5</b>	<b>0.0</b>	<b>28.5</b>	-	-	-	-
1/1	444	444	-	-	-	1.1	0.7	-	1.8	14.7	4.3	0.7	5.0
1/2	489	489	-	-	-	1.3	0.9	-	2.2	16.0	5.0	0.9	5.9
1/3	418	418	-	-	-	1.1	0.6	-	1.7	14.5	4.3	0.6	4.9
2/1	561	561	-	-	-	0.3	0.0	-	0.3	1.6	1.4	0.0	1.4
2/2	445	445	-	-	-	0.1	0.0	-	0.1	1.1	0.6	0.0	0.6
3/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	56	56	-	-	-	0.3	0.1	-	0.5	30.0	0.8	0.1	1.0
4/2	99	99	-	-	-	0.6	0.3	-	1.0	35.0	1.5	0.3	1.8
5/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1107	1107	-	-	-	4.7	4.6	-	9.2	30.0	11.2	4.6	15.8
6/3	341	341	-	-	-	1.2	0.4	-	1.6	16.4	4.0	0.4	4.4
7/1	199	199	199	0	0	0.0	0.2	-	0.2	4.1	0.4	0.2	0.6
8/1	98	98	-	-	-	0.3	0.1	-	0.4	15.0	1.0	0.1	1.0
8/2	341	341	-	-	-	1.9	0.5	-	2.3	24.6	5.7	0.5	6.2
9/1	1280	1280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	314	314	-	-	-	0.6	0.2	-	0.9	10.1	3.5	0.2	3.7
10/2	338	338	-	-	-	0.7	0.3	-	1.0	10.5	3.5	0.3	3.8
10/3+10/4	667	667	-	-	-	1.3	0.3	-	1.6	8.5	14.9	0.3	15.1

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11/1	335	335	-	-	-	0.8	1.0	-	1.7	18.6	1.2	1.0	2.2
11/2	332	332	-	-	-	0.8	0.9	-	1.7	18.4	1.2	0.9	2.2
12/1	285	285	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	666	666	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	13	13	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>8.7</b>	<b>0.0</b>	<b>14.5</b>	-	-	-	-
1/1	301	301	-	-	-	0.0	0.2	-	0.2	2.2	0.3	0.2	0.5
1/2	707	707	-	-	-	0.9	0.6	-	1.5	7.5	6.1	0.6	6.7
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	300	300	-	-	-	0.7	0.2	-	0.9	10.3	2.8	0.2	3.0
4/2+4/3	1264	1264	-	-	-	3.5	7.5	-	11.0	31.4	16.3	7.5	23.8
5/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	87	87	-	-	-	0.4	0.1	-	0.5	19.2	0.7	0.1	0.8
6/3	61	61	-	-	-	0.4	0.2	-	0.6	32.7	0.9	0.2	1.1
7/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>5.6</b>	<b>0.0</b>	<b>15.7</b>	-	-	-	-
1/1	208	208	-	-	-	0.1	0.1	-	0.2	2.7	0.8	0.1	0.8

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1/2	259	259	-	-	-	0.1	0.1	-	0.2	2.7	0.9	0.1	1.0
1/3	469	469	-	-	-	0.2	0.2	-	0.4	3.1	2.0	0.2	2.2
1/4+1/5	476	476	-	-	-	3.2	1.7	-	4.9	36.8	3.9	1.7	5.6
2/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1033	1033	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	803	803	-	-	-	0.7	0.7	-	1.4	6.3	4.7	0.7	5.4
4/2	477	477	-	-	-	0.8	0.4	-	1.2	8.7	3.9	0.4	4.3
4/3	626	626	-	-	-	1.5	0.6	-	2.1	12.0	7.0	0.6	7.6
4/4	109	109	-	-	-	0.2	0.1	-	0.2	7.2	0.8	0.1	0.9
5/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	130	130	-	-	-	0.5	0.2	-	0.7	19.3	1.6	0.2	1.7
6/2	103	103	-	-	-	0.4	0.1	-	0.5	18.5	1.2	0.1	1.3
6/3	185	185	-	-	-	1.2	0.8	-	2.0	38.0	2.8	0.8	3.6
6/4	198	198	-	-	-	1.3	0.8	-	2.0	37.0	3.0	0.8	3.8
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>4.1</b>	<b>0.0</b>	<b>13.6</b>	-	-	-	-
1/1	607	607	-	-	-	0.9	0.3	-	1.3	7.5	7.3	0.3	7.6
1/2	706	706	-	-	-	1.1	0.4	-	1.5	7.7	8.6	0.4	9.0
1/3	132	132	-	-	-	1.9	1.0	-	2.9	78.9	4.2	1.0	5.2
2/2+2/1	433	433	-	-	-	0.9	0.2	-	1.1	9.6	5.7	0.2	5.9
2/3	857	857	-	-	-	2.4	0.7	-	3.1	13.1	15.0	0.7	15.7
3/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	129	129	-	-	-	1.9	1.3	-	3.2	90.2	4.2	1.3	5.5
6/2	26	26	-	-	-	0.4	0.1	-	0.4	61.0	0.8	0.1	0.9
<b>J5: WendleBury Road</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.2	6.3	0.5	0.1	0.6
2/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3311</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	-	-	-	-
1/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1201	1201	1201	0	0	0.0	0.3	-	0.3	0.9	0.0	0.3	0.3
3/1	1394	1394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1265	1265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1263	1263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1290	1290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1434	1434	1434	0	0	0.0	0.5	-	0.5	1.2	0.0	0.5	0.5
11/1	445	445	445	0	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
12/1	230	230	230	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



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14/1	1	1	1	0	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
15/1	1561	1561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>550</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	27	27	27	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	172	172	172	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	225	225	225	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
11/1	126	126	126	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
<b>J8: Bicester Avenue</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1
2/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	37	37	37	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>2849</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>2.9</b>	<b>0.0</b>	<b>3.1</b>	-	-	-	-																																																																
1/1	1069	1069	1069	0	0	0.1	0.5	-	0.6	2.1	8.1	0.5	8.6																																																																
2/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1023	1023	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	859	859	859	0	0	0.0	1.2	-	1.2	5.2	0.0	1.2	1.2																																																																
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1564	1564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	921	921	921	0	0	0.1	1.1	-	1.3	4.9	4.9	1.1	6.0																																																																
9/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>36.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.54</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-0.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.18</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>83.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.19</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-5.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.54</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>15.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.70</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.60</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-5.4</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>77.19</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	36.1	Total Delay for Signalled Lanes (pcuHr):	10.54	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	-0.9	Total Delay for Signalled Lanes (pcuHr):	11.18	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	83.9	Total Delay for Signalled Lanes (pcuHr):	6.19	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-5.4	Total Delay for Signalled Lanes (pcuHr):	14.54	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):	15.70	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	21.5	Total Delay for Signalled Lanes (pcuHr):	13.60	Cycle Time (s):	120			PRC Over All Lanes (%)	-5.4	Total Delay Over All Lanes(pcuHr):	77.19		
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	25	25
Change Point	14	44

**Stage Stream: 3**

Stage	1	2
Duration	19	31
Change Point	11	35

**C2**

Stage	1	2	3
Duration	3	7	31
Change Point	10	19	31

**C3**

Stage	1	2	3
Duration	24	7	18
Change Point	28	54	8

**C4**

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

**C5**

Stage	1	2	3
Duration	73	8	5
Change Point	71	39	55



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	566	1900	665	85.1%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	503	1900	665	75.6%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	491	1900	665	73.8%
2/1	Ahead	U	1:2	N/A	C1:E		1	25	-	554	1900	823	67.3%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	25	-	502	1900	823	61.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1105	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	35	1900	253	13.8%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	85	1900	253	33.6%
5/1		U	N/A	N/A	-		-	-	-	1105	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	25	-	984	1900:1900	552+823	71.6 : 71.5%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	25	-	361	1900	823	43.8%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	181	Inf	521	34.7%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	19	-	182	1900	633	28.7%
8/2	Right	U	1:3	N/A	C1:G		1	19	-	361	1900	633	57.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	31	-	634	1900	1013	62.6%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	31	-	559	1900	1013	55.2%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	31	-	1007	1900:1900	951+949	53.0 : 53.0%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	504	1900	602	83.8%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	503	1900	602	83.6%
12/1	Ahead	U	N/A	N/A	-		-	-	-	625	1900	1900	32.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	900	1900	1900	47.4%
12/3	Right	U	N/A	N/A	-		-	-	-	20	1900	1900	1.1%
13/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>85.8%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	675	1900	1298	52.0%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	929	1900	1298	71.6%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	2	1900:1900	0+253	0.0 : 0.8%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	2	1900	538	0.4%
3/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	309	1900	1077	28.7%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1146	1965:2105	913+423	85.8 : 85.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	979	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	414	1900:1900	507+297	51.5 : 51.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	100	1900	253	39.5%
7/1	Ahead	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	491	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>74.7%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	416	1940	1261	33.0%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	348	2080	1352	25.7%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	629	2080	1352	46.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	458	1805:1935	297+316	74.7 : 74.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	622	1805	1354	45.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	521	1940	808	64.5%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	610	2080	867	70.4%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	105	2080	867	12.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	27	9	297	1764	823	36.1%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	27	9	336	1891	882	38.1%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	429	1830	579	74.0%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	378	1962	621	60.8%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.5%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	818	1980	1518	53.9%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	890	2120	1625	54.8%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	13	-	161	1805	211	76.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	752	1980:1720	1329+55	54.3 : 54.3%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1024	2120	1466	69.8%
3/1	Ahead	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1087	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	105	1741	145	72.4%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	20	1807	151	13.3%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>32.5%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	115	Inf	354	32.5%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>68.5%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1534	Inf	3121	49.1%



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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1844	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1597	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	687	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	820	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1619	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	433	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1776	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1811	Inf	2646	68.5%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	590	Inf	1308	45.1%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	440	Inf	1224	35.9%
13/1		U	N/A	N/A	-	-	-	-	66	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	488	1.4%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2432	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.6%</b>
1/1		U	N/A	N/A	-	-	-	-	24	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	209	Inf	969	21.6%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	93	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	253	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	64	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	49	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	187	Inf	916	20.4%
9/1	Ahead	U	N/A	N/A	-	-	-	-	440	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	123	Inf	1000	12.3%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	53	Inf	979	5.4%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.6%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	115	Inf	532	21.6%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	309	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	23	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	115	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	286	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	23	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	710	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	53	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	59	Inf	842	7.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>82.3%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1704	Inf	2072	82.3%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1226	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	614	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1227	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	890	Inf	1209	73.6%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	136	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1455	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	702	Inf	1035	67.8%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	701	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8764</b>	<b>0</b>	<b>0</b>	<b>59.7</b>	<b>43.3</b>	<b>0.0</b>	<b>103.0</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>181</b>	<b>0</b>	<b>0</b>	<b>23.4</b>	<b>16.3</b>	<b>0.0</b>	<b>39.7</b>	-	-	-	-
1/1	566	566	-	-	-	2.6	2.7	-	5.3	33.5	8.1	2.7	10.8
1/2	503	503	-	-	-	2.3	1.5	-	3.9	27.6	7.0	1.5	8.6
1/3	491	491	-	-	-	2.4	1.4	-	3.8	27.8	6.9	1.4	8.3
2/1	554	554	-	-	-	0.1	0.0	-	0.1	0.9	0.9	0.0	0.9
2/2	502	502	-	-	-	0.0	0.0	-	0.0	0.4	0.2	0.0	0.2
3/1	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	35	35	-	-	-	0.2	0.1	-	0.3	25.7	0.4	0.1	0.5
4/2	85	85	-	-	-	0.5	0.3	-	0.8	32.8	1.0	0.3	1.2
5/1	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	984	984	-	-	-	3.6	1.3	-	4.9	17.8	8.0	1.3	9.3
6/3	361	361	-	-	-	1.2	0.4	-	1.6	15.8	4.1	0.4	4.5
7/1	181	181	181	0	0	0.1	0.3	-	0.4	7.7	1.0	0.3	1.3
8/1	182	182	-	-	-	0.8	0.2	-	1.0	20.3	2.3	0.2	2.5
8/2	361	361	-	-	-	1.9	0.7	-	2.6	26.0	6.0	0.7	6.7
9/1	1143	1143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	634	634	-	-	-	1.8	0.8	-	2.6	15.0	8.7	0.8	9.5
10/2	559	559	-	-	-	1.6	0.6	-	2.2	14.1	7.5	0.6	8.1
10/3+10/4	1007	1007	-	-	-	2.4	0.6	-	3.0	10.6	15.5	0.6	16.0

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11/1	504	504	-	-	-	0.9	2.5	-	3.3	23.8	1.7	2.5	4.2
11/2	503	503	-	-	-	0.9	2.4	-	3.3	23.7	1.7	2.4	4.2
12/1	625	625	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
12/2	900	900	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
12/3	20	20	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>5.8</b>	<b>0.0</b>	<b>13.5</b>	-	-	-	-
1/1	675	675	-	-	-	0.6	0.5	-	1.1	6.0	2.9	0.5	3.5
1/2	929	929	-	-	-	1.0	1.2	-	2.2	8.6	7.3	1.2	8.5
1/3+1/4	2	2	-	-	-	0.0	0.0	-	0.0	9.7	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	2	2	-	-	-	0.0	0.0	-	0.0	3.8	0.0	0.0	0.0
3/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	309	309	-	-	-	0.7	0.2	-	0.9	10.3	3.1	0.2	3.3
4/2+4/3	1146	1146	-	-	-	2.7	2.9	-	5.6	17.7	11.8	2.9	14.7
5/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	979	979	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	414	414	-	-	-	2.1	0.5	-	2.6	22.9	3.7	0.5	4.2
6/3	100	100	-	-	-	0.7	0.3	-	1.0	35.5	1.5	0.3	1.8
7/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>7.6</b>	<b>0.0</b>	<b>23.4</b>	-	-	-	-
1/1	416	416	-	-	-	0.5	0.2	-	0.8	6.8	3.0	0.2	3.3

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1/2	348	348	-	-	-	0.4	0.2	-	0.6	6.2	2.4	0.2	2.6
1/3	629	629	-	-	-	0.9	0.4	-	1.4	7.8	5.2	0.4	5.7
1/4+1/5	458	458	-	-	-	3.0	1.4	-	4.5	35.1	3.7	1.4	5.1
2/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	622	622	-	-	-	0.4	0.4	-	0.8	4.8	4.1	0.4	4.5
4/2	521	521	-	-	-	1.8	0.9	-	2.7	18.8	6.6	0.9	7.5
4/3	610	610	-	-	-	2.5	1.2	-	3.7	21.8	9.0	1.2	10.2
4/4	105	105	-	-	-	0.3	0.1	-	0.4	12.5	1.0	0.1	1.1
5/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	297	297	-	-	-	0.8	0.3	-	1.1	13.7	3.1	0.3	3.4
6/2	336	336	-	-	-	1.0	0.3	-	1.3	13.7	3.5	0.3	3.9
6/3	429	429	-	-	-	2.2	1.4	-	3.6	30.0	6.3	1.4	7.7
6/4	378	378	-	-	-	1.8	0.8	-	2.6	24.7	5.3	0.8	6.0
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>5.8</b>	<b>0.0</b>	<b>17.5</b>	-	-	-	-
1/1	818	818	-	-	-	1.3	0.6	-	1.8	8.1	10.7	0.6	11.3
1/2	890	890	-	-	-	1.4	0.6	-	2.0	8.1	11.9	0.6	12.5
1/3	161	161	-	-	-	2.3	1.5	-	3.8	85.6	5.2	1.5	6.7
2/2+2/1	752	752	-	-	-	1.8	0.6	-	2.4	11.6	11.7	0.6	12.3
2/3	1024	1024	-	-	-	3.1	1.2	-	4.3	15.0	20.2	1.2	21.3
3/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	105	105	-	-	-	1.6	1.2	-	2.8	96.0	3.4	1.2	4.6
6/2	20	20	-	-	-	0.3	0.1	-	0.4	64.8	0.6	0.1	0.7
<b>J5: WendleBury Road</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	115	115	115	0	0	0.1	0.2	-	0.3	10.0	1.0	0.2	1.2
2/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4382</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	-	-	-	-
1/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1534	1534	1534	0	0	0.0	0.5	-	0.5	1.1	3.5	0.5	4.0
3/1	1844	1844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1597	1597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1619	1619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1776	1776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1811	1811	1811	0	0	0.0	1.1	-	1.1	2.2	0.0	1.1	1.1
11/1	590	590	590	0	0	0.0	0.4	-	0.4	2.5	0.0	0.4	0.4
12/1	440	440	440	0	0	0.0	0.3	-	0.3	2.5	1.8	0.3	2.1
13/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.7	0.0	0.0	0.0
15/1	2432	2432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>572</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	209	209	209	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
3/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	64	64	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	187	187	187	0	0	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1
9/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	123	123	123	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
11/1	53	53	53	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	115	115	115	0	0	0.0	0.1	-	0.1	4.3	0.0	0.1	0.1
2/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



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5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3296</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>4.7</b>	<b>0.0</b>	<b>5.6</b>	-	-	-	-																																																																
1/1	1704	1704	1704	0	0	0.9	2.3	-	3.2	6.8	14.4	2.3	16.7																																																																
2/1	1226	1226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1227	1227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	890	890	890	0	0	0.0	1.4	-	1.4	5.6	0.0	1.4	1.4																																																																
6/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1455	1455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	702	702	702	0	0	0.0	1.0	-	1.0	5.4	0.0	1.0	1.0																																																																
9/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>5.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.58</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>25.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.64</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>43.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.42</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>4.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.50</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>20.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>23.40</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.51</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>4.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>102.96</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	5.7	Total Delay for Signalled Lanes (pcuHr):	20.58	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	25.7	Total Delay for Signalled Lanes (pcuHr):	6.64	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	43.8	Total Delay for Signalled Lanes (pcuHr):	11.42	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	4.9	Total Delay for Signalled Lanes (pcuHr):	13.50	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	20.5	Total Delay for Signalled Lanes (pcuHr):	23.40	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	17.7	Total Delay for Signalled Lanes (pcuHr):	17.51	Cycle Time (s):	120			PRC Over All Lanes (%)	4.9	Total Delay Over All Lanes(pcuHr):	102.96		
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	21	29
Change Point	14	40

**Stage Stream: 3**

Stage	1	2
Duration	20	30
Change Point	12	37

**C2**

Stage	1	2	3
Duration	3	7	31
Change Point	15	24	36

**C3**

Stage	1	2	3
Duration	26	14	9
Change Point	26	54	15

**C4**

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

**C5**

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



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	102.2%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	91.8%
1/1	Left	U	1:1	N/A	C1:A		1	21	-	508	1900	697	71.6%
1/2	Ahead	U	1:1	N/A	C1:A		1	21	-	528	1900	697	74.4%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	490	1900	697	69.1%
2/1	Ahead	U	1:2	N/A	C1:E		1	21	-	592	1900	697	83.6%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	21	-	531	1900	697	74.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1045	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	112	1900	253	44.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	131	1900	253	51.7%
5/1		U	N/A	N/A	-		-	-	-	1045	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	29	-	1259	1900:1900	422+950	91.8 : 91.8%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	29	-	382	1900	950	40.2%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	198	Inf	586	33.8%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	20	-	81	1900	665	12.0%
8/2	Right	U	1:3	N/A	C1:G		1	20	-	382	1900	665	57.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1464	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	30	-	523	1900	982	53.3%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	30	-	453	1900	982	46.1%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	30	-	852	1900:1900	934+939	45.5 : 45.5%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	425	1900	570	74.6%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	427	1900	570	74.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	473	1900	1900	24.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	739	1900	1900	38.9%
12/3	Right	U	N/A	N/A	-		-	-	-	96	1900	1900	5.1%
13/1		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>102.2%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	484	1900	1298	37.3%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	779	1900	1298	60.0%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	403	1900	1077	37.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1367	1965:2105	911+427	102.2 : 102.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+268	20.5 : 20.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%

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<b>J3: Tesco &amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>87.8%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	407	1940	1552	26.2%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	364	2080	1664	21.9%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	630	2080	1664	37.9%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	16	-	727	1805:1935	399+429	87.8 : 87.8%
2/1	Ahead	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	37	-	844	1805	1143	73.3%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	620	1940	873	70.6%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	713	2080	936	75.4%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	124	2080	936	13.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	162	1764	764	21.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	152	1891	819	18.5%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	205	1830	305	67.2%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	222	1962	327	67.9%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>86.5%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	782	1980	1501	51.9%
1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	836	2120	1608	51.6%

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1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	153	1805	196	77.8%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	741	1980:1720	1360+20	53.7 : 53.7%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1268	2120	1466	86.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1357	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	10	-	130	1741	160	81.5%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	10	-	61	1807	166	36.8%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>27.1%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	99	Inf	365	27.1%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1268	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.6%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1504	Inf	2877	52.0%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2002	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1834	Inf	Inf	0.0%

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5/1	Ahead Right	U	N/A	N/A	-	-	-	-	433	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	414	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1761	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	739	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	2009	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1827	Inf	2837	64.4%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	987	Inf	1225	80.6%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	265	Inf	1131	23.4%
13/1		U	N/A	N/A	-	-	-	-	96	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	11	Inf	622	1.8%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2164	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	35	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>24.0%</b>
1/1		U	N/A	N/A	-	-	-	-	215	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	27	Inf	973	2.8%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	81	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	58	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	206	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	50	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	207	Inf	981	21.1%
9/1	Ahead	U	N/A	N/A	-	-	-	-	265	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	241	Inf	1000	24.0%



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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	90	Inf	932	9.6%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.3%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	99	Inf	540	18.3%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	274	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	67	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	207	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.4%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	67	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	43	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	31	Inf	700	4.4%
4/1	Ahead	U	N/A	N/A	-	-	-	-	90	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	35	Inf	827	4.2%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>81.6%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1369	Inf	2171	63.1%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1046	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	327	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1089	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	883	Inf	1082	81.6%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	4	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1770	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	934	Inf	1161	80.5%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	891	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8797</b>	<b>0</b>	<b>0</b>	<b>60.6</b>	<b>73.3</b>	<b>0.0</b>	<b>133.9</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>198</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>16.0</b>	<b>0.0</b>	<b>37.9</b>	-	-	-	-
1/1	499	499	-	-	-	1.6	1.2	-	2.9	20.8	7.4	1.2	8.7
1/2	518	518	-	-	-	1.8	1.4	-	3.2	22.1	7.8	1.4	9.2
1/3	481	481	-	-	-	1.7	1.1	-	2.8	21.1	7.1	1.1	8.2
2/1	582	582	-	-	-	0.4	0.0	-	0.4	2.5	1.7	0.0	1.7
2/2	522	522	-	-	-	0.3	0.0	-	0.3	2.3	1.1	0.0	1.1
3/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	112	112	-	-	-	0.5	0.4	-	0.9	29.2	1.7	0.4	2.1
4/2	131	131	-	-	-	0.8	0.5	-	1.3	36.7	1.9	0.5	2.4
5/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1259	1259	-	-	-	4.4	5.1	-	9.5	27.2	13.3	5.1	18.4
6/3	382	382	-	-	-	1.0	0.3	-	1.3	12.6	3.9	0.3	4.3
7/1	198	198	198	0	0	0.1	0.3	-	0.3	5.9	0.8	0.3	1.1
8/1	80	80	-	-	-	0.3	0.1	-	0.4	16.1	0.7	0.1	0.8
8/2	382	382	-	-	-	2.5	0.7	-	3.1	29.6	6.4	0.7	7.0
9/1	1454	1454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	523	523	-	-	-	1.5	0.6	-	2.0	14.0	6.6	0.6	7.1
10/2	453	453	-	-	-	1.2	0.4	-	1.6	12.7	5.4	0.4	5.8
10/3+10/4	852	852	-	-	-	2.1	0.4	-	2.5	10.6	14.9	0.4	15.4

LinSig V1 style report

11/1	425	425	-	-	-	0.9	1.4	-	2.3	19.8	1.6	1.4	3.0
11/2	427	427	-	-	-	0.9	1.5	-	2.4	20.0	1.6	1.5	3.0
12/1	473	473	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	739	739	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	96	96	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>28.9</b>	<b>0.0</b>	<b>37.7</b>	-	-	-	-
1/1	484	484	-	-	-	0.3	0.3	-	0.6	4.2	1.1	0.3	1.4
1/2	779	779	-	-	-	1.2	0.7	-	1.9	9.0	7.2	0.7	8.0
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	403	403	-	-	-	1.0	0.3	-	1.3	11.7	4.4	0.3	4.7
4/2+4/3	1367	1339	-	-	-	4.9	27.1	-	32.0	84.2	21.9	27.1	48.9
5/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>10.4</b>	<b>0.0</b>	<b>25.6</b>	-	-	-	-
1/1	407	407	-	-	-	0.2	0.2	-	0.3	3.1	1.7	0.2	1.9

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1/2	364	364	-	-	-	0.1	0.1	-	0.3	2.8	1.4	0.1	1.6
1/3	630	630	-	-	-	0.3	0.3	-	0.6	3.5	3.0	0.3	3.3
1/4+1/5	727	727	-	-	-	3.9	3.4	-	7.3	35.9	6.4	3.4	9.8
2/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1188	1188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	838	838	-	-	-	1.7	1.4	-	3.1	13.1	9.1	1.4	10.5
4/2	617	617	-	-	-	1.9	1.2	-	3.1	18.0	7.3	1.2	8.5
4/3	706	706	-	-	-	3.0	1.5	-	4.5	23.2	10.8	1.5	12.3
4/4	123	123	-	-	-	0.3	0.1	-	0.4	11.1	1.2	0.1	1.3
5/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	162	162	-	-	-	0.5	0.1	-	0.6	13.6	1.7	0.1	1.8
6/2	152	152	-	-	-	0.4	0.1	-	0.6	13.2	1.5	0.1	1.6
6/3	205	205	-	-	-	1.3	1.0	-	2.3	41.1	3.2	1.0	4.2
6/4	222	222	-	-	-	1.4	1.0	-	2.5	40.3	3.5	1.0	4.5
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>8.6</b>	<b>0.0</b>	<b>23.0</b>	-	-	-	-
1/1	779	779	-	-	-	1.2	0.5	-	1.8	8.3	10.2	0.5	10.7
1/2	829	829	-	-	-	1.3	0.5	-	1.9	8.1	10.8	0.5	11.4
1/3	152	152	-	-	-	2.2	1.6	-	3.8	90.6	4.9	1.6	6.5
2/2+2/1	741	741	-	-	-	1.8	0.6	-	2.4	11.7	11.8	0.6	12.3
2/3	1268	1268	-	-	-	5.0	3.1	-	8.1	22.9	32.4	3.1	35.5
3/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1357	1357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	130	130	-	-	-	1.9	1.9	-	3.9	107.3	4.2	1.9	6.2
6/2	61	61	-	-	-	0.9	0.3	-	1.2	68.4	1.9	0.3	2.2
<b>J5: WendleBury Road</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	99	99	99	0	0	0.1	0.2	-	0.2	8.7	0.7	0.2	0.9
2/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1268	1268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4585</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.7</b>	-	-	-	-
1/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1495	1495	1495	0	0	0.0	0.5	-	0.6	1.4	9.7	0.5	10.3
3/1	1994	1994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1827	1827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1761	1761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	2009	2009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1827	1827	1827	0	0	0.0	0.9	-	0.9	1.8	0.0	0.9	0.9
11/1	987	987	987	0	0	0.0	2.0	-	2.0	7.4	0.0	2.0	2.0
12/1	265	265	265	0	0	0.0	0.2	-	0.2	2.1	0.0	0.2	0.2
13/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.9	0.0	0.0	0.0
15/1	2163	2163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>564</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	27	27	27	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	207	207	207	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
9/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	240	240	240	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
11/1	90	90	90	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
<b>J8: Bicester Avenue</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	99	99	99	0	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1
2/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	35	35	35	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3186</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>5.1</b>	<b>0.0</b>	<b>5.3</b>	-	-	-	-																																																																
1/1	1369	1369	1369	0	0	0.1	0.9	-	0.9	2.4	7.3	0.9	8.2																																																																
2/1	1046	1046	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1089	1089	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	883	883	883	0	0	0.0	2.2	-	2.2	8.9	0.0	2.2	2.2																																																																
6/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1770	1770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	934	934	934	0	0	0.2	2.0	-	2.2	8.5	5.7	2.0	7.7																																																																
9/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	24	26
Change Point	15	44

**Stage Stream: 3**

Stage	1	2
Duration	19	31
Change Point	57	21

**C2**

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

**C3**

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

**C4**

Stage	1	2	3
Duration	0	5	81
Change Point	75	90	103

**C5**

Stage	1	2	3
Duration	72	9	5
Change Point	75	42	59



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	588	1900	665	88.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	561	1900	665	84.4%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	533	1900	665	80.2%
2/1	Ahead	U	1:2	N/A	C1:E		1	24	-	603	1900	792	76.2%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	24	-	553	1900	792	69.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1121	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	41	1900	253	16.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	77	1900	253	30.4%
5/1		U	N/A	N/A	-		-	-	-	1121	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	26	-	1164	1900:1900	695+855	74.9 : 75.2%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	26	-	337	1900	855	39.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	167	Inf	461	36.2%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	19	-	296	1900	633	46.7%
8/2	Right	U	1:3	N/A	C1:G		1	19	-	337	1900	633	53.2%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1246	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	31	-	593	1900	1013	58.5%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	31	-	645	1900	1013	63.7%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	31	-	984	1900:1900	950+950	51.8 : 51.8%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	492	1900	602	81.8%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	492	1900	602	81.8%
12/1	Ahead	U	N/A	N/A	-		-	-	-	720	1900	1900	37.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	961	1900	1900	50.6%
12/3	Right	U	N/A	N/A	-		-	-	-	21	1900	1900	1.1%
13/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.2%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	764	1900	1298	58.8%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	967	1900	1298	74.5%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	20	1900:1900	253+253	4.7 : 3.2%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	12	1900	538	2.2%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	8	1900	538	1.5%
3/1		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	422	1900	1077	39.2%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1141	1965:2105	897+458	84.2 : 84.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1020	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	541	1900:1900	507+279	68.9 : 68.9%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	105	1900	253	41.4%
7/1	Ahead	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	533	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>82.3%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	371	1940	1293	28.7%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	415	2080	1387	29.9%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	609	2080	1387	43.9%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	11	-	546	1805:1935	326+348	81.0 : 81.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	984	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	42	-	727	1805	1294	56.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	519	1940	776	66.9%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	670	2080	832	80.5%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	108	2080	832	13.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	11	344	1764	853	40.3%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	11	370	1891	914	40.5%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	452	1830	549	82.3%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	375	1962	589	63.7%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.3%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	863	1980	1518	56.9%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	978	2120	1625	60.2%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	14	-	170	1805	226	75.3%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	780	1980:1720	1311+58	57.0 : 57.0%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	1091	2120	1449	75.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1155	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	103	1741	145	71.0%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>35.3%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	328	35.3%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1091	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.5%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1733	Inf	3113	55.7%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	2044	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1776	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	755	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	851	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1657	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	443	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1871	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1882	Inf	2595	72.5%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	657	Inf	1286	51.1%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	487	Inf	1100	44.3%
13/1		U	N/A	N/A	-	-	-	-	136	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	453	1.5%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2501	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	60	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>25.5%</b>
1/1		U	N/A	N/A	-	-	-	-	24	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	209	Inf	967	21.6%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	253	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	72	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	55	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	234	Inf	916	25.5%
9/1	Ahead	U	N/A	N/A	-	-	-	-	487	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	132	Inf	1000	13.2%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	51	Inf	976	5.2%
<b>J8: Bicester Avenue</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.3%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	545	21.3%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	248	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	20	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	228	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.1%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	20	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	711	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	51	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	60	Inf	843	7.1%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>87.6%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1836	Inf	2096	87.6%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1283	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	656	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1237	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	910	Inf	1172	77.6%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	103	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1563	Inf	Inf	0.0%



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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	710	Inf	995	71.4%
9/1	Right Right2	U	N/A	N/A	-	-	-	756	Inf	Inf	0.0%	

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	9351	0	0	64.9	52.1	0.0	116.9	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	167	0	0	22.1	18.7	0.0	40.8	-	-	-	-
1/1	588	588	-	-	-	2.9	3.5	-	6.4	39.3	9.4	3.5	12.9
1/2	561	561	-	-	-	2.7	2.6	-	5.3	33.7	8.1	2.6	10.7
1/3	533	533	-	-	-	2.9	2.0	-	4.9	32.9	8.0	2.0	10.0
2/1	603	603	-	-	-	0.1	0.0	-	0.1	0.8	0.7	0.0	0.7
2/2	553	553	-	-	-	0.1	0.0	-	0.1	0.5	0.4	0.0	0.4
3/1	1121	1121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	41	41	-	-	-	0.2	0.1	-	0.3	28.1	0.6	0.1	0.7
4/2	77	77	-	-	-	0.5	0.2	-	0.7	31.9	1.2	0.2	1.4
5/1	1121	1121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1164	1164	-	-	-	4.3	1.5	-	5.8	17.8	8.8	1.5	10.2
6/3	337	337	-	-	-	1.0	0.3	-	1.4	14.5	3.7	0.3	4.1
7/1	167	167	167	0	0	0.1	0.3	-	0.4	7.6	0.6	0.3	0.9
8/1	296	296	-	-	-	0.9	0.4	-	1.3	15.8	4.2	0.4	4.7
8/2	337	337	-	-	-	0.6	0.6	-	1.1	12.1	4.6	0.6	5.2
9/1	1246	1246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	593	593	-	-	-	1.0	0.7	-	1.7	10.1	5.4	0.7	6.1
10/2	645	645	-	-	-	1.1	0.9	-	2.0	11.0	6.1	0.9	6.9
10/3+10/4	984	984	-	-	-	1.4	0.5	-	1.9	7.1	19.2	0.5	19.7

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11/1	492	492	-	-	-	1.2	2.2	-	3.4	24.6	6.5	2.2	8.7
11/2	492	492	-	-	-	1.2	2.2	-	3.4	24.6	6.5	2.2	8.7
12/1	720	720	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	961	961	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
12/3	21	21	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>6.6</b>	<b>0.0</b>	<b>15.8</b>	-	-	-	-
1/1	764	764	-	-	-	0.6	0.7	-	1.3	6.3	3.8	0.7	4.5
1/2	967	967	-	-	-	1.3	1.4	-	2.7	10.2	7.9	1.4	9.4
1/3+1/4	20	20	-	-	-	0.1	0.0	-	0.2	28.0	0.2	0.0	0.2
2/1	12	12	-	-	-	0.0	0.0	-	0.0	4.0	0.1	0.0	0.1
2/2	8	8	-	-	-	0.0	0.0	-	0.0	4.0	0.1	0.0	0.1
3/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	422	422	-	-	-	1.0	0.3	-	1.3	11.1	4.5	0.3	4.8
4/2+4/3	1141	1141	-	-	-	2.6	2.6	-	5.2	16.5	11.1	2.6	13.7
5/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	541	541	-	-	-	2.9	1.1	-	4.0	26.4	5.1	1.1	6.2
6/3	105	105	-	-	-	0.7	0.4	-	1.0	35.9	1.6	0.4	2.0
7/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>10.4</b>	<b>0.0</b>	<b>28.0</b>	-	-	-	-
1/1	371	371	-	-	-	0.4	0.2	-	0.6	6.1	2.5	0.2	2.7

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1/2	415	415	-	-	-	0.5	0.2	-	0.7	6.0	2.8	0.2	3.0
1/3	609	609	-	-	-	0.8	0.4	-	1.2	7.0	4.7	0.4	5.1
1/4+1/5	546	546	-	-	-	3.4	2.1	-	5.5	36.1	4.4	2.1	6.4
2/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	727	727	-	-	-	0.8	0.6	-	1.4	7.0	6.1	0.6	6.8
4/2	519	519	-	-	-	1.9	1.0	-	2.9	19.8	6.7	1.0	7.7
4/3	670	670	-	-	-	3.3	2.0	-	5.3	28.4	10.5	2.0	12.5
4/4	108	108	-	-	-	0.3	0.1	-	0.4	13.5	1.1	0.1	1.2
5/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	344	344	-	-	-	1.0	0.3	-	1.3	13.5	3.6	0.3	4.0
6/2	370	370	-	-	-	1.0	0.3	-	1.4	13.3	3.9	0.3	4.2
6/3	452	452	-	-	-	2.5	2.2	-	4.7	37.3	6.9	2.2	9.1
6/4	375	375	-	-	-	1.9	0.9	-	2.8	26.5	5.3	0.9	6.2
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>6.3</b>	<b>0.0</b>	<b>19.3</b>	-	-	-	-
1/1	863	863	-	-	-	1.4	0.7	-	2.0	8.5	11.7	0.7	12.4
1/2	978	978	-	-	-	1.6	0.8	-	2.4	8.8	13.9	0.8	14.6
1/3	170	170	-	-	-	2.4	1.5	-	3.8	81.5	5.4	1.5	6.9
2/2+2/1	780	780	-	-	-	2.0	0.7	-	2.7	12.3	12.7	0.7	13.4
2/3	1091	1091	-	-	-	3.7	1.5	-	5.2	17.1	23.6	1.5	25.1
3/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1155	1155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

4/2	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	103	103	-	-	-	1.5	1.2	-	2.7	94.1	3.3	1.2	4.5
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	116	116	116	0	0	0.1	0.3	-	0.4	12.0	1.2	0.3	1.5
2/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4766</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>2.9</b>	<b>0.0</b>	<b>3.0</b>	-	-	-	-
1/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1733	1733	1733	0	0	0.0	0.6	-	0.7	1.4	14.0	0.6	14.6
3/1	2044	2044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1776	1776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1657	1657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1871	1871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1882	1882	1882	0	0	0.0	1.3	-	1.3	2.5	0.0	1.3	1.3
11/1	657	657	657	0	0	0.0	0.5	-	0.5	2.9	0.0	0.5	0.5
12/1	487	487	487	0	0	0.1	0.4	-	0.5	4.0	4.1	0.4	4.5
13/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	4.0	0.0	0.0	0.0
15/1	2501	2501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>626</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	209	209	209	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	72	72	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	234	0	0	0.0	0.2	-	0.2	2.6	0.0	0.2	0.2
9/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	132	132	132	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
11/1	51	51	51	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>104</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	60	60	60	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3456</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>6.4</b>	<b>0.0</b>	<b>9.0</b>	-	-	-	-																																																																
1/1	1836	1836	1836	0	0	2.6	3.4	-	6.1	11.9	29.4	3.4	32.8																																																																
2/1	1283	1283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1237	1237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	910	910	910	0	0	0.0	1.7	-	1.7	6.8	0.0	1.7	1.7																																																																
6/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1563	1563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	710	710	710	0	0	0.0	1.2	-	1.2	6.3	0.0	1.2	1.2																																																																
9/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>1.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>24.28</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>18.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.32</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>41.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.01</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.79</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>9.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>28.02</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>19.27</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>1.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>116.95</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	1.8	Total Delay for Signalled Lanes (pcuHr):	24.28	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	18.2	Total Delay for Signalled Lanes (pcuHr):	7.32	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	41.4	Total Delay for Signalled Lanes (pcuHr):	8.01	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	6.9	Total Delay for Signalled Lanes (pcuHr):	15.79	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	9.3	Total Delay for Signalled Lanes (pcuHr):	28.02	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	19.4	Total Delay for Signalled Lanes (pcuHr):	19.27	Cycle Time (s):	120			PRC Over All Lanes (%)	1.8	Total Delay Over All Lanes(pcuHr):	116.95		
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

<b>Stage</b>	<b>1</b>	<b>2</b>	<b>3</b>
<b>Duration</b>	7	22	16
<b>Change Point</b>	0	12	39

**Stage Stream: 2**

<b>Stage</b>	<b>1</b>	<b>2</b>
<b>Duration</b>	32	18
<b>Change Point</b>	14	51

**Stage Stream: 3**

<b>Stage</b>	<b>1</b>	<b>2</b>
<b>Duration</b>	22	28
<b>Change Point</b>	10	37

**C2**

<b>Stage</b>	<b>1</b>	<b>2</b>	<b>3</b>
<b>Duration</b>	3	7	31
<b>Change Point</b>	32	41	53

**C3**

<b>Stage</b>	<b>1</b>	<b>2</b>	<b>3</b>
<b>Duration</b>	20	15	14
<b>Change Point</b>	52	14	36

**C4**

<b>Stage</b>	<b>1</b>	<b>2</b>	<b>3</b>
<b>Duration</b>	0	5	81
<b>Change Point</b>	71	86	99

**C5**

<b>Stage</b>	<b>1</b>	<b>2</b>	<b>3</b>
<b>Duration</b>	74	7	5
<b>Change Point</b>	71	40	55





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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	99.4%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
1/1	Left	U	1:1	N/A	C1:A		1	22	-	478	1900	728	65.6%
1/2	Ahead	U	1:1	N/A	C1:A		1	22	-	560	1900	728	76.9%
1/3	Ahead	U	1:1	N/A	C1:A		1	22	-	431	1900	728	59.2%
2/1	Ahead	U	1:2	N/A	C1:E		1	32	-	638	1900	1045	61.1%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	32	-	458	1900	1045	43.8%
3/1	Ahead	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	42	1900	253	16.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	105	1900	253	41.4%
5/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	18	-	765	1900:1900	304+602	84.4 : 84.4%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	18	-	341	1900	602	56.7%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	597	33.3%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	150	1900	728	20.6%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	341	1900	728	46.8%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1146	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	481	1900	918	52.4%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	393	1900	918	42.8%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	596	1900:1900	909+897	33.0 : 33.0%
11/1	Ahead	U	1:1	N/A	C1:C		1	16	-	300	1900	538	55.7%
11/2	Ahead	U	1:1	N/A	C1:C		1	16	-	296	1900	538	55.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	499	1900	1900	26.3%
12/2	Ahead	U	N/A	N/A	-		-	-	-	734	1900	1900	38.6%
12/3	Right	U	N/A	N/A	-		-	-	-	0	1900	1900	0.0%
13/1		U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>99.4%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	530	1900	1298	40.8%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	755	1900	1298	58.2%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	401	1900	1077	37.2%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1310	1965:2105	930+387	<b>99.4 : 99.4%</b>
5/1	Ahead	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+261	20.7 : 20.7%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>86.2%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	42	-	338	1940	1390	24.3%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	42	-	281	2080	1491	18.9%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	42	-	423	2080	1491	28.4%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	17	-	743	1805:1935	418+445	86.2 : 86.2%
2/1	Ahead	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1196	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	36	-	836	1805	1113	75.1%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	310	1940	679	45.7%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	463	2080	728	63.6%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	102	2080	728	14.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	17	150	1764	941	15.9%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	17	166	1891	1009	16.5%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	14	-	255	1830	457	55.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	14	-	173	1962	491	35.3%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.9%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	460	1980	1518	30.3%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	587	2120	1625	36.1%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	144	1805	196	73.6%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	83	-	593	1980:1720	1369+28	42.4 : 42.4%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	83	-	1091	2120	1484	73.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1166	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	113	1741	145	77.9%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	30	1807	151	19.9%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.4%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	103	Inf	481	21.4%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1091	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.2%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	934	Inf	2833	33.0%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1488	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1300	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	402	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	443	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1469	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	794	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1684	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1597	Inf	2859	55.9%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	1009	Inf	1397	72.2%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	214	Inf	1445	14.8%
13/1		U	N/A	N/A	-	-	-	-	98	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	11	Inf	753	1.5%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	1901	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	39	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>24.0%</b>
1/1		U	N/A	N/A	-	-	-	-	215	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	27	Inf	967	2.8%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	58	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	201	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	156	Inf	981	15.9%
9/1	Ahead	U	N/A	N/A	-	-	-	-	214	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	240	Inf	1000	24.0%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	113	Inf	933	12.1%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.9%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	103	Inf	546	18.9%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	246	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	86	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	103	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	160	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.8%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	86	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	43	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	31	Inf	696	4.5%
4/1	Ahead	U	N/A	N/A	-	-	-	-	113	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	39	Inf	820	4.8%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>79.4%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1391	Inf	2170	64.1%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1077	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	319	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1149	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	897	Inf	1130	79.4%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1711	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	891	Inf	1139	78.2%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	819	Inf	Inf	0.0%



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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	7955	0	0	48.6	49.0	0.0	97.6	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	199	0	0	18.2	10.7	0.0	29.0	-	-	-	-
1/1	478	478	-	-	-	1.6	0.9	-	2.5	19.0	5.5	0.9	6.5
1/2	560	560	-	-	-	1.9	1.6	-	3.6	22.9	7.2	1.6	8.8
1/3	431	431	-	-	-	1.4	0.7	-	2.2	18.1	5.0	0.7	5.7
2/1	638	638	-	-	-	0.2	0.0	-	0.2	1.0	1.3	0.0	1.3
2/2	458	458	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
3/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	42	42	-	-	-	0.3	0.1	-	0.4	31.2	0.6	0.1	0.7
4/2	105	105	-	-	-	0.7	0.4	-	1.0	35.5	1.6	0.4	2.0
5/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	765	765	-	-	-	3.9	2.6	-	6.5	30.4	7.8	2.6	10.4
6/3	341	341	-	-	-	1.6	0.7	-	2.3	23.9	4.6	0.7	5.3
7/1	199	199	199	0	0	0.0	0.2	-	0.3	4.9	0.5	0.2	0.7
8/1	150	150	-	-	-	0.4	0.1	-	0.6	13.4	1.8	0.1	2.0
8/2	341	341	-	-	-	1.2	0.4	-	1.7	17.6	5.7	0.4	6.1
9/1	1146	1146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	481	481	-	-	-	1.1	0.5	-	1.6	12.0	3.9	0.5	4.4
10/2	393	393	-	-	-	0.8	0.4	-	1.2	11.0	3.0	0.4	3.3
10/3+10/4	596	596	-	-	-	1.5	0.2	-	1.8	10.8	16.5	0.2	16.7

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11/1	300	300	-	-	-	0.8	0.6	-	1.4	16.7	1.3	0.6	2.0
11/2	296	296	-	-	-	0.8	0.6	-	1.4	16.7	1.3	0.6	1.9
12/1	499	499	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	734	734	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>18.1</b>	<b>0.0</b>	<b>25.2</b>	-	-	-	-
1/1	530	530	-	-	-	0.1	0.3	-	0.4	3.0	1.1	0.3	1.4
1/2	755	755	-	-	-	0.6	0.7	-	1.3	6.4	5.1	0.7	5.8
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	401	401	-	-	-	1.0	0.3	-	1.3	11.2	4.3	0.3	4.5
4/2+4/3	1310	1310	-	-	-	3.9	16.3	-	20.2	55.6	19.0	16.3	35.3
5/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>7.4</b>	<b>0.0</b>	<b>20.2</b>	-	-	-	-
1/1	338	338	-	-	-	0.3	0.2	-	0.4	4.6	1.9	0.2	2.0

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1/2	281	281	-	-	-	0.2	0.1	-	0.3	4.3	1.5	0.1	1.6
1/3	423	423	-	-	-	0.4	0.2	-	0.6	4.7	2.5	0.2	2.7
1/4+1/5	743	743	-	-	-	3.8	3.0	-	6.8	32.8	6.4	3.0	9.4
2/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1196	1196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	836	836	-	-	-	1.8	1.5	-	3.3	14.1	8.7	1.5	10.1
4/2	310	310	-	-	-	1.1	0.4	-	1.5	17.3	3.9	0.4	4.3
4/3	463	463	-	-	-	2.0	0.9	-	2.9	22.7	5.3	0.9	6.2
4/4	102	102	-	-	-	0.4	0.1	-	0.4	15.6	1.0	0.1	1.1
5/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	150	150	-	-	-	0.3	0.1	-	0.4	9.4	1.3	0.1	1.3
6/2	166	166	-	-	-	0.3	0.1	-	0.4	9.3	1.4	0.1	1.5
6/3	255	255	-	-	-	1.4	0.6	-	2.0	28.5	3.7	0.6	4.3
6/4	173	173	-	-	-	0.9	0.3	-	1.2	24.2	2.4	0.3	2.6
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>5.3</b>	<b>0.0</b>	<b>15.4</b>	-	-	-	-
1/1	460	460	-	-	-	0.5	0.2	-	0.8	6.0	4.6	0.2	4.8
1/2	587	587	-	-	-	0.7	0.3	-	1.0	6.3	6.2	0.3	6.5
1/3	144	144	-	-	-	2.1	1.3	-	3.4	85.1	4.6	1.3	6.0
2/2+2/1	593	593	-	-	-	1.2	0.4	-	1.6	9.8	8.1	0.4	8.4
2/3	1091	1091	-	-	-	3.4	1.4	-	4.7	15.7	22.4	1.4	23.8
3/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1166	1166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	113	113	-	-	-	1.7	1.6	-	3.3	104.9	3.7	1.6	5.3
6/2	30	30	-	-	-	0.4	0.1	-	0.6	66.2	0.9	0.1	1.0
<b>J5: WendleBury Road</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	5.1	0.3	0.1	0.5
2/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3765</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	-	-	-	-
1/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	934	934	934	0	0	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
3/1	1488	1488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1300	1300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1469	1469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1684	1684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1597	1597	1597	0	0	0.0	0.6	-	0.6	1.4	0.0	0.6	0.6
11/1	1009	1009	1009	0	0	0.0	1.3	-	1.3	4.6	0.0	1.3	1.3
12/1	214	214	214	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
13/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
15/1	1901	1901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>536</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	27	27	27	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	156	156	156	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	240	240	240	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
11/1	113	113	113	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
<b>J8: Bicester Avenue</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1
2/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	39	39	39	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3179</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>4.6</b>	<b>0.0</b>	<b>5.0</b>	-	-	-	-																																																																
1/1	1391	1391	1391	0	0	0.2	0.9	-	1.1	2.9	10.3	0.9	11.1																																																																
2/1	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1149	1149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	897	897	897	0	0	0.0	1.9	-	1.9	7.6	0.0	1.9	1.9																																																																
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1711	1711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	891	891	891	0	0	0.2	1.8	-	2.0	7.9	6.4	1.8	8.2																																																																
9/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>17.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.42</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>6.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.97</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>71.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.80</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-10.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>25.20</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>4.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.21</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>15.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.39</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-10.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>97.63</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	17.1	Total Delay for Signalled Lanes (pcuHr):	12.42	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	6.6	Total Delay for Signalled Lanes (pcuHr):	8.97	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	71.8	Total Delay for Signalled Lanes (pcuHr):	6.80	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-10.5	Total Delay for Signalled Lanes (pcuHr):	25.20	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	4.5	Total Delay for Signalled Lanes (pcuHr):	20.21	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):	15.39	Cycle Time (s):	120			PRC Over All Lanes (%)	-10.5	Total Delay Over All Lanes(pcuHr):	97.63		
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	36	14
Change Point	9	50

**Stage Stream: 3**

Stage	1	2
Duration	15	35
Change Point	54	14

**C2**

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

**C3**

Stage	1	2	3
Duration	17	11	21
Change Point	31	50	8

**C4**

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

**C5**

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





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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	89.5%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	89.5%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	555	1900	760	73.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	582	1900	760	76.6%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	484	1900	760	63.7%
2/1	Ahead	U	1:2	N/A	C1:E		1	36	-	632	1900	1172	53.9%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	36	-	496	1900	1172	42.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	976	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	36	1900	253	14.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	62	1900	253	24.5%
5/1		U	N/A	N/A	-		-	-	-	976	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	14	-	762	1900:1900	475+475	70.9 : 89.5%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	14	-	284	1900	475	59.8%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	168	Inf	472	35.6%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	15	-	309	1900	507	61.0%
8/2	Right	U	1:3	N/A	C1:G		1	15	-	284	1900	507	56.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1057	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	35	-	555	1900	1140	48.7%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	35	-	645	1900	1140	56.6%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	35	-	767	1900:1900	954+946	40.4 : 40.4%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	385	1900	507	76.0%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	382	1900	507	75.4%
12/1	Ahead	U	N/A	N/A	-		-	-	-	694	1900	1900	36.5%
12/2	Ahead	U	N/A	N/A	-		-	-	-	928	1900	1900	48.8%
12/3	Right	U	N/A	N/A	-		-	-	-	1	1900	1900	0.1%
13/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	968	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.4%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	725	1900	1298	55.8%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	942	1900	1298	72.6%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	26	1900:1900	253+0	10.3 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	26	1900	538	4.8%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	419	1900	1077	38.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1082	1965:2105	920+409	81.4 : 81.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	996	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	539	1900:1900	507+271	69.3 : 69.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.1%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	35	-	380	1940	1164	32.6%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	35	-	316	2080	1248	25.3%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	35	-	447	2080	1248	35.8%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	13	-	544	1805:1935	356+380	73.9 : 73.9%
2/1	Ahead	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	40	-	725	1805	1233	58.8%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	332	1940	582	57.0%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	434	2080	624	69.6%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	90	2080	624	14.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	13	331	1764	1029	32.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	13	376	1891	1103	34.1%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	21	-	504	1830	671	75.1%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	21	-	320	1962	719	44.5%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.9%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	663	1980	1518	43.7%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	731	2120	1625	45.0%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	14	-	169	1805	226	74.9%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	692	1980:1720	1304+65	50.5 : 50.5%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	935	2120	1449	64.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	93	1741	145	64.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>28.0%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	414	28.0%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>66.6%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1273	Inf	3099	41.1%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1603	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1286	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	772	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	917	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1447	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	461	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1627	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1719	Inf	2582	66.6%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	641	Inf	1410	45.5%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	455	Inf	1374	33.1%
13/1		U	N/A	N/A	-	-	-	-	134	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	525	1.3%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2357	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>22.0%</b>
1/1		U	N/A	N/A	-	-	-	-	24	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	209	Inf	967	21.6%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	100	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	253	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	72	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	56	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	202	Inf	916	22.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	455	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	131	Inf	1000	13.1%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	52	Inf	976	5.3%
<b>J8: Bicester Avenue</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.4%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	542	21.4%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	261	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	22	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	239	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	22	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	710	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	52	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	59	Inf	842	7.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>		-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>85.4%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1773	Inf	2077	85.4%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1261	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	641	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1247	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	918	Inf	1202	76.4%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	129	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1501	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	698	Inf	1010	69.1%
9/1	Right Right2	U	N/A	N/A	-	-	-	712	Inf	Inf	0.0%	

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	8581	0	0	54.1	39.7	0.0	93.8	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	168	0	0	17.5	13.7	0.0	31.2	-	-	-	-
1/1	555	555	-	-	-	2.0	1.3	-	3.3	21.4	6.6	1.3	7.9
1/2	582	582	-	-	-	2.0	1.6	-	3.6	22.3	7.4	1.6	9.0
1/3	484	484	-	-	-	1.5	0.9	-	2.4	17.6	6.1	0.9	7.0
2/1	632	632	-	-	-	0.0	0.0	-	0.0	0.3	0.8	0.0	0.8
2/2	496	496	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
3/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	36	36	-	-	-	0.2	0.1	-	0.3	30.6	0.5	0.1	0.6
4/2	62	62	-	-	-	0.4	0.2	-	0.6	32.2	0.9	0.2	1.1
5/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	762	762	-	-	-	4.5	2.0	-	6.5	30.6	6.7	2.0	8.7
6/3	284	284	-	-	-	1.6	0.7	-	2.3	29.2	4.1	0.7	4.8
7/1	168	168	168	0	0	0.0	0.3	-	0.3	6.6	0.5	0.3	0.7
8/1	309	309	-	-	-	0.6	0.8	-	1.3	15.5	2.6	0.8	3.4
8/2	284	284	-	-	-	0.1	0.6	-	0.7	8.7	0.1	0.6	0.7
9/1	1057	1057	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	555	555	-	-	-	0.7	0.5	-	1.2	7.6	3.4	0.5	3.9
10/2	645	645	-	-	-	0.6	0.6	-	1.2	6.8	3.8	0.6	4.4
10/3+10/4	767	767	-	-	-	0.7	0.3	-	1.0	4.9	18.1	0.3	18.4



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11/1	385	385	-	-	-	1.4	1.5	-	2.9	27.2	5.0	1.5	6.5
11/2	382	382	-	-	-	1.4	1.5	-	2.8	26.8	5.0	1.5	6.5
12/1	694	694	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	928	928	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
13/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>6.0</b>	<b>0.0</b>	<b>15.0</b>	-	-	-	-
1/1	725	725	-	-	-	0.8	0.6	-	1.4	7.0	4.9	0.6	5.5
1/2	942	942	-	-	-	1.2	1.3	-	2.5	9.7	8.5	1.3	9.8
1/3+1/4	26	26	-	-	-	0.1	0.1	-	0.2	21.3	0.4	0.1	0.5
2/1	26	26	-	-	-	0.0	0.0	-	0.0	4.1	0.3	0.0	0.3
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	419	419	-	-	-	0.9	0.3	-	1.2	10.7	4.3	0.3	4.6
4/2+4/3	1082	1082	-	-	-	2.4	2.2	-	4.6	15.3	10.2	2.2	12.4
5/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	996	996	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	539	539	-	-	-	2.9	1.1	-	4.0	26.6	5.2	1.1	6.3
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>7.0</b>	<b>0.0</b>	<b>22.1</b>	-	-	-	-
1/1	380	380	-	-	-	0.6	0.2	-	0.9	8.3	3.1	0.2	3.3

LinSig V1 style report

1/2	316	316	-	-	-	0.5	0.2	-	0.7	7.6	2.5	0.2	2.6
1/3	447	447	-	-	-	0.8	0.3	-	1.0	8.4	3.7	0.3	4.0
1/4+1/5	544	544	-	-	-	3.1	1.4	-	4.5	29.9	4.1	1.4	5.5
2/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	725	725	-	-	-	0.9	0.7	-	1.6	7.9	7.2	0.7	7.9
4/2	332	332	-	-	-	1.5	0.7	-	2.2	23.5	4.0	0.7	4.6
4/3	434	434	-	-	-	2.4	1.1	-	3.5	29.1	6.8	1.1	7.9
4/4	90	90	-	-	-	0.4	0.1	-	0.5	18.6	1.1	0.1	1.2
5/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	331	331	-	-	-	0.6	0.2	-	0.8	9.0	2.8	0.2	3.0
6/2	376	376	-	-	-	0.7	0.3	-	0.9	9.0	3.2	0.3	3.5
6/3	504	504	-	-	-	2.3	1.5	-	3.8	27.2	7.3	1.5	8.8
6/4	320	320	-	-	-	1.3	0.4	-	1.7	18.9	4.0	0.4	4.4
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>4.6</b>	<b>0.0</b>	<b>15.1</b>	-	-	-	-
1/1	663	663	-	-	-	0.9	0.4	-	1.3	7.0	7.7	0.4	8.1
1/2	731	731	-	-	-	1.0	0.4	-	1.4	7.0	8.5	0.4	8.9
1/3	169	169	-	-	-	2.4	1.4	-	3.8	81.0	5.4	1.4	6.8
2/2+2/1	692	692	-	-	-	1.7	0.5	-	2.2	11.5	10.2	0.5	10.8
2/3	935	935	-	-	-	2.8	0.9	-	3.7	14.2	17.4	0.9	18.3
3/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	93	93	-	-	-	1.4	0.9	-	2.2	86.7	3.0	0.9	3.9
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.2	-	0.2	7.1	0.6	0.2	0.8
2/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4095</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	-	-	-	-
1/1	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1273	1273	1273	0	0	0.0	0.3	-	0.3	1.0	0.0	0.3	0.3
3/1	1603	1603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1286	1286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1447	1447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1627	1627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1719	1719	1719	0	0	0.0	1.0	-	1.0	2.1	0.0	1.0	1.0
11/1	641	641	641	0	0	0.0	0.4	-	0.4	2.3	0.0	0.4	0.4
12/1	455	455	455	0	0	0.0	0.2	-	0.2	2.0	0.3	0.2	0.5
13/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.5	0.0	0.0	0.0
15/1	2357	2357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>594</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	209	209	209	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
3/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	72	72	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	202	202	202	0	0	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1
9/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	131	131	131	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
11/1	52	52	52	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3389</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>5.6</b>	<b>0.0</b>	<b>7.6</b>	-	-	-	-																																																																
1/1	1773	1773	1773	0	0	2.0	2.9	-	4.9	9.9	27.9	2.9	30.7																																																																
2/1	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1247	1247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	918	918	918	0	0	0.0	1.6	-	1.6	6.3	0.0	1.6	1.6																																																																
6/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1501	1501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	698	698	698	0	0	0.0	1.1	-	1.1	5.7	0.0	1.1	1.1																																																																
9/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
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**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	26	24
Change Point	14	45

**Stage Stream: 3**

Stage	1	2
Duration	22	28
Change Point	11	38

**C2**

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

**C3**

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

**C4**

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

**C5**

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



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	444	1900	760	58.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	490	1900	760	64.5%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	422	1900	760	55.5%
2/1	Ahead	U	1:2	N/A	C1:E		1	26	-	559	1900	855	65.4%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	26	-	452	1900	855	52.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	62	1900	253	24.5%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	99	1900	253	39.1%
5/1		U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	24	-	1117	1900:1900	423+792	92.0 : 92.0%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	24	-	331	1900	792	41.8%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	685	29.1%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	108	1900	728	14.8%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	331	1900	728	45.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1287	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	331	1900	918	36.0%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	328	1900	918	35.7%



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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	660	1900:1900	907+907	36.4 : 36.4%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	330	1900	507	65.1%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	330	1900	507	65.1%
12/1	Ahead	U	N/A	N/A	-		-	-	-	312	1900	1900	16.4%
12/2	Ahead	U	N/A	N/A	-		-	-	-	640	1900	1900	33.7%
12/3	Right	U	N/A	N/A	-		-	-	-	19	1900	1900	1.0%
13/1		U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>95.2%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	326	1900	1298	25.1%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	683	1900	1298	52.6%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	300	1900	1077	27.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1269	1965:2105	916+417	<b>95.2 : 95.2%</b>
5/1	Ahead	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	87	1900:1900	507+267	11.3 : 11.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	61	1900	253	24.1%
7/1	Ahead	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	422	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>77.7%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	205	1940	1552	13.2%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	269	2080	1664	16.2%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	462	2080	1664	27.8%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	476	1805:1935	300+313	77.7 : 77.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	803	1805	1354	59.3%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	484	1940	1099	44.0%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	624	2080	1179	52.9%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	109	2080	1179	9.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	122	1764	559	21.8%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	111	1891	599	18.5%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	185	1830	305	60.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	198	1962	327	60.6%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.1%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	606	1980	1485	40.8%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	712	2120	1590	44.8%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	132	1805	196	67.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	440	1980:1720	1342+22	32.3 : 32.3%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	850	2120	1449	58.7%
3/1	Ahead	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	11	-	129	1741	174	74.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	11	-	26	1807	181	14.4%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>22.1%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	95	Inf	429	22.1%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>49.7%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1201	Inf	3129	38.4%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1394	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1264	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	361	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	301	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1264	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	424	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1290	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1435	Inf	2890	49.7%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	450	Inf	1518	29.6%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	231	Inf	1503	15.4%
13/1		U	N/A	N/A	-	-	-	-	232	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	1	Inf	922	0.1%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	1564	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	37	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>23.1%</b>
1/1		U	N/A	N/A	-	-	-	-	226	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	28	Inf	967	2.9%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	194	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	172	Inf	980	17.5%
9/1	Ahead	U	N/A	N/A	-	-	-	-	231	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	231	Inf	1000	23.1%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	131	Inf	936	14.0%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>17.4%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	95	Inf	547	17.4%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	238	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	106	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	95	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	132	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.6%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	106	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	43	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	31	Inf	692	4.5%
4/1	Ahead	U	N/A	N/A	-	-	-	-	131	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	37	Inf	813	4.6%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>71.8%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1070	Inf	2170	49.3%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	813	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	262	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1024	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	863	Inf	1202	71.8%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1569	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	922	Inf	1324	69.6%
9/1	Right Right2	U	N/A	N/A	-	-	-	711	Inf	Inf	0.0%	

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>7192</b>	<b>0</b>	<b>0</b>	<b>42.6</b>	<b>35.4</b>	<b>0.0</b>	<b>78.0</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>12.0</b>	<b>0.0</b>	<b>29.3</b>	-	-	-	-
1/1	444	444	-	-	-	1.2	0.7	-	1.9	15.3	4.3	0.7	5.0
1/2	490	490	-	-	-	1.3	0.9	-	2.3	16.5	4.9	0.9	5.8
1/3	422	422	-	-	-	1.2	0.6	-	1.8	15.2	4.4	0.6	5.1
2/1	559	559	-	-	-	0.2	0.0	-	0.2	1.6	1.3	0.0	1.3
2/2	452	452	-	-	-	0.1	0.0	-	0.1	1.1	0.6	0.0	0.6
3/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	62	62	-	-	-	0.3	0.2	-	0.5	29.4	0.9	0.2	1.1
4/2	99	99	-	-	-	0.6	0.3	-	1.0	35.0	1.5	0.3	1.8
5/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1117	1117	-	-	-	4.7	5.2	-	9.9	31.9	11.3	5.2	16.5
6/3	331	331	-	-	-	1.1	0.4	-	1.5	16.3	3.9	0.4	4.2
7/1	199	199	199	0	0	0.0	0.2	-	0.2	4.1	0.5	0.2	0.7
8/1	108	108	-	-	-	0.3	0.1	-	0.4	14.5	1.1	0.1	1.2
8/2	331	331	-	-	-	1.7	0.4	-	2.1	23.0	5.5	0.4	5.9
9/1	1287	1287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	331	331	-	-	-	0.7	0.3	-	1.0	10.5	3.9	0.3	4.2
10/2	328	328	-	-	-	0.7	0.3	-	1.0	11.1	3.2	0.3	3.5
10/3+10/4	660	660	-	-	-	1.3	0.3	-	1.6	8.8	14.9	0.3	15.1

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11/1	330	330	-	-	-	0.8	0.9	-	1.7	18.4	1.2	0.9	2.1
11/2	330	330	-	-	-	0.8	0.9	-	1.7	18.4	1.2	0.9	2.1
12/1	312	312	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	640	640	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/3	19	19	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>9.1</b>	<b>0.0</b>	<b>14.6</b>	-	-	-	-
1/1	326	326	-	-	-	0.0	0.2	-	0.2	2.3	0.7	0.2	0.9
1/2	683	683	-	-	-	0.6	0.6	-	1.1	5.9	4.9	0.6	5.4
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	300	300	-	-	-	0.6	0.2	-	0.8	10.0	2.8	0.2	3.0
4/2+4/3	1269	1269	-	-	-	3.5	7.9	-	11.5	32.5	16.7	7.9	24.7
5/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	87	87	-	-	-	0.4	0.1	-	0.5	19.2	0.7	0.1	0.8
6/3	61	61	-	-	-	0.4	0.2	-	0.6	32.7	0.9	0.2	1.1
7/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>5.6</b>	<b>0.0</b>	<b>15.6</b>	-	-	-	-
1/1	205	205	-	-	-	0.1	0.1	-	0.2	2.7	0.7	0.1	0.8



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1/2	269	269	-	-	-	0.1	0.1	-	0.2	2.7	1.0	0.1	1.1
1/3	462	462	-	-	-	0.2	0.2	-	0.4	3.0	1.9	0.2	2.1
1/4+1/5	476	476	-	-	-	3.2	1.7	-	4.9	36.7	3.8	1.7	5.5
2/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	803	803	-	-	-	0.6	0.7	-	1.4	6.2	4.7	0.7	5.4
4/2	484	484	-	-	-	0.8	0.4	-	1.2	8.7	4.0	0.4	4.4
4/3	624	624	-	-	-	1.5	0.6	-	2.1	12.0	6.8	0.6	7.3
4/4	109	109	-	-	-	0.2	0.1	-	0.2	7.2	0.8	0.1	0.9
5/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	122	122	-	-	-	0.5	0.1	-	0.6	19.2	1.5	0.1	1.6
6/2	111	111	-	-	-	0.5	0.1	-	0.6	18.6	1.3	0.1	1.4
6/3	185	185	-	-	-	1.2	0.8	-	2.0	38.0	2.8	0.8	3.6
6/4	198	198	-	-	-	1.3	0.8	-	2.0	37.0	3.0	0.8	3.8
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>4.1</b>	<b>0.0</b>	<b>13.6</b>	-	-	-	-
1/1	606	606	-	-	-	0.9	0.3	-	1.3	7.5	7.2	0.3	7.6
1/2	712	712	-	-	-	1.1	0.4	-	1.5	7.7	8.9	0.4	9.3
1/3	132	132	-	-	-	1.9	1.0	-	2.9	78.9	4.2	1.0	5.2
2/2+2/1	440	440	-	-	-	0.9	0.2	-	1.2	9.6	5.8	0.2	6.0
2/3	850	850	-	-	-	2.4	0.7	-	3.1	13.0	14.9	0.7	15.6
3/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

4/2	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	129	129	-	-	-	1.9	1.3	-	3.2	90.2	4.2	1.3	5.5
6/2	26	26	-	-	-	0.4	0.1	-	0.4	61.0	0.8	0.1	0.9
<b>J5: WendleBury Road</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.2	6.3	0.5	0.1	0.6
2/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3318</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	-	-	-	-
1/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1201	1201	1201	0	0	0.0	0.3	-	0.3	0.9	0.0	0.3	0.3
3/1	1394	1394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1264	1264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1264	1264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1290	1290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1435	1435	1435	0	0	0.0	0.5	-	0.5	1.2	0.0	0.5	0.5
11/1	450	450	450	0	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
12/1	231	231	231	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	1	1	1	0	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
15/1	1564	1564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>562</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	28	28	28	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	172	172	172	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	231	231	231	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
11/1	131	131	131	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
<b>J8: Bicester Avenue</b>	-	-	<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1
2/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	37	37	37	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J10: Middleton Stoney Road</b>	-	-	<b>2855</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>2.9</b>	<b>0.0</b>	<b>3.1</b>	-	-	-	-
1/1	1070	1070	1070	0	0	0.1	0.5	-	0.6	2.0	7.9	0.5	8.4
2/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	863	863	863	0	0	0.0	1.3	-	1.3	5.3	0.0	1.3	1.3
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1569	1569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	922	922	922	0	0	0.1	1.1	-	1.2	4.8	4.9	1.1	6.0
9/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%)	38.2	Total Delay for Signalled Lanes (pcuHr):	10.78	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%)	-2.2	Total Delay for Signalled Lanes (pcuHr):	11.78	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%)	98.0	Total Delay for Signalled Lanes (pcuHr):	6.13	Cycle Time (s):	60
C2		PRC for Signalled Lanes (%)	-5.8	Total Delay for Signalled Lanes (pcuHr):	14.65	Cycle Time (s):	60
C3		PRC for Signalled Lanes (%)	15.9	Total Delay for Signalled Lanes (pcuHr):	15.64	Cycle Time (s):	60
C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120
C5		PRC for Signalled Lanes (%)	21.5	Total Delay for Signalled Lanes (pcuHr):	13.59	Cycle Time (s):	120
		PRC Over All Lanes (%)	-5.8	Total Delay Over All Lanes(pcuHr):	78.05		

**Stage Timings**

**Scenario 50: 'D26PM OP8 B1B'** (FG60: 'D26PM OP8 B1B', Plan 1: 'B26AM')

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	29	21
Change Point	15	49

**Stage Stream: 3**

Stage	1	2
Duration	18	32
Change Point	15	38

**C2**

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

**C3**

Stage	1	2	3
Duration	23	7	19
Change Point	52	17	31

**C4**

Stage	1	2	3
Duration	0	5	81
Change Point	75	90	103

**C5**

Stage	1	2	3
Duration	73	8	5
Change Point	75	43	59



LinSig V1 style report

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.7%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	566	1900	665	85.1%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	508	1900	665	76.4%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	483	1900	665	72.6%
2/1	Ahead	U	1:2	N/A	C1:E		1	29	-	558	1900	950	58.7%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	29	-	495	1900	950	52.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1102	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	41	1900	253	16.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	83	1900	253	32.8%
5/1		U	N/A	N/A	-		-	-	-	1102	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	21	-	1011	1900:1900	571+697	74.6 : 84.0%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	21	-	330	1900	697	47.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	181	Inf	507	35.7%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	18	-	213	1900	602	35.4%
8/2	Right	U	1:3	N/A	C1:G		1	18	-	330	1900	602	54.8%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	32	-	609	1900	1045	58.3%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	32	-	573	1900	1045	54.8%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	32	-	991	1900:1900	949+951	52.2 : 52.2%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	495	1900	602	82.3%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	496	1900	602	82.4%
12/1	Ahead	U	N/A	N/A	-		-	-	-	631	1900	1900	33.2%
12/2	Ahead	U	N/A	N/A	-		-	-	-	879	1900	1900	46.3%
12/3	Right	U	N/A	N/A	-		-	-	-	24	1900	1900	1.3%
13/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	913	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>85.7%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	678	1900	1298	52.2%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	911	1900	1298	70.2%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	2	1900:1900	253+0	0.8 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	2	1900	538	0.4%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	309	1900	1077	28.7%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1143	1965:2105	916+418	85.7 : 85.7%
5/1	Ahead	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	414	1900:1900	507+297	51.5 : 51.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	100	1900	253	39.5%
7/1	Ahead	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%



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7/3	Ahead	U	N/A	N/A	-	-	-	-	483	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>74.7%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	37	-	434	1940	1229	35.3%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	37	-	320	2080	1317	24.3%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	37	-	612	2080	1317	46.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	458	1805:1935	297+316	74.7 : 74.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	622	1805	1354	45.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	521	1940	776	67.1%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	603	2080	832	72.5%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	105	2080	832	12.6%
5/1	Ahead	U	N/A	N/A	-		-	-	-	821	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	9	300	1764	853	35.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	9	333	1891	914	36.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	19	-	428	1830	610	70.2%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	19	-	379	1962	654	58.0%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.5%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	821	1980	1518	54.1%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	880	2120	1625	54.1%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	13	-	161	1805	211	76.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	742	1980:1720	1329+56	53.6 : 53.6%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1007	2120	1466	68.7%
3/1	Ahead	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1070	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	105	1741	145	72.4%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	20	1807	151	13.3%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>32.3%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	115	Inf	356	32.3%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>67.4%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1533	Inf	3127	49.0%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1844	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1578	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	644	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	804	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1587	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	426	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1749	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1806	Inf	2678	67.4%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	588	Inf	1327	44.3%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	378	Inf	1224	30.9%
13/1		U	N/A	N/A	-	-	-	-	66	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	512	1.4%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2384	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>20.0%</b>
1/1		U	N/A	N/A	-	-	-	-	10	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	147	Inf	969	15.2%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	93	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	191	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	56	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	49	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	187	Inf	937	20.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	378	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	115	Inf	1000	11.5%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	47	Inf	981	4.8%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.6%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	115	Inf	533	21.6%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	303	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	17	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	115	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	286	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	17	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	711	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	47	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	59	Inf	844	7.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>81.5%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1689	Inf	2072	81.5%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1214	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	611	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1215	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	888	Inf	1210	73.4%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	136	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1452	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	701	Inf	1043	67.2%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	700	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8600</b>	<b>0</b>	<b>0</b>	<b>59.1</b>	<b>42.9</b>	<b>0.0</b>	<b>101.9</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>181</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>16.5</b>	<b>0.0</b>	<b>39.2</b>	-	-	-	-
1/1	566	566	-	-	-	2.4	2.7	-	5.1	32.7	8.1	2.7	10.8
1/2	508	508	-	-	-	2.0	1.6	-	3.6	25.8	6.6	1.6	8.2
1/3	483	483	-	-	-	1.9	1.3	-	3.2	24.0	6.6	1.3	8.0
2/1	558	558	-	-	-	0.1	0.0	-	0.1	0.8	0.8	0.0	0.8
2/2	495	495	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
3/1	1102	1102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	41	41	-	-	-	0.3	0.1	-	0.4	32.9	0.6	0.1	0.7
4/2	83	83	-	-	-	0.5	0.2	-	0.8	33.7	1.2	0.2	1.4
5/1	1102	1102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1011	1011	-	-	-	4.7	1.9	-	6.6	23.5	8.8	1.9	10.7
6/3	330	330	-	-	-	1.3	0.4	-	1.8	19.5	4.1	0.4	4.6
7/1	181	181	181	0	0	0.1	0.3	-	0.3	6.5	0.7	0.3	0.9
8/1	213	213	-	-	-	0.8	0.3	-	1.1	18.2	2.5	0.3	2.8
8/2	330	330	-	-	-	1.8	0.6	-	2.4	25.9	5.5	0.6	6.1
9/1	1143	1143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	609	609	-	-	-	1.1	0.7	-	1.8	10.3	5.0	0.7	5.7
10/2	573	573	-	-	-	0.7	0.6	-	1.3	8.4	4.4	0.6	5.0
10/3+10/4	991	991	-	-	-	1.8	0.5	-	2.3	8.4	19.7	0.5	20.2

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11/1	495	495	-	-	-	1.6	2.2	-	3.8	27.7	3.3	2.2	5.5
11/2	496	496	-	-	-	1.6	2.3	-	3.8	27.8	3.3	2.3	5.5
12/1	631	631	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
12/2	879	879	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
12/3	24	24	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>5.7</b>	<b>0.0</b>	<b>13.3</b>	-	-	-	-
1/1	678	678	-	-	-	0.4	0.5	-	0.9	5.0	5.3	0.5	5.9
1/2	911	911	-	-	-	1.0	1.2	-	2.2	8.7	7.9	1.2	9.1
1/3+1/4	2	2	-	-	-	0.0	0.0	-	0.0	28.1	0.0	0.0	0.0
2/1	2	2	-	-	-	0.0	0.0	-	0.0	4.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	309	309	-	-	-	0.7	0.2	-	0.9	10.5	3.2	0.2	3.4
4/2+4/3	1143	1143	-	-	-	2.7	2.9	-	5.6	17.7	11.8	2.9	14.7
5/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	414	414	-	-	-	2.1	0.5	-	2.6	22.9	3.7	0.5	4.2
6/3	100	100	-	-	-	0.7	0.3	-	1.0	35.5	1.5	0.3	1.8
7/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>7.5</b>	<b>0.0</b>	<b>22.8</b>	-	-	-	-
1/1	434	434	-	-	-	0.6	0.3	-	0.9	7.5	3.4	0.3	3.6

LinSig V1 style report

1/2	320	320	-	-	-	0.4	0.2	-	0.6	6.6	2.3	0.2	2.5
1/3	612	612	-	-	-	1.0	0.4	-	1.4	8.3	5.3	0.4	5.7
1/4+1/5	458	458	-	-	-	3.0	1.4	-	4.5	35.1	3.7	1.4	5.1
2/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	622	622	-	-	-	0.4	0.4	-	0.8	4.7	2.7	0.4	3.1
4/2	521	521	-	-	-	1.8	1.0	-	2.8	19.3	6.7	1.0	7.7
4/3	603	603	-	-	-	2.3	1.3	-	3.6	21.3	7.2	1.3	8.5
4/4	105	105	-	-	-	0.3	0.1	-	0.4	12.6	1.0	0.1	1.1
5/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	300	300	-	-	-	0.8	0.3	-	1.1	12.9	3.1	0.3	3.4
6/2	333	333	-	-	-	0.9	0.3	-	1.2	12.8	3.4	0.3	3.7
6/3	428	428	-	-	-	2.1	1.2	-	3.2	27.2	6.2	1.2	7.3
6/4	379	379	-	-	-	1.7	0.7	-	2.4	23.0	5.2	0.7	5.8
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>5.7</b>	<b>0.0</b>	<b>17.3</b>	-	-	-	-
1/1	821	821	-	-	-	1.3	0.6	-	1.9	8.2	10.7	0.6	11.3
1/2	880	880	-	-	-	1.4	0.6	-	2.0	8.0	11.5	0.6	12.1
1/3	161	161	-	-	-	2.3	1.5	-	3.8	85.6	5.2	1.5	6.7
2/2+2/1	742	742	-	-	-	1.8	0.6	-	2.4	11.5	11.4	0.6	12.0
2/3	1007	1007	-	-	-	3.0	1.1	-	4.1	14.7	19.6	1.1	20.7
3/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1070	1070	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



LinSig V1 style report

4/2	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	105	105	-	-	-	1.6	1.2	-	2.8	96.0	3.4	1.2	4.6
6/2	20	20	-	-	-	0.3	0.1	-	0.4	64.8	0.6	0.1	0.7
<b>J5: WendleBury Road</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	115	115	115	0	0	0.1	0.2	-	0.3	9.9	1.0	0.2	1.2
2/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4312</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>2.2</b>	-	-	-	-
1/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1533	1533	1533	0	0	0.0	0.5	-	0.5	1.1	3.5	0.5	4.0
3/1	1844	1844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1578	1578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1587	1587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1749	1749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1806	1806	1806	0	0	0.0	1.0	-	1.0	2.1	0.0	1.0	1.0
11/1	588	588	588	0	0	0.0	0.4	-	0.4	2.4	0.0	0.4	0.4
12/1	378	378	378	0	0	0.0	0.2	-	0.2	2.2	1.2	0.2	1.4
13/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.6	0.0	0.0	0.0
15/1	2384	2384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>496</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	147	147	147	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
3/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	187	187	187	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
9/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	115	115	115	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
11/1	47	47	47	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>115</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	115	115	115	0	0	0.0	0.1	-	0.1	4.3	0.0	0.1	0.1
2/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3278</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>4.6</b>	<b>0.0</b>	<b>6.4</b>	-	-	-	-																																																																
1/1	1689	1689	1689	0	0	1.8	2.2	-	4.0	8.5	25.6	2.2	27.7																																																																
2/1	1214	1214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1215	1215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	888	888	888	0	0	0.0	1.4	-	1.4	5.5	0.0	1.4	1.4																																																																
6/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1452	1452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	701	701	701	0	0	0.0	1.0	-	1.0	5.2	0.0	1.0	1.0																																																																
9/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>5.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.80</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>7.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.54</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>54.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.84</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>5.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.30</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>20.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.81</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.27</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>5.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>101.92</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	5.7	Total Delay for Signalled Lanes (pcuHr):	20.80	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	7.2	Total Delay for Signalled Lanes (pcuHr):	8.54	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	54.4	Total Delay for Signalled Lanes (pcuHr):	8.84	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	5.0	Total Delay for Signalled Lanes (pcuHr):	13.30	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	20.5	Total Delay for Signalled Lanes (pcuHr):	22.81	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	17.7	Total Delay for Signalled Lanes (pcuHr):	17.27	Cycle Time (s):	120			PRC Over All Lanes (%)	5.0	Total Delay Over All Lanes(pcuHr):	101.92		
C1	Stream: 1	PRC for Signalled Lanes (%)	5.7	Total Delay for Signalled Lanes (pcuHr):	20.80	Cycle Time (s):	60																																																																						
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**Stage Timings**

**Scenario 51: 'D31PM OP8 B1B'** (FG61: 'D31AM OP8 B1B', Plan 1: 'B26AM')

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	21	29
Change Point	14	40

**Stage Stream: 3**

Stage	1	2
Duration	20	30
Change Point	12	37

**C2**

Stage	1	2	3
Duration	3	7	31
Change Point	17	26	38

**C3**

Stage	1	2	3
Duration	26	14	9
Change Point	23	51	12

**C4**

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

**C5**

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



LinSig V1 style report

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	102.4%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
1/1	Left	U	1:1	N/A	C1:A		1	21	-	508	1900	697	71.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	21	-	531	1900	697	74.6%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	492	1900	697	69.2%
2/1	Ahead	U	1:2	N/A	C1:E		1	21	-	593	1900	697	83.5%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	21	-	535	1900	697	75.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	112	1900	253	44.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	135	1900	253	53.3%
5/1		U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	29	-	1259	1900:1900	415+950	92.2 : 92.2%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	29	-	382	1900	950	40.2%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	198	Inf	585	33.9%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	20	-	81	1900	665	12.0%
8/2	Right	U	1:3	N/A	C1:G		1	20	-	382	1900	665	57.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1469	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	30	-	524	1900	982	53.4%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	30	-	457	1900	982	46.6%

LinSig V1 style report

10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	30	-	847	1900:1900	935+938	45.2 : 45.2%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	423	1900	570	74.2%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	424	1900	570	74.4%
12/1	Ahead	U	N/A	N/A	-		-	-	-	474	1900	1900	24.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	739	1900	1900	38.9%
12/3	Right	U	N/A	N/A	-		-	-	-	100	1900	1900	5.3%
13/1		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>102.4%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	485	1900	1298	37.4%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	779	1900	1298	60.0%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	403	1900	1077	37.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1372	1965:2105	910+430	102.4 : 102.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+268	20.5 : 20.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%

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<b>J3: Tesco &amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>87.8%</b>
1/1	A41S Ahead	U	N/A	N/A	C3:A	-	1	47	-	406	1940	1552	26.2%
1/2	A41S Ahead	U	N/A	N/A	C3:A	-	1	47	-	370	2080	1664	22.2%
1/3	A41S Ahead	U	N/A	N/A	C3:A	-	1	47	-	625	2080	1664	37.6%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B	-	1	16	-	727	1805:1935	399+429	87.8 : 87.8%
2/1	Ahead	U	N/A	N/A	-	-	-	-	-	524	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-	-	-	-	-	457	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-	-	-	-	-	847	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	-	1194	Inf	Inf	0.0%
3/2		U	N/A	N/A	-	-	-	-	-	377	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D	-	1	37	-	844	1805	1143	73.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C	-	1	26	-	625	1940	873	71.2%
4/3	A41N Ahead	U	N/A	N/A	C3:C	-	1	26	-	713	2080	936	75.3%
4/4	A41N Ahead	U	N/A	N/A	C3:C	-	1	26	-	124	2080	936	13.1%
5/1	Ahead	U	N/A	N/A	-	-	-	-	-	767	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-	-	-	-	-	856	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-	-	-	-	-	153	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	142	1764	764	18.6%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	172	1891	819	21.0%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E	-	1	9	-	205	1830	305	67.2%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E	-	1	9	-	222	1962	327	67.9%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>86.2%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C	-	1	90	-	767	1980	1501	50.8%
1/2	A41 North Ahead	U	N/A	N/A	C5:C	-	1	90	-	856	2120	1608	52.8%



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1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	153	1805	196	77.7%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	745	1980:1720	1360+20	54.0 : 54.0%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1264	2120	1466	86.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1352	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	883	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	10	-	130	1741	160	81.5%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	10	-	61	1807	166	36.8%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>27.2%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	99	Inf	365	27.2%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	883	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	883	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1264	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.0%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1505	Inf	2872	52.1%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2002	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1833	Inf	Inf	0.0%

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5/1	Ahead Right	U	N/A	N/A	-	-	-	-	435	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	416	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1762	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	745	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	2009	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1828	Inf	2835	64.5%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	992	Inf	1224	81.0%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	266	Inf	1132	23.5%
13/1		U	N/A	N/A	-	-	-	-	96	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	11	Inf	621	1.8%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2167	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	35	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>24.7%</b>
1/1		U	N/A	N/A	-	-	-	-	226	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	28	Inf	973	2.9%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	81	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	213	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	50	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	207	Inf	980	21.1%
9/1	Ahead	U	N/A	N/A	-	-	-	-	266	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	248	Inf	1000	24.7%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	94	Inf	929	10.1%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.4%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	99	Inf	539	18.4%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	278	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	71	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	207	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.4%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	71	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	43	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	31	Inf	699	4.4%
4/1	Ahead	U	N/A	N/A	-	-	-	-	94	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	35	Inf	825	4.2%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>82.1%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1370	Inf	2171	63.1%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1047	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	327	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1090	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	887	Inf	1081	82.1%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	4	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1775	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	935	Inf	1160	80.6%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	892	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8822</b>	<b>0</b>	<b>0</b>	<b>60.7</b>	<b>74.9</b>	<b>0.0</b>	<b>135.7</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>198</b>	<b>0</b>	<b>0</b>	<b>22.1</b>	<b>16.2</b>	<b>0.0</b>	<b>38.4</b>	-	-	-	-
1/1	498	498	-	-	-	1.6	1.2	-	2.8	20.4	7.1	1.2	8.4
1/2	520	520	-	-	-	1.7	1.4	-	3.2	21.9	7.7	1.4	9.2
1/3	482	482	-	-	-	1.7	1.1	-	2.8	20.8	7.0	1.1	8.1
2/1	582	582	-	-	-	0.4	0.0	-	0.4	2.4	1.7	0.0	1.7
2/2	525	525	-	-	-	0.3	0.0	-	0.3	2.2	1.1	0.0	1.1
3/1	1033	1033	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	112	112	-	-	-	0.5	0.4	-	0.9	27.8	1.7	0.4	2.1
4/2	135	135	-	-	-	0.9	0.6	-	1.4	38.1	1.9	0.6	2.5
5/1	1033	1033	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1259	1259	-	-	-	4.4	5.4	-	9.8	27.9	13.4	5.4	18.8
6/3	382	382	-	-	-	1.0	0.3	-	1.3	12.6	3.9	0.3	4.3
7/1	198	198	198	0	0	0.1	0.3	-	0.3	6.0	0.8	0.3	1.1
8/1	80	80	-	-	-	0.3	0.1	-	0.4	16.2	0.7	0.1	0.8
8/2	382	382	-	-	-	2.5	0.7	-	3.1	29.6	6.4	0.7	7.0
9/1	1458	1458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	524	524	-	-	-	1.6	0.6	-	2.1	14.8	6.6	0.6	7.2
10/2	457	457	-	-	-	1.3	0.4	-	1.7	13.3	5.5	0.4	5.9
10/3+10/4	847	847	-	-	-	2.3	0.4	-	2.7	11.4	14.9	0.4	15.4

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11/1	423	423	-	-	-	0.9	1.4	-	2.3	19.7	1.5	1.4	3.0
11/2	424	424	-	-	-	0.9	1.4	-	2.3	19.8	1.6	1.4	3.0
12/1	474	474	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	739	739	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	100	100	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>30.2</b>	<b>0.0</b>	<b>39.1</b>	-	-	-	-
1/1	485	485	-	-	-	0.2	0.3	-	0.5	3.8	0.9	0.3	1.2
1/2	779	779	-	-	-	1.3	0.7	-	2.1	9.7	7.5	0.7	8.2
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	403	403	-	-	-	1.0	0.3	-	1.3	11.9	4.4	0.3	4.7
4/2+4/3	1372	1341	-	-	-	4.9	28.3	-	33.2	87.2	22.4	28.3	50.7
5/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>10.4</b>	<b>0.0</b>	<b>25.3</b>	-	-	-	-
1/1	406	406	-	-	-	0.2	0.2	-	0.3	3.1	1.7	0.2	1.9

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1/2	370	370	-	-	-	0.2	0.1	-	0.3	2.9	1.4	0.1	1.6
1/3	625	625	-	-	-	0.3	0.3	-	0.6	3.4	3.0	0.3	3.3
1/4+1/5	727	727	-	-	-	3.9	3.4	-	7.3	35.9	6.4	3.4	9.8
2/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	837	837	-	-	-	1.6	1.4	-	3.0	12.9	8.8	1.4	10.2
4/2	621	621	-	-	-	2.0	1.2	-	3.2	18.5	7.2	1.2	8.4
4/3	705	705	-	-	-	2.7	1.5	-	4.3	21.7	10.6	1.5	12.2
4/4	123	123	-	-	-	0.3	0.1	-	0.4	10.4	1.1	0.1	1.2
5/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	142	142	-	-	-	0.4	0.1	-	0.5	13.4	1.4	0.1	1.5
6/2	172	172	-	-	-	0.5	0.1	-	0.6	13.4	1.8	0.1	1.9
6/3	205	205	-	-	-	1.3	1.0	-	2.3	41.1	3.2	1.0	4.2
6/4	222	222	-	-	-	1.4	1.0	-	2.5	40.3	3.5	1.0	4.5
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>8.5</b>	<b>0.0</b>	<b>22.9</b>	-	-	-	-
1/1	763	763	-	-	-	1.2	0.5	-	1.7	8.1	10.0	0.5	10.5
1/2	848	848	-	-	-	1.4	0.6	-	1.9	8.2	11.3	0.6	11.9
1/3	152	152	-	-	-	2.2	1.6	-	3.8	90.6	4.9	1.6	6.5
2/2+2/1	745	745	-	-	-	1.9	0.6	-	2.4	11.8	11.9	0.6	12.4
2/3	1264	1264	-	-	-	4.9	3.0	-	8.0	22.7	32.0	3.0	35.0
3/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1352	1352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	130	130	-	-	-	1.9	1.9	-	3.9	107.3	4.2	1.9	6.2
6/2	61	61	-	-	-	0.9	0.3	-	1.2	68.4	1.9	0.3	2.2
<b>J5: WendleBury Road</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	99	99	99	0	0	0.1	0.2	-	0.2	8.7	0.7	0.2	0.9
2/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1264	1264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4592</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	-	-	-	-
1/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1495	1495	1495	0	0	0.0	0.5	-	0.6	1.4	10.4	0.5	10.9
3/1	1993	1993	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1825	1825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1762	1762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	2009	2009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1828	1828	1828	0	0	0.0	0.9	-	0.9	1.8	0.0	0.9	0.9
11/1	992	992	992	0	0	0.0	2.1	-	2.1	7.6	0.0	2.1	2.1
12/1	266	266	266	0	0	0.0	0.2	-	0.2	2.1	0.0	0.2	0.2
13/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



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14/1	11	11	11	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
15/1	2166	2166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>576</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	28	28	28	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	207	207	207	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
9/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	247	247	247	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
11/1	93	93	93	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
<b>J8: Bicester Avenue</b>	-	-	<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	99	99	99	0	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1
2/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	70	70	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	70	70	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	35	35	35	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0	
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
<b>J10: Middleton Stoney Road</b>	-	-	<b>3192</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>5.1</b>	<b>0.0</b>	<b>5.5</b>	-	-	-	-	
1/1	1370	1370	1370	0	0	0.1	0.9	-	0.9	2.4	8.5	0.9	9.3	
2/1	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	887	887	887	0	0	0.0	2.2	-	2.2	9.1	0.2	2.2	2.5	
6/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	1775	1775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	935	935	935	0	0	0.3	2.0	-	2.3	9.0	9.9	2.0	11.9	
9/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 Stream: 1 PRC for Signalled Lanes (%)				20.6	Total Delay for Signalled Lanes (pcuHr):				15.69	Cycle Time (s): 60				
C1 Stream: 2 PRC for Signalled Lanes (%)				-2.5	Total Delay for Signalled Lanes (pcuHr):				11.81	Cycle Time (s): 60				
C1 Stream: 3 PRC for Signalled Lanes (%)				56.7	Total Delay for Signalled Lanes (pcuHr):				10.01	Cycle Time (s): 60				
C2 PRC for Signalled Lanes (%)				-13.8	Total Delay for Signalled Lanes (pcuHr):				39.12	Cycle Time (s): 60				
C3 PRC for Signalled Lanes (%)				2.5	Total Delay for Signalled Lanes (pcuHr):				25.29	Cycle Time (s): 60				
C4 PRC for Signalled Lanes (%)				0.0	Total Delay for Signalled Lanes (pcuHr):				0.00	Cycle Time (s): 120				
C5 PRC for Signalled Lanes (%)				4.4	Total Delay for Signalled Lanes (pcuHr):				22.93	Cycle Time (s): 120				
PRC Over All Lanes (%)				-13.8	Total Delay Over All Lanes(pcuHr):				135.68					

**Stage Timings**

**Scenario 52: 'D31PM OP8 B1B'** (FG62: 'D31PM OP8 B1B', Plan 1: 'B26AM')

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	27	23
Change Point	15	47

**Stage Stream: 3**

Stage	1	2
Duration	21	29
Change Point	10	36

**C2**

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

**C3**

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

**C4**

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

**C5**

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



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	588	1900	665	88.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	568	1900	665	85.4%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	523	1900	665	78.6%
2/1	Ahead	U	1:2	N/A	C1:E		1	27	-	608	1900	887	68.6%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	27	-	545	1900	887	61.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1116	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	42	1900	253	16.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	79	1900	253	31.2%
5/1		U	N/A	N/A	-		-	-	-	1116	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	23	-	1048	1900:1900	488+760	83.9 : 83.9%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	23	-	449	1900	760	59.1%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	167	Inf	461	36.2%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	21	-	184	1900	697	26.4%
8/2	Right	U	1:3	N/A	C1:G		1	21	-	449	1900	697	64.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1246	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	29	-	621	1900	950	65.4%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	29	-	605	1900	950	63.7%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	29	-	969	1900:1900	924+918	52.6 : 52.6%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	486	1900	602	80.8%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	483	1900	602	80.3%
12/1	Ahead	U	N/A	N/A	-		-	-	-	636	1900	1900	33.5%
12/2	Ahead	U	N/A	N/A	-		-	-	-	1030	1900	1900	54.2%
12/3	Right	U	N/A	N/A	-		-	-	-	24	1900	1900	1.3%
13/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	1044	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.5%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	692	1900	1298	53.3%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	1020	1900	1298	78.6%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	24	1900:1900	253+253	3.9 : 5.5%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	10	1900	538	1.9%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	14	1900	538	2.6%
3/1		U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	418	1900	1077	38.8%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1138	1965:2105	903+444	84.5 : 84.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	541	1900:1900	507+279	68.9 : 68.9%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	105	1900	253	41.4%
7/1	Ahead	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	523	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>85.0%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	415	1940	1261	32.9%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	359	2080	1352	26.6%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	594	2080	1352	43.9%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	10	-	546	1805:1935	315+327	85.0 : 85.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	969	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	43	-	727	1805	1324	54.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	519	1940	776	66.9%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	663	2080	832	79.7%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	108	2080	832	13.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	10	348	1764	853	40.8%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	10	366	1891	914	40.0%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	452	1830	579	78.0%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	375	1962	621	60.4%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.3%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	867	1980	1518	57.1%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	967	2120	1625	59.5%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	14	-	170	1805	226	75.3%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	768	1980:1720	1310+59	56.1 : 56.1%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	1076	2120	1449	74.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1140	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	103	1741	145	71.0%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>35.2%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	330	35.2%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1076	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>71.5%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1729	Inf	3119	55.4%



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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	2044	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1757	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	712	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	835	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1625	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	436	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1844	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1877	Inf	2627	71.5%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	655	Inf	1305	50.2%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	425	Inf	1100	38.6%
13/1		U	N/A	N/A	-	-	-	-	136	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	477	1.5%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2453	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>25.0%</b>
1/1		U	N/A	N/A	-	-	-	-	10	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	147	Inf	967	15.2%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	191	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	62	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	55	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	234	Inf	937	25.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	425	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	121	Inf	1000	12.1%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	47	Inf	979	4.8%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.3%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	546	21.3%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	245	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	17	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	228	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	17	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	711	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	47	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	59	Inf	844	7.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>86.7%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1817	Inf	2096	86.7%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1267	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	653	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1225	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	908	Inf	1176	77.2%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	103	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1556	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	709	Inf	1006	70.5%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	751	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>9178</b>	<b>0</b>	<b>0</b>	<b>66.0</b>	<b>53.1</b>	<b>0.0</b>	<b>119.1</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>167</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>20.2</b>	<b>0.0</b>	<b>44.4</b>	-	-	-	-
1/1	588	588	-	-	-	2.5	3.5	-	6.0	36.9	9.1	3.5	12.6
1/2	568	568	-	-	-	2.3	2.8	-	5.1	32.4	8.6	2.8	11.4
1/3	523	523	-	-	-	2.1	1.8	-	3.9	26.5	7.6	1.8	9.4
2/1	608	608	-	-	-	0.1	0.0	-	0.1	0.6	0.7	0.0	0.7
2/2	545	545	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
3/1	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	42	42	-	-	-	0.3	0.1	-	0.4	31.0	0.6	0.1	0.7
4/2	79	79	-	-	-	0.5	0.2	-	0.7	32.7	1.1	0.2	1.3
5/1	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1048	1048	-	-	-	4.5	2.5	-	7.0	24.0	9.6	2.5	12.1
6/3	449	449	-	-	-	1.8	0.7	-	2.5	19.9	5.9	0.7	6.6
7/1	167	167	167	0	0	0.1	0.3	-	0.3	7.5	0.7	0.3	1.0
8/1	184	184	-	-	-	0.7	0.2	-	0.9	16.7	2.3	0.2	2.5
8/2	449	449	-	-	-	2.1	0.9	-	3.0	23.8	7.5	0.9	8.4
9/1	1246	1246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	621	621	-	-	-	1.4	0.9	-	2.3	13.4	5.8	0.9	6.8
10/2	605	605	-	-	-	1.1	0.9	-	2.0	11.8	5.0	0.9	5.9
10/3+10/4	969	969	-	-	-	2.7	0.6	-	3.2	12.0	19.2	0.6	19.7

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11/1	486	486	-	-	-	1.1	2.0	-	3.1	23.2	2.2	2.0	4.2
11/2	483	483	-	-	-	1.1	2.0	-	3.1	22.8	2.2	2.0	4.1
12/1	636	636	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	1030	1030	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
12/3	24	24	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>6.8</b>	<b>0.0</b>	<b>15.7</b>	-	-	-	-
1/1	692	692	-	-	-	0.3	0.6	-	0.9	4.6	5.8	0.6	6.4
1/2	1020	1020	-	-	-	1.2	1.8	-	3.0	10.7	9.0	1.8	10.8
1/3+1/4	24	24	-	-	-	0.2	0.0	-	0.2	30.3	0.2	0.0	0.2
2/1	10	10	-	-	-	0.0	0.0	-	0.0	4.0	0.1	0.0	0.1
2/2	14	14	-	-	-	0.0	0.0	-	0.0	3.9	0.1	0.0	0.1
3/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	418	418	-	-	-	1.0	0.3	-	1.3	11.1	4.4	0.3	4.7
4/2+4/3	1138	1138	-	-	-	2.6	2.7	-	5.3	16.7	11.2	2.7	13.9
5/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	541	541	-	-	-	2.9	1.1	-	4.0	26.4	5.1	1.1	6.2
6/3	105	105	-	-	-	0.7	0.4	-	1.0	35.9	1.6	0.4	2.0
7/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>10.3</b>	<b>0.0</b>	<b>27.5</b>	-	-	-	-
1/1	415	415	-	-	-	0.5	0.2	-	0.8	6.8	3.0	0.2	3.2

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1/2	359	359	-	-	-	0.4	0.2	-	0.6	6.3	2.5	0.2	2.7
1/3	594	594	-	-	-	0.8	0.4	-	1.2	7.5	4.8	0.4	5.2
1/4+1/5	546	546	-	-	-	3.6	2.7	-	6.2	41.1	4.4	2.7	7.1
2/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	969	969	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	727	727	-	-	-	0.7	0.6	-	1.3	6.3	4.6	0.6	5.3
4/2	519	519	-	-	-	1.9	1.0	-	2.9	20.2	6.8	1.0	7.8
4/3	663	663	-	-	-	2.8	1.9	-	4.7	25.6	8.3	1.9	10.3
4/4	108	108	-	-	-	0.3	0.1	-	0.4	13.7	1.1	0.1	1.2
5/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	348	348	-	-	-	1.0	0.3	-	1.3	13.5	3.7	0.3	4.0
6/2	366	366	-	-	-	1.0	0.3	-	1.3	13.2	3.9	0.3	4.2
6/3	452	452	-	-	-	2.3	1.7	-	4.1	32.4	6.8	1.7	8.5
6/4	375	375	-	-	-	1.8	0.8	-	2.6	24.6	5.2	0.8	6.0
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>6.2</b>	<b>0.0</b>	<b>19.0</b>	-	-	-	-
1/1	867	867	-	-	-	1.4	0.7	-	2.1	8.6	11.8	0.7	12.5
1/2	967	967	-	-	-	1.6	0.7	-	2.3	8.7	13.7	0.7	14.4
1/3	170	170	-	-	-	2.4	1.5	-	3.8	81.5	5.4	1.5	6.9
2/2+2/1	768	768	-	-	-	2.0	0.6	-	2.6	12.2	12.2	0.6	12.9
2/3	1076	1076	-	-	-	3.6	1.4	-	5.0	16.8	23.0	1.4	24.4
3/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1140	1140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	103	103	-	-	-	1.5	1.2	-	2.7	94.1	3.3	1.2	4.5
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	116	116	116	0	0	0.1	0.3	-	0.4	11.9	1.2	0.3	1.5
2/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1076	1076	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4693</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>2.7</b>	<b>0.0</b>	<b>2.8</b>	-	-	-	-
1/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1729	1729	1729	0	0	0.0	0.6	-	0.7	1.4	13.9	0.6	14.6
3/1	2044	2044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1757	1757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1625	1625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1844	1844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1877	1877	1877	0	0	0.0	1.2	-	1.2	2.4	0.0	1.2	1.2
11/1	655	655	655	0	0	0.0	0.5	-	0.5	2.8	0.0	0.5	0.5
12/1	425	425	425	0	0	0.1	0.3	-	0.4	3.4	3.1	0.3	3.4
13/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.8	0.0	0.0	0.0
15/1	2453	2453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>549</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	147	147	147	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	234	0	0	0.0	0.2	-	0.2	2.6	0.0	0.2	0.2
9/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	121	121	121	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
11/1	47	47	47	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0



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5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3434</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>6.0</b>	<b>0.0</b>	<b>8.6</b>	-	-	-	-																																																																
1/1	1817	1817	1817	0	0	2.6	3.2	-	5.8	11.4	28.9	3.2	32.1																																																																
2/1	1267	1267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1225	1225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	908	908	908	0	0	0.0	1.7	-	1.7	6.6	0.0	1.7	1.7																																																																
6/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1556	1556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	709	709	709	0	0	0.0	1.2	-	1.2	6.0	0.0	1.2	1.2																																																																
9/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>1.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.27</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>7.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.64</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>37.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.34</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.74</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>5.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>27.49</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>19.01</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>1.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>119.06</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	1.8	Total Delay for Signalled Lanes (pcuHr):	22.27	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	7.2	Total Delay for Signalled Lanes (pcuHr):	9.64	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	37.7	Total Delay for Signalled Lanes (pcuHr):	11.34	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	6.5	Total Delay for Signalled Lanes (pcuHr):	15.74	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	5.9	Total Delay for Signalled Lanes (pcuHr):	27.49	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	19.4	Total Delay for Signalled Lanes (pcuHr):	19.01	Cycle Time (s):	120			PRC Over All Lanes (%)	1.8	Total Delay Over All Lanes(pcuHr):	119.06		
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**Stage Timings**

**Scenario 53: 'D31AM SEPR OP8 B1B'** (FG63: 'D31AM SEPR OP8 B1B', Plan 1: 'B26AM')

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	31	19
Change Point	14	50

**Stage Stream: 3**

Stage	1	2
Duration	21	29
Change Point	12	38

**C2**

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

**C3**

Stage	1	2	3
Duration	21	15	13
Change Point	51	14	36

**C4**

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

**C5**

Stage	1	2	3
Duration	74	7	5
Change Point	72	41	56



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	99.7%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	80.4%
1/1	Left	U	1:1	N/A	C1:A		1	22	-	478	1900	728	65.6%
1/2	Ahead	U	1:1	N/A	C1:A		1	22	-	561	1900	728	77.0%
1/3	Ahead	U	1:1	N/A	C1:A		1	22	-	435	1900	728	59.7%
2/1	Ahead	U	1:2	N/A	C1:E		1	31	-	640	1900	1013	63.2%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	31	-	461	1900	1013	45.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	42	1900	253	16.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	105	1900	253	41.4%
5/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	19	-	765	1900:1900	319+633	80.4 : 80.4%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	19	-	341	1900	633	53.8%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	595	33.4%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	21	-	150	1900	697	21.5%
8/2	Right	U	1:3	N/A	C1:G		1	21	-	341	1900	697	48.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1149	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	29	-	483	1900	950	50.8%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	29	-	392	1900	950	41.3%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	29	-	595	1900:1900	925+910	32.4 : 32.4%
11/1	Ahead	U	1:1	N/A	C1:C		1	16	-	300	1900	538	55.7%
11/2	Ahead	U	1:1	N/A	C1:C		1	16	-	295	1900	538	54.8%
12/1	Ahead	U	N/A	N/A	-		-	-	-	501	1900	1900	26.4%
12/2	Ahead	U	N/A	N/A	-		-	-	-	733	1900	1900	38.6%
12/3	Right	U	N/A	N/A	-		-	-	-	0	1900	1900	0.0%
13/1		U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>99.7%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	532	1900	1298	41.0%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	754	1900	1298	58.1%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	401	1900	1077	37.2%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1315	1965:2105	929+390	<b>99.7 : 99.7%</b>
5/1	Ahead	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+261	20.7 : 20.7%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	435	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>86.2%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	341	1940	1423	24.0%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	279	2080	1525	18.3%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	422	2080	1525	27.7%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	17	-	743	1805:1935	418+445	86.2 : 86.2%
2/1	Ahead	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1196	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	36	-	836	1805	1113	75.1%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	21	-	313	1940	711	44.0%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	21	-	465	2080	763	61.0%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	21	-	102	2080	763	13.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	30	17	150	1764	911	16.5%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	30	17	166	1891	977	17.0%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	255	1830	427	59.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	173	1962	458	37.8%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.9%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	463	1980	1518	30.5%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	589	2120	1625	36.2%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	144	1805	196	73.6%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	83	-	594	1980:1720	1369+28	42.5 : 42.5%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	83	-	1090	2120	1484	73.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1165	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	113	1741	145	77.9%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	30	1807	151	19.9%
<b>J5: WendleBury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>21.5%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	103	Inf	480	21.5%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.6%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	937	Inf	2828	33.1%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1488	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1299	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	404	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	445	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1470	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	800	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1684	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1598	Inf	2858	55.9%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	1014	Inf	1396	72.6%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	215	Inf	1445	14.9%
13/1		U	N/A	N/A	-	-	-	-	98	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	11	Inf	752	1.5%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	1904	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	39	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>24.9%</b>
1/1		U	N/A	N/A	-	-	-	-	226	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	28	Inf	967	2.9%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	99	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	210	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	156	Inf	980	15.9%
9/1	Ahead	U	N/A	N/A	-	-	-	-	215	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	249	Inf	1000	24.9%



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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	115	Inf	930	12.4%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>18.9%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	103	Inf	545	18.9%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	248	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	88	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	103	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	160	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>4.8%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	88	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	43	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	31	Inf	696	4.5%
4/1	Ahead	U	N/A	N/A	-	-	-	-	115	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	39	Inf	819	4.8%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>79.8%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1392	Inf	2170	64.1%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1078	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	319	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1150	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	901	Inf	1129	79.8%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1716	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	892	Inf	1138	78.4%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	820	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>7983</b>	<b>0</b>	<b>0</b>	<b>48.9</b>	<b>49.3</b>	<b>0.0</b>	<b>98.2</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>10.1</b>	<b>0.0</b>	<b>28.3</b>	-	-	-	-
1/1	478	478	-	-	-	1.6	0.9	-	2.6	19.4	5.5	0.9	6.5
1/2	561	561	-	-	-	2.0	1.6	-	3.7	23.4	7.4	1.6	9.0
1/3	435	435	-	-	-	1.5	0.7	-	2.2	18.6	5.1	0.7	5.8
2/1	640	640	-	-	-	0.2	0.0	-	0.2	1.0	1.3	0.0	1.3
2/2	461	461	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
3/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	42	42	-	-	-	0.3	0.1	-	0.4	31.2	0.6	0.1	0.7
4/2	105	105	-	-	-	0.7	0.4	-	1.0	35.6	1.6	0.4	2.0
5/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	765	765	-	-	-	3.7	2.0	-	5.7	26.7	7.6	2.0	9.6
6/3	341	341	-	-	-	1.5	0.6	-	2.1	22.4	4.5	0.6	5.1
7/1	199	199	199	0	0	0.0	0.3	-	0.3	4.9	0.5	0.3	0.7
8/1	150	150	-	-	-	0.5	0.1	-	0.6	15.1	1.9	0.1	2.0
8/2	341	341	-	-	-	1.5	0.5	-	2.0	20.8	5.7	0.5	6.2
9/1	1149	1149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	483	483	-	-	-	0.9	0.5	-	1.4	10.7	3.7	0.5	4.3
10/2	392	392	-	-	-	0.7	0.4	-	1.1	9.8	2.8	0.4	3.1
10/3+10/4	595	595	-	-	-	1.0	0.2	-	1.2	7.5	16.5	0.2	16.7

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11/1	300	300	-	-	-	1.0	0.6	-	1.7	20.1	1.9	0.6	2.5
11/2	295	295	-	-	-	1.0	0.6	-	1.6	20.0	1.8	0.6	2.4
12/1	501	501	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	733	733	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>19.0</b>	<b>0.0</b>	<b>26.2</b>	-	-	-	-
1/1	532	532	-	-	-	0.1	0.3	-	0.5	3.2	1.1	0.3	1.5
1/2	754	754	-	-	-	0.8	0.7	-	1.5	7.1	5.6	0.7	6.3
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	401	401	-	-	-	1.0	0.3	-	1.3	11.3	4.3	0.3	4.5
4/2+4/3	1315	1315	-	-	-	3.9	17.1	-	21.1	57.7	19.0	17.1	36.2
5/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>7.4</b>	<b>0.0</b>	<b>20.2</b>	-	-	-	-
1/1	341	341	-	-	-	0.2	0.2	-	0.4	4.3	1.8	0.2	2.0

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1/2	279	279	-	-	-	0.2	0.1	-	0.3	3.9	1.4	0.1	1.5
1/3	422	422	-	-	-	0.3	0.2	-	0.5	4.3	2.3	0.2	2.5
1/4+1/5	743	743	-	-	-	3.8	3.0	-	6.8	32.8	6.4	3.0	9.4
2/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1196	1196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	836	836	-	-	-	1.8	1.5	-	3.3	14.3	8.8	1.5	10.3
4/2	313	313	-	-	-	1.0	0.4	-	1.4	16.5	3.9	0.4	4.3
4/3	465	465	-	-	-	2.0	0.8	-	2.8	21.5	5.2	0.8	6.0
4/4	102	102	-	-	-	0.3	0.1	-	0.4	15.0	1.0	0.1	1.1
5/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	150	150	-	-	-	0.3	0.1	-	0.4	10.0	1.3	0.1	1.4
6/2	166	166	-	-	-	0.4	0.1	-	0.5	9.9	1.4	0.1	1.5
6/3	255	255	-	-	-	1.5	0.7	-	2.2	30.9	3.8	0.7	4.5
6/4	173	173	-	-	-	0.9	0.3	-	1.2	25.7	2.4	0.3	2.7
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>5.3</b>	<b>0.0</b>	<b>15.4</b>	-	-	-	-
1/1	463	463	-	-	-	0.5	0.2	-	0.8	6.0	4.6	0.2	4.8
1/2	589	589	-	-	-	0.7	0.3	-	1.0	6.3	6.2	0.3	6.5
1/3	144	144	-	-	-	2.1	1.3	-	3.4	85.1	4.6	1.3	6.0
2/2+2/1	594	594	-	-	-	1.3	0.4	-	1.6	9.8	8.1	0.4	8.5
2/3	1090	1090	-	-	-	3.4	1.4	-	4.7	15.6	22.4	1.4	23.8
3/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1165	1165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	113	113	-	-	-	1.7	1.6	-	3.3	104.9	3.7	1.6	5.3
6/2	30	30	-	-	-	0.4	0.1	-	0.6	66.2	0.9	0.1	1.0
<b>J5: WendleBury Road</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	5.1	0.3	0.1	0.5
2/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>3775</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	-	-	-	-
1/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	937	937	937	0	0	0.0	0.2	-	0.2	1.0	0.0	0.2	0.2
3/1	1488	1488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1299	1299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1470	1470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1684	1684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1598	1598	1598	0	0	0.0	0.6	-	0.6	1.4	0.0	0.6	0.6
11/1	1014	1014	1014	0	0	0.0	1.3	-	1.3	4.7	0.0	1.3	1.3
12/1	215	215	215	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
13/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
15/1	1904	1904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>548</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	28	28	28	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	156	156	156	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	249	249	249	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
11/1	115	115	115	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
<b>J8: Bicester Avenue</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1
2/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	-	-	-	-
1/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	31	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	39	39	39	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3185</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>4.6</b>	<b>0.0</b>	<b>5.1</b>	-	-	-	-																																																																
1/1	1392	1392	1392	0	0	0.3	0.9	-	1.1	3.0	10.9	0.9	11.8																																																																
2/1	1078	1078	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1150	1150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	901	901	901	0	0	0.0	1.9	-	1.9	7.8	0.0	1.9	1.9																																																																
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1716	1716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	892	892	892	0	0	0.2	1.8	-	2.0	8.1	7.2	1.8	9.0																																																																
9/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>16.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.19</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>12.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.03</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>77.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.34</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-10.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>26.22</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>4.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.24</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>15.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.40</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-10.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>98.22</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	16.8	Total Delay for Signalled Lanes (pcuHr):	13.19	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	12.0	Total Delay for Signalled Lanes (pcuHr):	8.03	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	77.0	Total Delay for Signalled Lanes (pcuHr):	6.34	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-10.8	Total Delay for Signalled Lanes (pcuHr):	26.22	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	4.5	Total Delay for Signalled Lanes (pcuHr):	20.24	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):	15.40	Cycle Time (s):	120			PRC Over All Lanes (%)	-10.8	Total Delay Over All Lanes(pcuHr):	98.22		
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**Stage Timings**

**Scenario 54: 'D31PM SEPR OP8 B1B'** (FG64: 'D31PM SEPR OP8 B1B', Plan 1: 'B26AM')

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	35	15
Change Point	10	50

**Stage Stream: 3**

Stage	1	2
Duration	15	35
Change Point	54	14

**C2**

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

**C3**

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

**C4**

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

**C5**

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



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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A41 Corridor</b>	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	555	1900	760	73.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	584	1900	760	76.8%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	479	1900	760	63.0%
2/1	Ahead	U	1:2	N/A	C1:E		1	35	-	631	1900	1140	55.4%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	35	-	494	1900	1140	43.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	37	1900	253	14.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	62	1900	253	24.5%
5/1		U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	15	-	758	1900:1900	507+507	66.3 : 83.3%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	15	-	284	1900	507	56.1%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	168	Inf	477	35.2%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	15	-	309	1900	507	61.0%
8/2	Right	U	1:3	N/A	C1:G		1	15	-	284	1900	507	56.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	35	-	545	1900	1140	47.8%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	35	-	641	1900	1140	56.2%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	35	-	754	1900:1900	953+947	39.7 : 39.7%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	378	1900	507	74.6%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	376	1900	507	74.2%
12/1	Ahead	U	N/A	N/A	-		-	-	-	684	1900	1900	36.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	923	1900	1900	48.6%
12/3	Right	U	N/A	N/A	-		-	-	-	2	1900	1900	0.1%
13/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.5%</b>
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	714	1900	1298	55.0%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	938	1900	1298	72.2%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	26	1900:1900	253+0	10.3 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	26	1900	538	4.8%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	419	1900	1077	38.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1079	1965:2105	924+400	81.5 : 81.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	992	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	539	1900:1900	507+271	69.3 : 69.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	479	Inf	Inf	0.0%	
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>76.7%</b>	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	388	1940	1132	34.3%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	294	2080	1213	24.2%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	434	2080	1213	35.8%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	12	-	544	1805:1935	346+364	76.7 : 76.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	41	-	725	1805	1263	57.4%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	328	1940	582	56.4%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	431	2080	624	69.1%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	90	2080	624	14.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	12	330	1764	1029	32.1%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	12	377	1891	1103	34.2%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	22	-	504	1830	701	71.8%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	22	-	320	1962	752	42.5%
<b>J4: Premier Inn</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.2%</b>
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	658	1980	1518	43.3%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	729	2120	1625	44.9%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	15	-	169	1805	241	70.2%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	80	-	678	1980:1720	1288+66	50.1 : 50.1%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	80	-	922	2120	1431	64.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	93	1741	145	64.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
<b>J5: Wendlebury Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>27.9%</b>
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	415	27.9%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>65.6%</b>
1/1	Ahead	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1271	Inf	3105	40.9%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1603	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1267	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	729	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	901	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1415	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	454	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1600	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1714	Inf	2614	65.6%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	639	Inf	1429	44.7%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	393	Inf	1374	28.6%
13/1		U	N/A	N/A	-	-	-	-	134	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	549	1.3%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2309	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	59	Inf	Inf	0.0%
<b>J7: Site Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.6%</b>
1/1		U	N/A	N/A	-	-	-	-	10	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	147	Inf	967	15.2%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	100	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	191	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	63	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	56	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	202	Inf	937	21.6%
9/1	Ahead	U	N/A	N/A	-	-	-	-	393	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	122	Inf	1000	12.2%

LinSig V1 style report

11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	47	Inf	979	4.8%
<b>J8: Bicester Avenue</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>21.3%</b>
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	543	21.3%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	256	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	17	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-	-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	239	Inf	Inf	0.0%
<b>J9: David Lloyd Access</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>7.0%</b>
1/1	Left Ahead	U	N/A	N/A	-	-	-	-	17	Inf	Inf	0.0%
2/1		U	N/A	N/A	-	-	-	-	73	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-	-	-	-	44	Inf	711	6.2%
4/1	Ahead	U	N/A	N/A	-	-	-	-	47	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	59	Inf	844	7.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
<b>J10: Middleton Stoney Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>84.6%</b>
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1758	Inf	2077	84.6%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1249	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	638	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1235	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	916	Inf	1202	76.2%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	129	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1498	Inf	Inf	0.0%



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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	697	Inf	1019	68.4%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	711	Inf	Inf	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A41 Corridor</b>	-	-	<b>8416</b>	<b>0</b>	<b>0</b>	<b>53.4</b>	<b>38.0</b>	<b>0.0</b>	<b>91.5</b>	-	-	-	-
<b>J1: JCT 8: A41/Oxford Road/Services</b>	-	-	<b>168</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>12.9</b>	<b>0.0</b>	<b>30.1</b>	-	-	-	-
1/1	555	555	-	-	-	1.9	1.3	-	3.3	21.2	6.9	1.3	8.2
1/2	584	584	-	-	-	2.0	1.6	-	3.6	22.3	7.5	1.6	9.1
1/3	479	479	-	-	-	1.5	0.8	-	2.3	17.6	6.2	0.8	7.0
2/1	631	631	-	-	-	0.1	0.0	-	0.1	0.3	0.7	0.0	0.7
2/2	494	494	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
3/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	37	37	-	-	-	0.2	0.1	-	0.3	30.5	0.5	0.1	0.6
4/2	62	62	-	-	-	0.4	0.2	-	0.6	32.1	0.9	0.2	1.1
5/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	758	758	-	-	-	4.3	1.5	-	5.7	27.2	6.6	1.5	8.0
6/3	284	284	-	-	-	1.5	0.6	-	2.1	27.0	4.0	0.6	4.7
7/1	168	168	168	0	0	0.0	0.3	-	0.3	6.6	0.5	0.3	0.8
8/1	309	309	-	-	-	0.6	0.8	-	1.4	15.8	2.7	0.8	3.5
8/2	284	284	-	-	-	0.1	0.6	-	0.7	9.1	0.1	0.6	0.8
9/1	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	545	545	-	-	-	0.7	0.5	-	1.2	7.8	3.5	0.5	4.0
10/2	641	641	-	-	-	0.5	0.6	-	1.2	6.6	4.2	0.6	4.9
10/3+10/4	754	754	-	-	-	0.7	0.3	-	1.0	4.8	18.1	0.3	18.4

LinSig V1 style report

11/1	378	378	-	-	-	1.3	1.4	-	2.8	26.5	4.9	1.4	6.3
11/2	376	376	-	-	-	1.3	1.4	-	2.7	26.3	4.9	1.4	6.3
12/1	684	684	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	923	923	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/3	2	2	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
13/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Pringle Drive (Bicester Village)</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>5.9</b>	<b>0.0</b>	<b>14.9</b>	-	-	-	-
1/1	714	714	-	-	-	0.7	0.6	-	1.3	6.7	4.8	0.6	5.4
1/2	938	938	-	-	-	1.2	1.3	-	2.5	9.5	8.0	1.3	9.3
1/3+1/4	26	26	-	-	-	0.1	0.1	-	0.1	20.4	0.4	0.1	0.5
2/1	26	26	-	-	-	0.0	0.0	-	0.0	4.1	0.3	0.0	0.3
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	419	419	-	-	-	0.9	0.3	-	1.3	10.8	4.4	0.3	4.7
4/2+4/3	1079	1079	-	-	-	2.4	2.2	-	4.6	15.4	10.5	2.2	12.7
5/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	992	992	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	539	539	-	-	-	2.9	1.1	-	4.0	26.6	5.2	1.1	6.3
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Tesco &amp;&amp; Bicester 4 Access</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>6.9</b>	<b>0.0</b>	<b>21.9</b>	-	-	-	-
1/1	388	388	-	-	-	0.7	0.3	-	1.0	8.9	3.3	0.3	3.6

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1/2	294	294	-	-	-	0.5	0.2	-	0.7	8.0	2.4	0.2	2.5
1/3	434	434	-	-	-	0.8	0.3	-	1.1	8.9	3.7	0.3	4.0
1/4+1/5	544	544	-	-	-	3.3	1.6	-	4.9	32.2	4.2	1.6	5.8
2/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	725	725	-	-	-	0.8	0.7	-	1.4	7.1	6.7	0.7	7.4
4/2	328	328	-	-	-	1.5	0.6	-	2.1	23.3	3.9	0.6	4.6
4/3	431	431	-	-	-	2.4	1.1	-	3.5	29.1	6.7	1.1	7.8
4/4	90	90	-	-	-	0.4	0.1	-	0.5	18.7	1.1	0.1	1.2
5/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	330	330	-	-	-	0.6	0.2	-	0.8	9.0	2.8	0.2	3.0
6/2	377	377	-	-	-	0.7	0.3	-	0.9	9.0	3.2	0.3	3.5
6/3	504	504	-	-	-	2.2	1.3	-	3.5	24.7	7.1	1.3	8.4
6/4	320	320	-	-	-	1.2	0.4	-	1.6	17.8	3.9	0.4	4.3
<b>J4: Premier Inn</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>4.3</b>	<b>0.0</b>	<b>14.8</b>	-	-	-	-
1/1	658	658	-	-	-	0.9	0.4	-	1.3	7.0	7.5	0.4	7.9
1/2	729	729	-	-	-	1.0	0.4	-	1.4	7.0	8.5	0.4	8.9
1/3	169	169	-	-	-	2.3	1.1	-	3.5	74.1	5.4	1.1	6.5
2/2+2/1	678	678	-	-	-	1.7	0.5	-	2.2	11.9	10.2	0.5	10.7
2/3	922	922	-	-	-	2.9	0.9	-	3.8	14.7	17.7	0.9	18.6
3/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	93	93	-	-	-	1.4	0.9	-	2.2	86.7	3.0	0.9	3.9
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
<b>J5: WendleBury Road</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.2	-	0.2	7.1	0.6	0.2	0.8
2/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J6: A41 - Vendee Drive Roundabout</b>	-	-	<b>4024</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	-	-	-	-
1/1	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1271	1271	1271	0	0	0.0	0.3	-	0.3	1.0	0.0	0.3	0.3
3/1	1603	1603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1267	1267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1415	1415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1600	1600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1714	1714	1714	0	0	0.0	1.0	-	1.0	2.0	0.0	1.0	1.0
11/1	639	639	639	0	0	0.0	0.4	-	0.4	2.3	0.0	0.4	0.4
12/1	393	393	393	0	0	0.0	0.2	-	0.2	1.8	0.0	0.2	0.2
13/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
15/1	2309	2309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J7: Site Access</b>	-	-	<b>518</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	-	-	-	-
1/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	147	147	147	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
3/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	63	63	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	202	202	202	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
9/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	122	122	122	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
11/1	47	47	47	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
<b>J8: Bicester Avenue</b>	-	-	<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: David Lloyd Access</b>	-	-	<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
4/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<b>J10: Middleton Stoney Road</b>	-	-	<b>3371</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>5.4</b>	<b>0.0</b>	<b>7.2</b>	-	-	-	-																																																																
1/1	1758	1758	1758	0	0	1.8	2.7	-	4.5	9.2	27.3	2.7	30.0																																																																
2/1	1249	1249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1235	1235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	916	916	916	0	0	0.0	1.6	-	1.6	6.2	0.0	1.6	1.6																																																																
6/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1498	1498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	697	697	697	0	0	0.0	1.1	-	1.1	5.6	0.0	1.1	1.1																																																																
9/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
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