



APPENDIX P

Junction Operational Appraisals

User and Project Details

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

C1

Phase Input Data

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

Phase Intergreens Matrix

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

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

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

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 3

	To Stage	
	1	2
From Stage	1	5
	2	5

Phases in Stage

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

C2

Phase Input Data

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

Phase Intergreens Matrix

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

Phase Delays

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

Prohibited Stage Change

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

Phases in Stage

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

C3

Phase Input Data

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

Phase Intergreens Matrix

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

Phase Delays

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

Prohibited Stage Change

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

Phases in Stage

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

C4

Phase Input Data

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

Phase Intergreens Matrix

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

Phase Delays

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

Prohibited Stage Change

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

Phases in Stage

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

**C5
Phase Input Data**

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

Phase Intergreens Matrix

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

Phase Delays

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

Prohibited Stage Change

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

Phases in Stage

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

Give-Way Lane Input Data

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

Junction: J2: Pringle Drive (Bicester Village)

There are no Opposed Lanes in this Junction

Junction: J3: Tesco & Bicester 4 Access

There are no Opposed Lanes in this Junction

Junction: J4: Premier Inn

There are no Opposed Lanes in this Junction

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

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

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

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

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

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

Lane Input Data

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

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

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

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

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

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

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

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

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

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

LinSig V1 style report

Lane Saturation Flows

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Traffic Flow Groups

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Flow Group	Start Time	End Time	Duration	Formula
1: 'B26AM'	08:00	09:00	01:00	
2: 'B26PM'	17:00	18:00	01:00	
3: 'B31AM'	08:00	09:00	01:00	
4: 'B31PM'	17:00	18:00	01:00	
5: 'B31AM_SEPR'	08:00	09:00	01:00	
6: 'B31PM_SEPR'	17:00	18:00	01:00	
17: 'D26AM OP5B'	08:00	09:00	01:00	$(23376*((0.35*F9)+(0.65*F13)))/1000000)+F1$
18: 'D26PM OP5B'	17:00	18:00	01:00	$(23376*((0.35*F10)+(0.65*F14)))/1000000)+F2$
19: 'D31AM OP5B'	08:00	09:00	01:00	$(23376*((0.35*F9)+(0.65*F13)))/1000000)+F3$
20: 'D31PM OP5B'	17:00	18:00	01:00	$(23376*((0.35*F10)+(0.65*F14)))/1000000)+F4$
21: 'D31AM SEPR OP5B'	08:00	09:00	01:00	$(23376*((0.35*F9)+(0.65*F13)))/1000000)+F5$
22: 'D31PM SEPR OP5B'	17:00	18:00	01:00	$(23376*((0.35*F10)+(0.65*F14)))/1000000)+F6$
23: 'D26AM OP5A'	08:00	09:00	01:00	$(33568*((0.35*F9)+(0.65*F13)))/1000000)+F1$
24: 'D26PM OP5A'	17:00	18:00	01:00	$(33568*((0.35*F10)+(0.65*F14)))/1000000)+F2$
25: 'D31AM OP5A'	08:00	09:00	01:00	$(33568*((0.35*F9)+(0.65*F13)))/1000000)+F3$
26: 'D31PM OP5A'	17:00	18:00	01:00	$(33568*((0.35*F10)+(0.65*F14)))/1000000)+F4$
27: 'D31AM SEPR OP5A'	08:00	09:00	01:00	$(33568*((0.35*F9)+(0.65*F13)))/1000000)+F5$
28: 'D31PM SEPR OP5A'	17:00	18:00	01:00	$(33568*((0.35*F10)+(0.65*F14)))/1000000)+F6$
29: 'D26AM OP5B B1B'	08:00	09:00	01:00	$(23376*F11/1000000)+F1$
30: 'D26PM OP5B B1B'	17:00	18:00	01:00	$(23376*F12/1000000)+F2$
31: 'D31AM OP5B B1B'	08:00	09:00	01:00	$(23376*F11/1000000)+F3$
32: 'D31PM OP5B B1B'	17:00	18:00	01:00	$(23376*F12/1000000)+F4$
33: 'D31AM SEPR OP5B B1B'	08:00	09:00	01:00	$(23376*F11/1000000)+F5$
34: 'D31PM SEPR OP5B B1B'	17:00	18:00	01:00	$(23376*F12/1000000)+F6$
35: 'D26AM OP5A B1B'	08:00	09:00	01:00	$(33568*F11/1000000)+F1$
36: 'D26PM OP5A B1B'	17:00	18:00	01:00	$(33568*F12/1000000)+F2$
37: 'D31AM OP5A B1B'	08:00	09:00	01:00	$(33568*F11/1000000)+F3$
38: 'D31PM OP5A B1B'	17:00	18:00	01:00	$(33568*F12/1000000)+F4$
39: 'D31AM SEPR OP5A B1B'	08:00	09:00	01:00	$(33568*F11/1000000)+F5$
40: 'D31PM SEPR OP5A B1B'	17:00	18:00	01:00	$(33568*F12/1000000)+F6$
41: 'D26AM OP7 B1C'	08:00	09:00	01:00	$(16801*((0.35*F9)+(0.65*F13)))/1000000)+F1+F15$
42: 'D26PM OP7 B1C'	17:00	18:00	01:00	$(16801*((0.35*F10)+(0.65*F14)))/1000000)+F2+F16$
43: 'D31AM OP7 B1C'	08:00	09:00	01:00	$(16801*((0.35*F9)+(0.65*F13)))/1000000)+F3+F15$
44: 'D31PM OP7 B1C'	17:00	18:00	01:00	$(16801*((0.35*F10)+(0.65*F14)))/1000000)+F4+F16$
45: 'D31AM SEPR OP7 B1C'	08:00	09:00	01:00	$(16801*((0.35*F9)+(0.65*F13)))/1000000)+F5+F15$
46: 'D31PM SEPR OP7 B1C'	17:00	18:00	01:00	$(16801*((0.35*F10)+(0.65*F14)))/1000000)+F6+F16$
47: 'D26AM OP7 B1B'	08:00	09:00	01:00	$(16801*F11/1000000)+F1+F15$
48: 'D26PM OP7 B1B'	17:00	18:00	01:00	$(16801*F12/1000000)+F2+F16$
49: 'D31AM OP7 B1B'	08:00	09:00	01:00	$(16801*F11/1000000)+F3+F15$

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50: 'D31PM OP7 B1B'	17:00	18:00	01:00	$(16801 * F_{12} / 1000000) + F_4 + F_{16}$
51: 'D31AM SEPR OP7 B1B'	08:00	09:00	01:00	$(16801 * F_{11} / 1000000) + F_5 + F_{15}$
52: 'D31PM SEPR OP7 B1B'	17:00	18:00	01:00	$(16801 * F_{12} / 1000000) + F_6 + F_{16}$
53: 'D26AM OP8 B1C'	08:00	09:00	01:00	$(26995 * ((0.35 * F_9) + (0.65 * F_{13})) / 1000000) + F_1 + F_{15}$
54: 'D26PM OP8 B1C'	17:00	18:00	01:00	$(26995 * ((0.35 * F_{10}) + (0.65 * F_{14})) / 1000000) + F_2 + F_{16}$
55: 'D31AM OP8 B1C'	08:00	09:00	01:00	$(26995 * ((0.35 * F_9) + (0.65 * F_{13})) / 1000000) + F_3 + F_{15}$
56: 'D31PM OP8 B1C'	17:00	18:00	01:00	$(26995 * ((0.35 * F_{10}) + (0.65 * F_{14})) / 1000000) + F_4 + F_{16}$
57: 'D31AM SEPR OP8 B1C'	08:00	09:00	01:00	$(26995 * ((0.35 * F_9) + (0.65 * F_{13})) / 1000000) + F_5 + F_{15}$
58: 'D31PM SEPR OP8 B1C'	17:00	18:00	01:00	$(26995 * ((0.35 * F_{10}) + (0.65 * F_{14})) / 1000000) + F_6 + F_{16}$
59: 'D26AM OP8 B1B'	08:00	09:00	01:00	$(26995 * F_{11} / 1000000) + F_1 + F_{15}$
60: 'D26PM OP8 B1B'	17:00	18:00	01:00	$(26995 * F_{12} / 1000000) + F_2 + F_{16}$
61: 'D31AM OP8 B1B'	08:00	09:00	01:00	$(26995 * F_{11} / 1000000) + F_3 + F_{15}$
62: 'D31PM OP8 B1B'	17:00	18:00	01:00	$(26995 * F_{12} / 1000000) + F_4 + F_{16}$
63: 'D31AM SEPR OP8 B1B'	08:00	09:00	01:00	$(26995 * F_{11} / 1000000) + F_5 + F_{15}$
64: 'D31PM SEPR OP8 B1B'	17:00	18:00	01:00	$(26995 * F_{12} / 1000000) + F_6 + F_{16}$

Traffic Flows, Desired
FG1: 'B26AM'
Desired Flow :

LinSig V1 style report

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	5	82	247	31	184	25	24	0	0	0	182	1	20	801
	B	336	0	93	167	21	125	17	16	0	0	0	123	0	13	911
	C	48	13	0	30	4	23	3	3	0	0	0	22	0	2	148
	D	220	86	44	0	33	429	58	57	0	0	0	424	1	46	1398
	E	36	14	7	43	0	42	6	6	0	0	0	41	0	4	199
	F	109	43	22	198	11	0	23	23	0	0	0	169	0	18	616
	G	24	9	5	44	3	44	0	3	0	0	0	21	0	2	155
	H	6	2	1	11	1	11	0	0	0	0	0	57	0	6	95
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	K	22	8	4	39	2	40	1	0	0	0	0	5	27	24	172
	L	183	72	37	332	19	337	5	0	0	0	33	1	203	145	1367
	M	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	N	24	9	5	43	2	44	1	0	0	0	35	208	0	1	372
	Tot.	1008	261	300	1154	127	1279	139	132	0	0	68	1253	232	282	6235

FG2: 'B26PM'
Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	136	68	243	35	131	22	39	0	0	0	157	0	31	862
	B	187	0	55	170	24	91	15	27	0	0	0	110	0	22	701
	C	66	34	0	153	22	82	14	24	0	0	0	99	0	20	514
	D	244	115	50	0	52	297	50	88	0	0	0	357	0	70	1323
	E	48	23	10	38	1	21	4	6	0	0	0	25	0	5	181
	F	242	115	49	379	22	0	56	99	0	0	0	399	0	79	1440
	G	23	11	5	36	2	28	0	3	0	0	0	14	0	3	125
	H	14	7	3	22	1	17	1	0	0	0	0	42	0	8	115
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	K	28	13	6	44	3	33	2	0	0	0	0	14	4	40	187
	L	275	130	56	430	25	329	23	0	0	0	19	2	40	466	1795
	M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
	N	43	20	9	67	4	51	4	0	0	0	29	310	22	1	560
	Tot.	1170	604	311	1582	191	1080	191	286	0	0	49	1532	66	748	7810

FG3: 'B31AM'

Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	4	101	251	25	172	25	33	0	0	0	196	0	18	825
	B	232	0	113	202	20	138	20	26	0	0	0	158	0	15	924
	C	81	25	0	55	6	38	6	7	0	0	0	43	0	4	265
	D	233	91	58	0	30	455	67	87	0	0	0	521	1	48	1591
	E	31	12	8	42	0	41	6	8	0	0	0	46	0	4	198
	F	118	46	29	222	12	0	29	38	0	0	0	226	0	21	741
	G	24	9	6	44	2	45	0	8	0	0	0	48	0	5	191
	H	11	4	3	21	1	22	0	0	0	0	0	34	0	3	99
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	K	33	13	8	63	3	64	1	0	0	0	0	1	7	14	207
	L	251	98	62	472	26	481	8	0	0	0	11	0	88	263	1760
	M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11
	N	60	24	15	113	6	115	2	0	0	0	37	542	0	0	914
	Tot.	1074	326	403	1485	131	1571	164	207	0	0	50	1822	96	397	7726

FG4: 'B31PM'

Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	103	110	238	29	148	22	29	0	0	0	171	0	32	882
	B	178	0	88	158	19	98	15	19	0	0	0	113	0	21	709
	C	68	37	0	192	23	120	18	24	0	0	0	138	0	26	646
	D	284	154	75	0	48	338	50	67	0	0	0	390	0	73	1479
	E	39	21	10	35	1	23	3	4	0	0	0	26	0	5	167
	F	240	130	63	375	19	0	62	82	0	0	0	480	0	90	1541
	G	21	11	5	33	2	31	0	3	0	0	0	18	0	3	127
	H	13	7	3	20	1	19	1	0	0	0	0	44	0	8	116
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	K	35	19	9	55	3	51	3	0	0	0	0	14	4	41	234
	L	251	136	66	393	20	370	24	0	0	0	20	2	108	476	1866
	M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
	N	51	28	13	80	4	75	5	0	0	0	34	312	24	1	627
	Tot.	1180	646	442	1579	169	1273	203	228	0	0	55	1711	136	779	8401

FG5: 'B31AM_SEPR'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	5	110	247	27	236	29	31	0	0	0	131	0	23	839
B	248	0	115	177	19	169	21	22	0	0	0	94	0	16	881
C	83	23	0	54	6	52	6	7	0	0	0	29	0	5	265
D	259	93	57	0	30	324	39	42	0	0	0	180	1	31	1056
E	33	12	7	42	0	55	7	7	0	0	0	31	0	5	199
F	152	55	33	173	15	0	42	46	0	0	0	194	1	33	744
G	23	8	5	27	2	48	0	5	0	0	0	21	0	4	143
H	13	5	3	15	1	27	0	0	0	0	0	33	0	6	103
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
K	28	10	6	32	3	57	1	0	0	0	0	2	8	9	156
L	232	84	51	265	23	481	9	0	0	0	18	0	75	292	1530
M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11
N	63	23	14	71	6	130	2	0	0	0	48	566	13	0	936
Tot.	1134	318	401	1103	132	1579	156	160	0	0	68	1288	98	426	6863

FG6: 'B31PM_SEPR'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	129	114	225	29	186	23	32	0	0	0	112	0	40	890
B	202	0	89	142	18	117	14	20	0	0	0	70	0	25	697
C	69	37	0	188	24	155	19	27	0	0	0	93	0	33	645
D	267	135	70	0	49	238	30	41	0	0	0	143	0	51	1024
E	40	20	11	35	1	29	4	5	0	0	0	17	0	6	168
F	273	138	72	320	21	0	79	110	0	0	0	382	0	136	1531
G	20	10	5	24	2	32	0	4	0	0	0	15	0	5	117
H	13	7	4	16	1	21	1	0	0	0	0	39	0	14	116
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
K	32	16	8	38	3	52	3	0	0	0	0	16	5	29	202
L	227	115	60	266	18	364	24	0	0	0	22	0	105	502	1703
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
N	47	24	12	55	4	75	5	0	0	0	33	331	24	1	611
Tot.	1190	631	445	1309	170	1269	202	239	0	0	56	1221	134	845	7711

FG17: 'D26AM OP5B'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	5	82	247	31	184	25	24	0	38	0	182	1	20	839
B	336	0	93	167	21	125	17	16	0	9	0	123	0	13	920
C	48	13	0	30	4	23	3	3	0	0	0	22	0	2	148
D	220	86	44	0	33	429	58	57	0	35	0	424	1	46	1433
E	36	14	7	43	0	42	6	6	0	0	0	41	0	4	199
F	109	43	22	198	11	0	23	23	0	0	0	169	0	18	616
G	24	9	5	44	3	44	0	3	0	0	0	21	0	2	155
H	6	2	1	11	1	11	0	0	0	0	0	57	0	6	95
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	4	1	0	6	0	0	0	0	0	0	0	8	0	5	24
K	22	8	4	39	2	40	1	0	0	0	0	5	27	24	172
L	183	72	37	332	19	337	5	0	0	53	33	1	203	145	1420
M	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
N	24	9	5	43	2	44	1	0	0	51	35	208	0	1	423
Tot.	1012	262	300	1160	127	1279	139	132	0	186	68	1261	232	287	6445

FG18: 'D26PM OP5B'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	136	68	243	35	131	22	39	0	4	0	157	0	31	866
B	187	0	55	170	24	91	15	27	0	1	0	110	0	22	702
C	66	34	0	153	22	82	14	24	0	0	0	99	0	20	514
D	244	115	50	0	52	297	50	88	0	5	0	357	0	70	1328
E	48	23	10	38	1	21	4	6	0	0	0	25	0	5	181
F	242	115	49	379	22	0	56	99	0	0	0	399	0	79	1440
G	23	11	5	36	2	28	0	3	0	0	0	14	0	3	125
H	14	7	3	22	1	17	1	0	0	0	0	42	0	8	115
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	37	9	0	34	0	0	0	0	0	0	0	52	0	49	181
K	28	13	6	44	3	33	2	0	0	0	0	14	4	40	187
L	275	130	56	430	25	329	23	0	0	7	19	2	40	466	1802
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
N	43	20	9	67	4	51	4	0	0	5	29	310	22	1	565
Tot.	1207	613	311	1616	191	1080	191	286	0	22	49	1584	66	797	8013

FG19: 'D31AM OP5B'

Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	4	101	251	25	172	25	33	0	38	0	196	0	18	863
	B	232	0	113	202	20	138	20	26	0	9	0	158	0	15	933
	C	81	25	0	55	6	38	6	7	0	0	0	43	0	4	265
	D	233	91	58	0	30	455	67	87	0	35	0	521	1	48	1626
	E	31	12	8	42	0	41	6	8	0	0	0	46	0	4	198
	F	118	46	29	222	12	0	29	38	0	0	0	226	0	21	741
	G	24	9	6	44	2	45	0	8	0	0	0	48	0	5	191
	H	11	4	3	21	1	22	0	0	0	0	0	34	0	3	99
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	4	1	0	6	0	0	0	0	0	0	0	8	0	5	24
	K	33	13	8	63	3	64	1	0	0	0	0	1	7	14	207
	L	251	98	62	472	26	481	8	0	0	53	11	0	88	263	1813
	M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11
	N	60	24	15	113	6	115	2	0	0	51	37	542	0	0	965
	Tot.	1078	327	403	1491	131	1571	164	207	0	186	50	1830	96	402	7936

FG20: 'D31PM OP5B'

Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	103	110	238	29	148	22	29	0	4	0	171	0	32	886
	B	178	0	88	158	19	98	15	19	0	1	0	113	0	21	710
	C	68	37	0	192	23	120	18	24	0	0	0	138	0	26	646
	D	284	154	75	0	48	338	50	67	0	5	0	390	0	73	1484
	E	39	21	10	35	1	23	3	4	0	0	0	26	0	5	167
	F	240	130	63	375	19	0	62	82	0	0	0	480	0	90	1541
	G	21	11	5	33	2	31	0	3	0	0	0	18	0	3	127
	H	13	7	3	20	1	19	1	0	0	0	0	44	0	8	116
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	37	9	0	34	0	0	0	0	0	0	0	52	0	49	181
	K	35	19	9	55	3	51	3	0	0	0	0	14	4	41	234
	L	251	136	66	393	20	370	24	0	0	7	20	2	108	476	1873
	M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
	N	51	28	13	80	4	75	5	0	0	5	34	312	24	1	632
	Tot.	1217	655	442	1613	169	1273	203	228	0	22	55	1763	136	828	8604

FG21: 'D31AM SEPR OP5B'

Desired Flow :

Origin	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
A	0	5	110	247	27	236	29	31	0	38	0	131	0	23	877	
B	248	0	115	177	19	169	21	22	0	9	0	94	0	16	890	
C	83	23	0	54	6	52	6	7	0	0	0	29	0	5	265	
D	259	93	57	0	30	324	39	42	0	35	0	180	1	31	1091	
E	33	12	7	42	0	55	7	7	0	0	0	31	0	5	199	
F	152	55	33	173	15	0	42	46	0	0	0	194	1	33	744	
G	23	8	5	27	2	48	0	5	0	0	0	21	0	4	143	
H	13	5	3	15	1	27	0	0	0	0	0	33	0	6	103	
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J	4	1	0	6	0	0	0	0	0	0	0	8	0	5	24	
K	28	10	6	32	3	57	1	0	0	0	0	2	8	9	156	
L	232	84	51	265	23	481	9	0	0	53	18	0	75	292	1583	
M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11	
N	63	23	14	71	6	130	2	0	0	51	48	566	13	0	987	
Tot.	1138	319	401	1109	132	1579	156	160	0	186	68	1296	98	431	7073	

FG22: 'D31PM SEPR OP5B'

Desired Flow :

Origin	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
A	0	129	114	225	29	186	23	32	0	4	0	112	0	40	894	
B	202	0	89	142	18	117	14	20	0	1	0	70	0	25	698	
C	69	37	0	188	24	155	19	27	0	0	0	93	0	33	645	
D	267	135	70	0	49	238	30	41	0	5	0	143	0	51	1029	
E	40	20	11	35	1	29	4	5	0	0	0	17	0	6	168	
F	273	138	72	320	21	0	79	110	0	0	0	382	0	136	1531	
G	20	10	5	24	2	32	0	4	0	0	0	15	0	5	117	
H	13	7	4	16	1	21	1	0	0	0	0	39	0	14	116	
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J	37	9	0	34	0	0	0	0	0	0	0	52	0	49	181	
K	32	16	8	38	3	52	3	0	0	0	0	16	5	29	202	
L	227	115	60	266	18	364	24	0	0	7	22	0	105	502	1710	
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7	
N	47	24	12	55	4	75	5	0	0	5	33	331	24	1	616	
Tot.	1227	640	445	1343	170	1269	202	239	0	22	56	1273	134	894	7914	

FG23: 'D26AM OP5A'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	5	82	247	31	184	25	24	0	54	0	182	1	20	855
B	336	0	93	167	21	125	17	16	0	13	0	123	0	13	924
C	48	13	0	30	4	23	3	3	0	0	0	22	0	2	148
D	220	86	44	0	33	429	58	57	0	51	0	424	1	46	1449
E	36	14	7	43	0	42	6	6	0	0	0	41	0	4	199
F	109	43	22	198	11	0	23	23	0	0	0	169	0	18	616
G	24	9	5	44	3	44	0	3	0	0	0	21	0	2	155
H	6	2	1	11	1	11	0	0	0	0	0	57	0	6	95
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	6	1	0	8	0	0	0	0	0	0	0	11	0	8	34
K	22	8	4	39	2	40	1	0	0	0	0	5	27	24	172
L	183	72	37	332	19	337	5	0	0	76	33	1	203	145	1443
M	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
N	24	9	5	43	2	44	1	0	0	73	35	208	0	1	445
Tot.	1014	262	300	1162	127	1279	139	132	0	267	68	1264	232	290	6536

FG24: 'D26PM OP5A'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	136	68	243	35	131	22	39	0	5	0	157	0	31	867
B	187	0	55	170	24	91	15	27	0	1	0	110	0	22	702
C	66	34	0	153	22	82	14	24	0	0	0	99	0	20	514
D	244	115	50	0	52	297	50	88	0	7	0	357	0	70	1330
E	48	23	10	38	1	21	4	6	0	0	0	25	0	5	181
F	242	115	49	379	22	0	56	99	0	0	0	399	0	79	1440
G	23	11	5	36	2	28	0	3	0	0	0	14	0	3	125
H	14	7	3	22	1	17	1	0	0	0	0	42	0	8	115
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	53	13	0	49	0	0	0	0	0	0	0	74	0	71	260
K	28	13	6	44	3	33	2	0	0	0	0	14	4	40	187
L	275	130	56	430	25	329	23	0	0	10	19	2	40	466	1805
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
N	43	20	9	67	4	51	4	0	0	7	29	310	22	1	567
Tot.	1223	617	311	1631	191	1080	191	286	0	30	49	1606	66	819	8100

FG25: 'D31AM OP5A'

Desired Flow :

Origin	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
A	0	4	101	251	25	172	25	33	0	54	0	196	0	18	879	
B	232	0	113	202	20	138	20	26	0	13	0	158	0	15	937	
C	81	25	0	55	6	38	6	7	0	0	0	43	0	4	265	
D	233	91	58	0	30	455	67	87	0	51	0	521	1	48	1642	
E	31	12	8	42	0	41	6	8	0	0	0	46	0	4	198	
F	118	46	29	222	12	0	29	38	0	0	0	226	0	21	741	
G	24	9	6	44	2	45	0	8	0	0	0	48	0	5	191	
H	11	4	3	21	1	22	0	0	0	0	0	34	0	3	99	
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J	6	1	0	8	0	0	0	0	0	0	0	11	0	8	34	
K	33	13	8	63	3	64	1	0	0	0	0	1	7	14	207	
L	251	98	62	472	26	481	8	0	0	76	11	0	88	263	1836	
M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11	
N	60	24	15	113	6	115	2	0	0	73	37	542	0	0	987	
Tot.	1080	327	403	1493	131	1571	164	207	0	267	50	1833	96	405	8027	

FG26: 'D31PM OP5A'

Desired Flow :

Origin	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
A	0	103	110	238	29	148	22	29	0	5	0	171	0	32	887	
B	178	0	88	158	19	98	15	19	0	1	0	113	0	21	710	
C	68	37	0	192	23	120	18	24	0	0	0	138	0	26	646	
D	284	154	75	0	48	338	50	67	0	7	0	390	0	73	1486	
E	39	21	10	35	1	23	3	4	0	0	0	26	0	5	167	
F	240	130	63	375	19	0	62	82	0	0	0	480	0	90	1541	
G	21	11	5	33	2	31	0	3	0	0	0	18	0	3	127	
H	13	7	3	20	1	19	1	0	0	0	0	44	0	8	116	
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J	53	13	0	49	0	0	0	0	0	0	0	74	0	71	260	
K	35	19	9	55	3	51	3	0	0	0	0	14	4	41	234	
L	251	136	66	393	20	370	24	0	0	10	20	2	108	476	1876	
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7	
N	51	28	13	80	4	75	5	0	0	7	34	312	24	1	634	
Tot.	1233	659	442	1628	169	1273	203	228	0	30	55	1785	136	850	8691	

FG27: 'D31AM SEPR OP5A'

Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	5	110	247	27	236	29	31	0	54	0	131	0	23	893
	B	248	0	115	177	19	169	21	22	0	13	0	94	0	16	894
	C	83	23	0	54	6	52	6	7	0	0	0	29	0	5	265
	D	259	93	57	0	30	324	39	42	0	51	0	180	1	31	1107
	E	33	12	7	42	0	55	7	7	0	0	0	31	0	5	199
	F	152	55	33	173	15	0	42	46	0	0	0	194	1	33	744
	G	23	8	5	27	2	48	0	5	0	0	0	21	0	4	143
	H	13	5	3	15	1	27	0	0	0	0	0	33	0	6	103
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	6	1	0	8	0	0	0	0	0	0	0	11	0	8	34
	K	28	10	6	32	3	57	1	0	0	0	0	2	8	9	156
	L	232	84	51	265	23	481	9	0	0	76	18	0	75	292	1606
	M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11
	N	63	23	14	71	6	130	2	0	0	73	48	566	13	0	1009
	Tot.	1140	319	401	1111	132	1579	156	160	0	267	68	1299	98	434	7164

FG28: 'D31PM SEPR OP5A'

Desired Flow :

	Destination															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.	
Origin	A	0	129	114	225	29	186	23	32	0	5	0	112	0	40	895
	B	202	0	89	142	18	117	14	20	0	1	0	70	0	25	698
	C	69	37	0	188	24	155	19	27	0	0	0	93	0	33	645
	D	267	135	70	0	49	238	30	41	0	7	0	143	0	51	1031
	E	40	20	11	35	1	29	4	5	0	0	0	17	0	6	168
	F	273	138	72	320	21	0	79	110	0	0	0	382	0	136	1531
	G	20	10	5	24	2	32	0	4	0	0	0	15	0	5	117
	H	13	7	4	16	1	21	1	0	0	0	0	39	0	14	116
	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	53	13	0	49	0	0	0	0	0	0	0	74	0	71	260
	K	32	16	8	38	3	52	3	0	0	0	0	16	5	29	202
	L	227	115	60	266	18	364	24	0	0	10	22	0	105	502	1713
	M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
	N	47	24	12	55	4	75	5	0	0	7	33	331	24	1	618
	Tot.	1243	644	445	1358	170	1269	202	239	0	30	56	1295	134	916	8001

FG29: 'D26AM OP5B B1B'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	5	82	247	31	184	25	24	0	41	0	182	1	20	842
B	336	0	93	167	21	125	17	16	0	10	0	123	0	13	921
C	48	13	0	30	4	23	3	3	0	0	0	22	0	2	148
D	220	86	44	0	33	429	58	57	0	35	0	424	1	46	1433
E	36	14	7	43	0	42	6	6	0	0	0	41	0	4	199
F	109	43	22	198	11	0	23	23	0	0	0	169	0	18	616
G	24	9	5	44	3	44	0	3	0	0	0	21	0	2	155
H	6	2	1	11	1	11	0	0	0	0	0	57	0	6	95
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	5	1	0	4	0	0	0	0	0	0	0	7	0	7	24
K	22	8	4	39	2	40	1	0	0	0	0	5	27	24	172
L	183	72	37	332	19	337	5	0	0	55	33	1	203	145	1422
M	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
N	24	9	5	43	2	44	1	0	0	55	35	208	0	1	427
Tot.	1013	262	300	1158	127	1279	139	132	0	196	68	1260	232	289	6455

FG30: 'D26PM OP5B B1B'

Desired Flow :

Origin	Destination														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Tot.
A	0	136	68	243	35	131	22	39	0	2	0	157	0	31	864
B	187	0	55	170	24	91	15	27	0	0	0	110	0	22	701
C	66	34	0	153	22	82	14	24	0	0	0	99	0	20	514
D	244	115	50	0	52	297	50	88	0	1	0	357	0	70	1324
E	48	23	10	38	1	21	4	6	0	0	0	25	0	5	181
F	242	115	49	379	22	0	56	99	0	0	0	399	0	79	1440
G	23	11	5	36	2	28	0	3	0	0	0	14	0	3	125
H	14	7	3	22	1	17	1	0	0	0	0	42	0	8	115
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	27	6	0	23	0	0	0	0	0	0	0	36	0	36	128
K	28	13	6	44	3	33	2	0	0	0	0	14	4	40	187
L	275	130	56	430	25	329	23	0	0	2	19	2	40	466	1797
M	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
N	43	20	9	67	4	51	4	0	0	2	29	310	22	1	562
Tot.	1197	610	311	1605	191	1080	191	286	0	7	49	1568	66	784	7945

FG31: 'D31AM OP5B B1B'

Desired Flow :

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

FG32: 'D31PM OP5B B1B'

Desired Flow :

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

FG33: 'D31AM SEPR OP5B B1B'

Desired Flow :

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

FG34: 'D31PM SEPR OP5B B1B'

Desired Flow :

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

FG35: 'D26AM OP5A B1B'

Desired Flow :

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

FG36: 'D26PM OP5A B1B'

Desired Flow :

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

FG37: 'D31AM OP5A B1B'

Desired Flow :

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

FG38: 'D31PM OP5A B1B'

Desired Flow :

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

FG39: 'D31AM SEPR OP5A B1B'

Desired Flow :

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

FG40: 'D31PM SEPR OP5A B1B'

Desired Flow :

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

FG41: 'D26AM OP7 B1C'

Desired Flow :

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

FG42: 'D26PM OP7 B1C'

Desired Flow :

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

FG43: 'D31AM OP7 B1C'

Desired Flow :

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

FG44: 'D31PM OP7 B1C'

Desired Flow :

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

FG45: 'D31AM SEPR OP7 B1C'

Desired Flow :

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

FG46: 'D31PM SEPR OP7 B1C'

Desired Flow :

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

FG47: 'D26AM OP7 B1B'

Desired Flow :

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

FG48: 'D26PM OP7 B1B'

Desired Flow :

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

FG49: 'D31AM OP7 B1B'

Desired Flow :

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

FG50: 'D31PM OP7 B1B'

Desired Flow :

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

FG51: 'D31AM SEPR OP7 B1B'

Desired Flow :

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

FG52: 'D31PM SEPR OP7 B1B'

Desired Flow :

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

FG53: 'D26AM OP8 B1C'

Desired Flow :

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

FG54: 'D26PM OP8 B1C'

Desired Flow :

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

FG55: 'D31AM OP8 B1C'

Desired Flow :

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

FG56: 'D31PM OP8 B1C'

Desired Flow :

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

FG57: 'D31AM SEPR OP8 B1C'

Desired Flow :

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

FG58: 'D31PM SEPR OP8 B1C'

Desired Flow :

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

FG59: 'D26AM OP8 B1B'

Desired Flow :

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

FG60: 'D26PM OP8 B1B'

Desired Flow :

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

FG61: 'D31AM OP8 B1B'

Desired Flow :

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

FG62: 'D31PM OP8 B1B'

Desired Flow :

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

FG63: 'D31AM SEPR OP8 B1B'

Desired Flow :

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

FG64: 'D31PM SEPR OP8 B1B'

Desired Flow :

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

Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	26	24
Change Point	14	45

Stage Stream: 3

Stage	1	2
Duration	21	29
Change Point	11	37

C2

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

C3

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

C4

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

C5

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