

LinSig V1 style report

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

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

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

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

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

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

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

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



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

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

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

**Stage Timings**

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	27	23
Change Point	15	47

**Stage Stream: 3**

Stage	1	2
Duration	21	29
Change Point	10	36

**C2**

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

**C3**

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

**C4**

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

**C5**

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



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

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

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



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

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

LinSig V1 style report

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

LinSig V1 style report

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

LinSig V1 style report

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

LinSig V1 style report

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

LinSig V1 style report

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

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



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

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

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	31	19
Change Point	14	50

**Stage Stream: 3**

Stage	1	2
Duration	21	29
Change Point	12	38

**C2**

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

**C3**

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

**C4**

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

**C5**

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



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

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

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

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



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

LinSig V1 style report

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

LinSig V1 style report

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

LinSig V1 style report

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

LinSig V1 style report

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

LinSig V1 style report

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

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

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



LinSig V1 style report

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

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

**C1**

**Stage Stream: 1**

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

**Stage Stream: 2**

Stage	1	2
Duration	35	15
Change Point	10	50

**Stage Stream: 3**

Stage	1	2
Duration	15	35
Change Point	54	14

**C2**

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

**C3**

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

**C4**

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

**C5**

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



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

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

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

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

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



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

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

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

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

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

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

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

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

Forester House

Doctor's Lane

Henley-in-Arden

Warwickshire B95 5AW

Tel: +44(0)1564 793598

Fax: +44(0)1564 793983

[inmail@dtatransportation.co.uk](mailto:inmail@dtatransportation.co.uk)

[www.dtatransportation.co.uk](http://www.dtatransportation.co.uk)